



CITY OF HOBART

# **AGENDA**

## **Parks and Recreation Committee Meeting**

### **Open Portion**

**Thursday, 15 October 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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**Parks and Recreation Committee Meeting (Open Portion) held Thursday,  
15 October 2020 at 5:15 pm.**

**This meeting of the Parks and Recreation 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**

Briscoe (Chairman)  
Deputy Lord Mayor Burnet  
Thomas  
Ewin  
Sherlock

**Apologies:**

**Leave of Absence:** Nil.

**NON-MEMBERS**

Lord Mayor Reynolds  
Zucco  
Sexton  
Harvey  
Behrakis  
Dutta  
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 Special Parks and Recreation Committee meeting held on [Monday, 7 September 2020](#) and the Parks and Recreation Committee meeting held on [Thursday, 10 September 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 Consumption / Sale of Alcohol in Wellington Park File Ref: F20/79552**

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Report of the Program Leader Bushland Recreation, the Manager Bushland and the Director City Amenity of 8 October 2020 and attachment.

Delegation: Council

**REPORT TITLE: CONSUMPTION / SALE OF ALCOHOL IN WELLINGTON PARK**

**REPORT PROVIDED BY:** Program Leader Bushland Recreation  
Manager Bushland  
Director City Amenity

**1. Report Purpose and Community Benefit**

- 1.1. This report provides information on the statutory processes and powers regarding the consumption and/or sale of alcohol within Wellington Park.

**2. Report Summary**

- 2.1. A memo was tabled to the Parks and Recreation Committee of 11 June 2020, responding to a letter from the Fern Tree Community Association (refer **Attachment A**).
- 2.2. Information in this report clarifies the statutory processes and powers regarding the consumption and/or sale of alcohol in Wellington Park.
- 2.3. The determination to regulate sale of alcohol is governed by a range of legal authorities and is currently provided for in the Wellington Park Management Trust's 'Springs Precinct and Pinnacle Precinct Zones' within the 'Wellington Park Management Plan'.
- 2.4. To prohibit alcohol in Wellington Park, a submission supported by the Wellington Park Management Trust outlining and justifying the request would need to be made to the Police Commissioner by all parties responsible for the management of the area.
- 2.5. The agreement for a prohibition for the whole park would therefore require the written support of the City of Hobart as well as Glenorchy City Council, Crown Lands, the Parks and Wildlife Service as well as the Wellington Park Trust.

**3. Recommendation**

***That the Council write to the Fern Tree Community Association and provide the following advice in respect to the consumption and sale of alcohol in Wellington Park:***

- (i) ***The sale of alcohol is more appropriately considered through the assessment process when any development application that would include the supply and/or sale of alcohol in Wellington Park, is made.***
- (ii) ***The sale of alcohol is a permitted use under the Wellington Park Management Plan at specified precincts including the Pinnacle and the Springs.***

#### 4. Background

- 4.1. The Fern Tree Community Association (refer **Attachment A**) is seeking the Council's consideration to not agree to the granting of any licence to sell alcohol at the Springs or at any future development at the Summit
  - 4.1.1. The Association is not opposed to the private consumption of alcohol, nor the granting of licences for one-off events
  - 4.1.2. The Association would also like to see police conduct random speed checks and random breath checks of cars above Pillinger Drive and on Pinnacle Road, especially after-hours on weekends

#### Wellington Park

- 4.2. Wellington Park is established pursuant to the *Wellington Park Act 1993* whereat the Wellington Park Management Trust is the regulatory body. The Trust co-ordinates the implementation of strategies and procedures for the Park, including the Wellington Park Management Plan.
- 4.3. The Park is owned by multiple landholders, being the City of Hobart, Glenorchy City Council and the Crown (Parks and Wildlife), with the principal visitor facility sites (Pinnacle Road, the Springs, the Summit) all located on City of Hobart land.
- 4.4. A licence to sell alcohol requires the consent of the land owner.
- 4.5. Alcohol consumption is not banned within Wellington Park and specific development precincts provide for this to be part of a development application.
- 4.6. Any proposal for the sale of alcohol will need to be considered within the provisions of the Wellington Park Management Plan and a development application with specific conditions including meeting specific liquor licencing requirements.
- 4.7. The determination to regulate consumption and/or sale of alcohol would require land owner consent for a development.

#### 5. Proposal and Implementation

- 5.1. It is proposed that the Fern Tree Community Association be advised that:
  - 5.1.1. The sale of alcohol is more appropriately considered through the assessment process when any development application that would include the supply and/or sale of alcohol in Wellington Park, is made.
  - 5.1.2. The sale of alcohol is a permitted use under the Wellington Park Management Plan at specified precincts including the Pinnacle and the Springs.

**6. Strategic Planning and Policy Considerations**

- 6.1. The Council is unable to declare Wellington Park as alcohol free and would need to raise such a preference with the Wellington Park Trust.
- 6.2. If the preference of the Trust was for a dry mountain then Tasmania Police have advised that to add a park to the list of prohibited spaces the Trust would need to write to the Police Commissioner outlining and justifying the reasoning.
- 6.3. As it is shared land any request would need to be supported by all parties so a letter of support for the application by the Trust would need to be provided by each of the land owners.

**7. Financial Implications**

- 7.1. Funding Source and Impact on Current Year Operating Result
  - 7.1.1. Not applicable.
- 7.2. Impact on Future Years' Financial Result
  - 7.2.1. Not applicable.
- 7.3. Asset Related Implications
  - 7.3.1. Not applicable.

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

- 8.1. In the case of an application to develop a facility which includes the service of alcohol, the Hobart City Council as landowner would need to provide Landholder Consent.

A development application would need to be assessed by the Council and be consistent with the Wellington Park Management Plan and subsequently considered by the Wellington Park Management Trust.

- 8.2. A Council lease or a license from the Trust are the instruments that can be used to approve or to prohibit sale of alcohol in a development in accordance with the Management Plan.
- 8.3. The main visitor locations Springs and Summit are accessed predominantly by vehicle on a road that is narrow and windy.

Providing for the sale of alcohol at these sites could be considered unnecessarily introducing a further risk for unsafe driving.

However the consumption of alcohol is not constrained at present or in the proposal and the responsible service of alcohol provision under a liquor licence is designed to address this matter.

**9. Social and Customer Considerations**

- 9.1. The Wellington Park Trust has indicated that the sale of alcohol is currently consistent with the provisions in the Pinnacle Zone and the Springs Zone of the Wellington Park Management Plan.
- 9.2. The Trust have indicated to the Fern Tree Community Association that any proposal will be considered as part of a development application and such an application would also need to meet the requirements of a liquor licence to serve alcohol.

**10. Marketing and Media**

- 10.1. Considering the strong community interest in the mountain's future there may be some media interest in the subject matter. This will only arise if a development application were to be submitted.

**11. Delegation**

- 11.1. The matter 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.*



Greg Milne  
**PROGRAM LEADER BUSHLAND  
RECREATION**



John Fisher  
**MANAGER BUSHLAND**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 8 October 2020  
File Reference: F20/79552

Attachment A: Correspondence from Fern Tree Community Association - 11  
June 2020 ↓ 



## Fern Tree Community Association Inc.

8 Stephenson Place, Fern Tree Tas 7054  
[www.ferntree.tas.au](http://www.ferntree.tas.au)  
ABN 88 577 475 907

6 June 2020

The Lord Mayor, Ms. Anna M. Reynolds,  
Hobart City Council,  
[lord.mayor@hobartcity.com](mailto:lord.mayor@hobartcity.com)

The Chair, Alderman Briscoe  
Parks and Reserves Committee,  
Hobart City Council,  
[ald.briscoe@hobartcity.com.au](mailto:ald.briscoe@hobartcity.com.au)

The Manager (Axel von Krusenstierna)  
Wellington Park Management Trust,  
[axel@wellingtonpark.org.au](mailto:axel@wellingtonpark.org.au)

Dear Lord Mayor, Alderman Briscoe and Axel von Krusenstierna,  
The Fern Tree Community Association has agreed on a policy concerning alcohol  
licencing and consumption in Wellington Park.

**We would like this matter to be noted in time for your next Council meeting on  
11 June 2020.**

1. We are **strongly opposed to the granting of any licence to sell alcohol** at the Springs or at any future development at the Summit, for the reasons outlined in the attached paper *Rising Above The Influence; Alcohol in Wellington Park*. We believe the Mountain has wonderful recreational, scenic and spiritual values which do not need alcohol to be enjoyed. Licences have never been permitted anywhere in the Park – even the Springs Hotel was not licenced. We would like to see this long-standing tradition formalized into a policy.
2. We would like to see **police conduct random speed checks and random breath checks** of cars above Pillinger Drive and on the Mountain road, especially after hours on weekends. This would reduce unsafe driving practices which result in road killed wildlife, hazards for other drivers and noise pollution for residents.



## Fern Tree Community Association Inc.

8 Stephenson Place, Fern Tree Tas 7054

[www.ferntree.tas.au](http://www.ferntree.tas.au)

ABN 88 577 475 907

3. We are not opposed to the private consumption of alcohol on the Mountain because we don't believe it's a significant problem, in the absence of any licenced venues.
4. We are not opposed to the granting of licences to consume alcohol at one-off permitted events on the Mountain such as weddings or corporate functions, although permits need to be contingent on responsible behavior.

To quote from the attached discussion paper *Rising Above The Influence; Alcohol in Wellington Park*;

The Mountain has always been Dry. Even the Mountain 'Hotel' at The Springs was dry. From its construction in 1907 up until its conflagration in 1967, every lessee sought permission to sell alcohol. All were refused every time. The Mountain Park Act (1992) specifically forbade the sale of intoxicating beverages in the Park and a Council Act did the same. For one push a Hobart Elector Poll was called. The people rejected any licence being granted. *Sourced from History of the Springs Hotel, Maria Grist.*

For reference, the Fern Tree Community Association is a relatively large committee, currently consisting of 14 elected members, and 3 associated members, all Fern Tree residents. We have a website [www.ferntree.tas.au](http://www.ferntree.tas.au) and a facebook page Fern Tree Community. On both forums we reflect local issues, planning and consultation opportunities. We estimate there are about 500 households in Fern Tree and Ridgeway, based on our newsletter delivery. Anyone from the community is welcome to join and we strive to be representative of community views.

Thank you for your consideration of our Alcohol Policy.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Eric Cave'. The signature is fluid and personal, with a distinct loop at the end.

Eric Cave, President  
Fern Tree Community Association  
8/6/20



**6.2 Mountain Bike Network Plan for the Foothills of kunanyi/ Mount Wellington - Results of Community Engagement**  
**File Ref: F20/81102**

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Report of the Program Officer Park Planning, the Program Leader Bushland Recreation, the Manager Bushland and the Director City Amenity of 8 October 2020 and attachments.

Delegation: Council

**REPORT TITLE: MOUNTAIN BIKE NETWORK PLAN FOR THE  
FOOTHILLS OF KUNANYI/ MOUNT WELLINGTON -  
RESULTS OF COMMUNITY ENGAGEMENT**

**REPORT PROVIDED BY:** Program Officer Park Planning  
Program Leader Bushland Recreation  
Manager Bushland  
Director City Amenity

**1. Report Purpose and Community Benefit**

- 1.1. The purpose of the report is to seek approval of the City's proposed mountain bike network plan, titled '*Riding the Mountain - A Plan for Improved Mountain Bike Riding in the foothills of kunanyi/ Mount Wellington*' following recent community engagement on the plan.

**2. Report Summary**

- 2.1. The Council, at its meeting on 23 March 2020, endorsed the draft plan to allow for community wide engagement.
- 2.2. The plan identifies the potential development of 37 kilometres of new mountain bike tracks to transform existing trails and deliver a network serving local and tourism needs.
- 2.3. The plan has been specifically tailored to cater to beginner and intermediate users with 17 of the 20 proposed tracks designed at these levels.

Five of the new proposed tracks are also categorised as shared-used, improving trail connectedness for walkers/trail runners.

- 2.4. The Plan proposes a staged implementation that will be predominantly reliant on external funding in order to be implemented.
- 2.4.1. The balance grant funding (previously received State Government) and the City's own funding (already committed) will allow the City to undertake development of two new tracks identified in Stage 1 of the Plan (1A-*Rocky Wheel'n* and 1B-*Free Wheel'n*) this financial year.
- 2.4.2. The City is actively responding to grant funding programs from the State and Commonwealth Governments to progress implementation of staged track proposals.
- 2.5. 596 survey responses were received via the Hobart Your Say platform along with eight written submissions (refer **Attachment C**) as part of the 1,900 responses received during the entire development of the Plan.
- 2.6. The proposed Plan was well received with the majority of mountain bike riders (93%), runners (72%) and walkers (52%) supporting the plan.

- 2.7. The final Plan incorporates some amendments responding to issues raised and is presented for the Council's consideration and endorsement.

### 3. **Recommendation**

***That:***

1. ***The 'Riding the Mountain - A Plan for Improved Mountain Bike Riding in the Foothills of kunanyi/ Mount Wellington' marked as Attachment A to the report, be approved.***
2. ***The General Manager be authorised to secure any statutory approvals required for the implementation of the Plan.***
3. ***The City seek to secure external grant funding for the projects to proceed.***
4. ***The Plan be made publicly available through the City's website and other platforms.***

### 4. **Background**

- 4.1. A Mountain Bike Network Plan for the foothills of kunanyi / Mount Wellington has been developed in accordance with the December 2017 Council resolution.
- 4.2. On 23 March 2020, the Council endorsed the release of the proposed network plan for community consultation.
- 4.3. *Riding the Mountain – A Plan for Improved Mountain Bike Riding in the Foothills of kunanyi/ Mount Wellington (Attachment A)* has been developed by industry leading consultants *Dirt Art*, and informed by extensive community input including a range of key stakeholders and 1,900 responses to three different surveys.
- 4.4. The plan identifies the potential development of 37 kilometres of new mountain bike tracks to transform existing trails and deliver a network serving local and tourism needs.
- 4.5. The plan has been specifically tailored to cater to beginner and intermediate users with 17 of the 20 proposed tracks designed at these levels.  
  
Five of the new proposed tracks are also categorised as shared-used, improving trail connectedness for walkers/trail runners.
- 4.6. The Plan proposes a staged implementation that will be predominantly reliant on new external funding in order to be implemented.

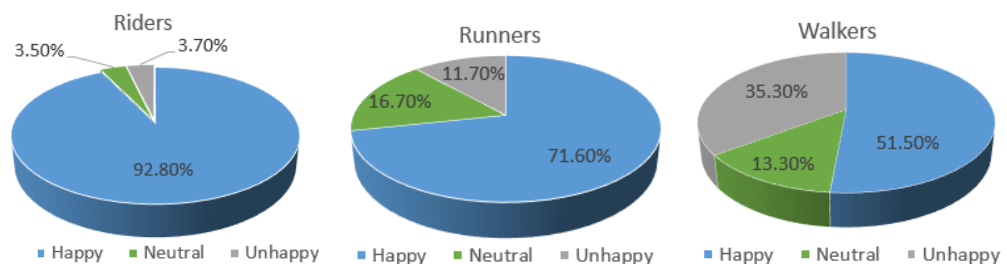
- 4.6.1. However, the balance of State Government grant funding previously received and the City's own funding (previously allocated) will allow the City to complete two new tracks identified in Stage 1 of the Plan (1A-*Rocky Wheel'n* and 1B-*Free Wheel'n*) in the 2020-21FY.
- 4.6.2. The City is actively responding to State and Commonwealth Government grant funding programs to support future implementation of staged track elements.



\*extract from page 9 of the Plan, indicating new track locations

### ***Public exhibition – summary of results***

- 4.7. Public exhibition of the plan generated high levels of engagement (almost record levels for similar scale City projects). The information below and in **Attachment C** summarises the community engagement process and the feedback received.
- 4.8. The plan, consultancy report, and feedback survey were available on the Your Say Hobart webpage for five weeks from 22 April 2020.
- 4.9. A wide range of communication channels were used to inform stakeholders, park users and the community about the release of the plan including an article in the mercury, direct email notification to almost 3,000 individuals, and promotion to members by riding, walking and running clubs.
- 4.10. The project page on Your Say Hobart was visited 4,800 times during the public exhibition period, which included:
- 1,791 downloads of *Riding the Mountain*
  - 535 downloads of the Dirt Art report
- 4.11. 596 survey responses were received. 423 were from people who identified as mountain bike riders, 104 as walkers and 59 as runners. When asked “*Considering the City has to cater for both local and tourist needs and all types of riders, how happy are you overall with the proposed mountain bike network plan?*” - the majority were supportive of the plan.



- 4.12. Eight written submissions were received – including three from local organisations (Hobart Trail Runners/Tasmanian Trail Running Association, Tasmanian National Parks Association, Hobart Walking Club).

The Pandani Bushwalking Club and Dirt Devils have previously sent letters supporting the plan.

***Response to issues***

- 4.13. Survey results and submissions were reviewed by the project steering committee, City officers and the Project Advisory Group.
- 4.14. Responses and issues raised were assessed and worked through to identify effective solutions.
- 4.15. The issues raised included access for trail runners, shared use, effects on bushwalking, environmental impacts and alignment with relevant Wellington Park Strategies.

These responses and the resulting amendments to *Riding the Mountain* are summarised in **(Attachment B)**.

- 4.16. The final plan responds to the comments and issues raised during the public exhibition period.

**Economic and Tourism Value of Mountain Biking**

- 4.17. The Tasmanian Government recognises that mountain biking tourism is an important economic stimulant.
- 4.18. In the year to June 2019, \$67M was spent around the state by 25,417 visitors who engaged in mountain biking whilst travelling in Tasmania. Mountain bike visitors stay substantially longer and spend more than the average visitor (Tourism Tasmania CVS data).
- 4.19. The Blue Derby mountain bike network opened in 2015, its popularity grew quickly to attract around 30,000 riders a year and it is now touted as one of the hottest trails destinations in the world. In 2018 Dorset Council estimated the economic impact of mountain biking on the region at between \$15M - \$18M (ABC news report).
- 4.20. A 20 minute ABC Landline story on Blue Derby from April 2018 - "[Mountain biking helps save a Tasmanian town](#)" provides a good insight into the social and economic benefits accruing from mountain bike destinations across Tasmania.
- 4.21. The City's plan is not trying to replicate Blue Derby, but to capitalise on Hobart's advantages to ensure Hobart fulfils its potential to support Tasmanian mountain bike tourism. Visitors will be attracted to ride the enhanced mountain network, stay an extra day and night in Hobart and support the local economy and tourism providers.
- 4.22. Funding to build stage one of this plan has also been sought from COVID-19 economic stimulus programs. Post COVID-19 nature-based tourism, especially mountain biking, can play a significant role in the economic recovery of our city and region.

- 4.23. The Tasmanian Government recently released the T21 Visitor Economy Action Plan which aims to re-build the visitor economy. One of its priorities includes a focus on niche markets that seek nature-based experiences which includes mountain biking (the Unordinary Adventures program).

## 5. Proposal and Implementation

- 5.1. It is proposed that the Council approve the Plan to guide the City's investment (predominantly through external grant funding) into the improvements to mountain bike riding in the foothills of kunanyi / Mount Wellington.

## 6. Strategic Planning and Policy Considerations

- 6.1. The *2018 City of Hobart Community Vision* recognises the Mountain as a key to Hobart's sense of place, culture and economy. Improving mountain bike access on the mountain helps to deliver the *City Vision*.
- 6.2. The plan also aligns with the *Capital City Strategic Plan 2019-29* on a broad range of outcomes and strategies. The plan will benefit the City's economy through increased tourism, increase opportunities to undertake safe and healthy forms of recreation, improve the connectivity of public open spaces, and engage the public and volunteer groups with the natural environment.
- 6.3. The plan has been developed to align with two strategies currently under development - the Wellington Park Visitor and Recreation Strategy and the Glenorchy City Council's renewed Tolosa Park Master Plan.
- 6.4. The proposed network helps deliver Tasmanian Government mountain bike and tourism priorities. Mountain biking is recognised as one of Tourism Tasmania's core four priority markets within its *Unordinary Adventures* program.

## 7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
- 7.1.1. Balance grant funding previously received State Government (in the order of \$200,000) and the City's own capital expenditure funding (\$365,682 – previously committed allocation) will allow the City to undertake development of at least two new tracks identified in Stage 1 of the Plan (1A-Rocky Wheel'n and 1B-Free Wheel'n) this financial year.
- 7.1.2. The City is actively responding to grant funding programs from the State and Commonwealth Governments to progress implementation of staged track proposals.

## 7.2. Impact on Future Years' Financial Result

- 7.2.1. The impact on future year's financial result is subject to external funding opportunities and any capital expenditure requests through the normal Council process.
- 7.2.2. The City's current annual allocation towards the maintenance of its tracks is in the order of \$400,000 (with approximately 30% attributed to mountain bike trails).
- 7.2.3. Maintenance allocations in future budgets (from 2021/22) will need to increase to enable ongoing maintenance of the new assets.

## 7.3. Asset Related Implications

- 7.3.1. Tracks built to a high quality with good drainage minimise future maintenance requirements which will be serviced by the existing bushland track team.
- 7.3.2. The City's annual depreciation allocation will need to increase to recognise these assets.

## 8. Legal, Risk and Legislative Considerations

- 8.1. The majority of the project area is within Wellington Park. Any developments are subject to the approval of the Wellington Park Trust under the *Wellington Park Act 1993*.
- 8.2. The new tracks proposed will be purpose-built for mountain bikers.  
  
This separation of use will reduce shared used issues between walkers and riders and result in a safer network for all.

## 9. Environmental Considerations

- 9.1. The proposed track alignments are the result of a desk top analysis based on natural values. More detailed natural values assessment are a standard part of the more detailed track design / alignment phase.

## 10. Social and Customer Considerations

- 10.1. The proposed network has been developed with significant input from local mountain bike riders, walkers and trail runners who recreate in the lower foothills. *Riding the Mountain* recognises and responds to a service deficiency in a way that is supported by a range of trail users.
- 10.2. Respondents and key stakeholders will be notified of the Council's resolution and *Riding the Mountain* will be made publicly available through the City's website.



**11. Marketing and Media**

- 11.1. Once endorsed, the Plan will be communicated and promoted to the general public via a range of media platforms.

**12. Community and Stakeholder Engagement**

- 12.1. Strong support for the proposed network and high levels of engagement were achieved.

**13. Delegation**

- 13.1. This matter is delegated to 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.*



Bree Hunter  
**PROGRAM OFFICER PARK  
PLANNING**



Greg Milne  
**PROGRAM LEADER BUSHLAND  
RECREATION**





John Fisher  
**MANAGER BUSHLAND**




Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 8 October 2020  
File Reference: F20/81102

Attachment A: Riding the Mountain - A Plan for Improved Mountain Bike Riding in the Foothills of Kunanyi / Mount Wellington ↓ 

Attachment B: Consultation Issues Summary ↓ 

Attachment C: Community Engagement Detailed Report ↓ 



# RIDING THE MOUNTAIN

A PLAN FOR IMPROVED MOUNTAIN BIKE RIDING  
IN THE FOOTHILLS OF KUNANYI / MOUNT WELLINGTON

Published: 2020  
Photo: North-South Track, Flow Mountain Bike

## Riding the Mountain

Endorsed by Council ##/##/####

Hobart City Council, Hobart, 2020

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Industry leading consultants Dirt Art were engaged by the City of Hobart to develop the original track network concepts.

Produced by Hobart City Council

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## DELIVERING FOR TASMANIANS

The implementation of this mountain bike plan by the City of Hobart could deliver social and economic benefits for Tasmania.

The plan delivers on the Tasmanian Government's mountain bike and tourism priorities, the 2018 City of Hobart Community Vision and relevant Wellington Park strategies.

Tasmania has experienced massive growth in mountain bike developments and is now recognised as Australia's leading mountain bike destination due to iconic riding experiences at Blue Derby, Maydena Bike Park and Wild Mersey.

These new mountain biking destinations are luring tens of thousands of riders to the state every year, a welcome boost to the Tasmanian economy.

In 2017 the Tasmanian Government recognised mountain bike tourism as an important economic stimulant, establishing a \$6 million Tasmanian Cycle Tourism Fund to help secure the state's reputation as Australia's premier mountain biking destination.

Two years later more than 25,000 visitors to Tasmania participated in mountain biking, injecting \$67 million into the state economy. Mountain bike tourists stay longer and spend more than the average Tasmanian tourist.

Mountain biking is recognised as one of Tourism Tasmania's core four priority markets within its Unordinary Adventures program.

The 2018 City of Hobart Community Vision recognises kunanyi / Mount Wellington as key to Hobart's sense of place, culture and economy. Improving mountain biking experiences on the mountain helps deliver the City Vision.

Implementing this plan has the potential to benefit Hobart's economy through increased tourism, provide better recreation facilities and connections through public open space and engage the public and volunteer groups with the natural environment.

### A COLLABORATIVE APPROACH

Wellington Park is set aside as a Reserve under the *Wellington Park Act 1993* for the purpose of providing recreational and tourism uses and opportunities consistent with the preservation or protection of the natural and cultural values of the Park.

Land managers, stakeholders and communities will work collaboratively to deliver Riding the Mountain, consistent with the following principles.

These principles are to:

- encourage the provision of recreational and tourism uses

- conserve and enhance the values of the park
- ensure compatibility between recreational uses
- ensure the safety and welfare of all users
- enable a range of experiences, accessible to all
- disperse recreational use and reduce congestion on existing tracks and trails
- provide a seamless experience for users
- enable visitor use to be monitored and evaluated consistently across the park to guide future planning and investment.

The City of Hobart has developed Riding the Mountain at the same time as the Wellington Park Management Trust (WPMT) is preparing a Visitation and Recreation Strategy for the entire park. To ensure alignment between this plan and the visitation strategy, an interim set of principles for the planning, design, construction and maintenance of recreational facilities has been developed between the City of Hobart and the WPMT.





## RIDING THE MOUNTAIN

*Riding the Mountain - A Plan For Improved Mountain Bike Riding In The Lower Foothills of kunanyi/ Mount Wellington* responds to the rapidly growing popularity of mountain biking and positions the City to make a strong contribution to Tasmania's mountain biking opportunities.

The plan identifies the potential to establish 37 kilometres of new tracks to improve the existing network in Hobart and deliver a world-class trail development serving local and tourism needs.

The plan has the capacity to deliver a better recreational experience – a well-connected mountain bike network that invites riders to explore the mountain's natural beauty, is safer and more rewarding for a wider range of riders.

The draft plan was released for public consultation in April 2020 and received overwhelming support from

the mountain bike community (93%). The majority of trail runners (72%) and walkers (52%) also supported the draft plan. The final plan responds to the feedback received during the consultation process.

The plan has been developed with the help of a Project Advisory Group comprising local mountain bike riders representing a variety of riding needs. Local tour operators, Glenorchy City Council and the Wellington Park Trust have contributed to the plan and the Hobart Walking Club, Pandani Bushwalking Club, students of South Hobart Primary School and local trail runners have also been consulted.

The plan provides the basis to prioritise the City of Hobart's mountain bike expenditure and seek further external funding.

### 20 NEW TRACKS



37 km of tracks

- 4 beginner tracks
- 13 intermediate tracks
- ◆ 3 advanced tracks
- 🚶🏃🚴🚲 5 shared use tracks





Hobart rider Leyla Sharman pits her skills against the new upper section of the Drops Track in the foothills of kunanyi / Mount Wellington. Photo: ©KiPhotomedia

## WHY THE FOOTHILLS?

Despite being the closest of Tasmania's great riding areas to Hobart, the formal trail network on kunanyi / Mount Wellington has not kept pace with rapidly growing interest in the sport.

The foothills of kunanyi/Mount Wellington are better suited to the development of mountain bike tracks than higher elevations on the mountain or in other bushland reserves managed by the City of Hobart for a number of reasons, including:

- The area is already popular with local riders and is a major tourist attraction.
- The foothills present an opportunity to consolidate an existing mountain bike track network rather

than create a 'new' network elsewhere that could lead to habitat fragmentation in areas with higher biodiversity values.

- The foothills are much more accessible for both locals and visitors than the mountain's higher slopes.
- The soil types are more suitable for building mountain bike tracks and as a result production costs are lower.



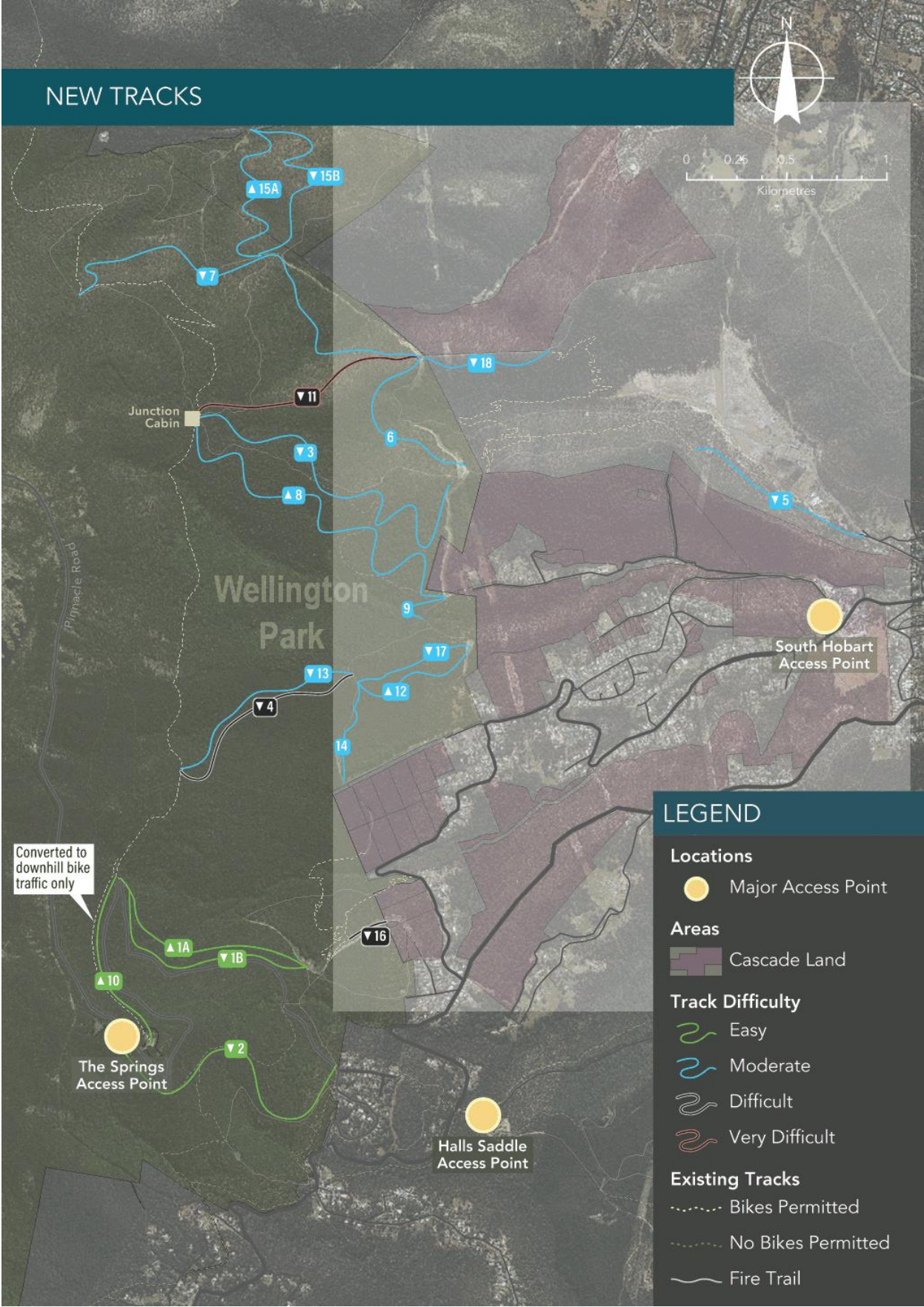
## NEW TRACKS

This plan identifies 37 km of new tracks that could be developed to enhance the mountain bike network in the foothills of kunanyi / Mount Wellington and improve riding experiences.

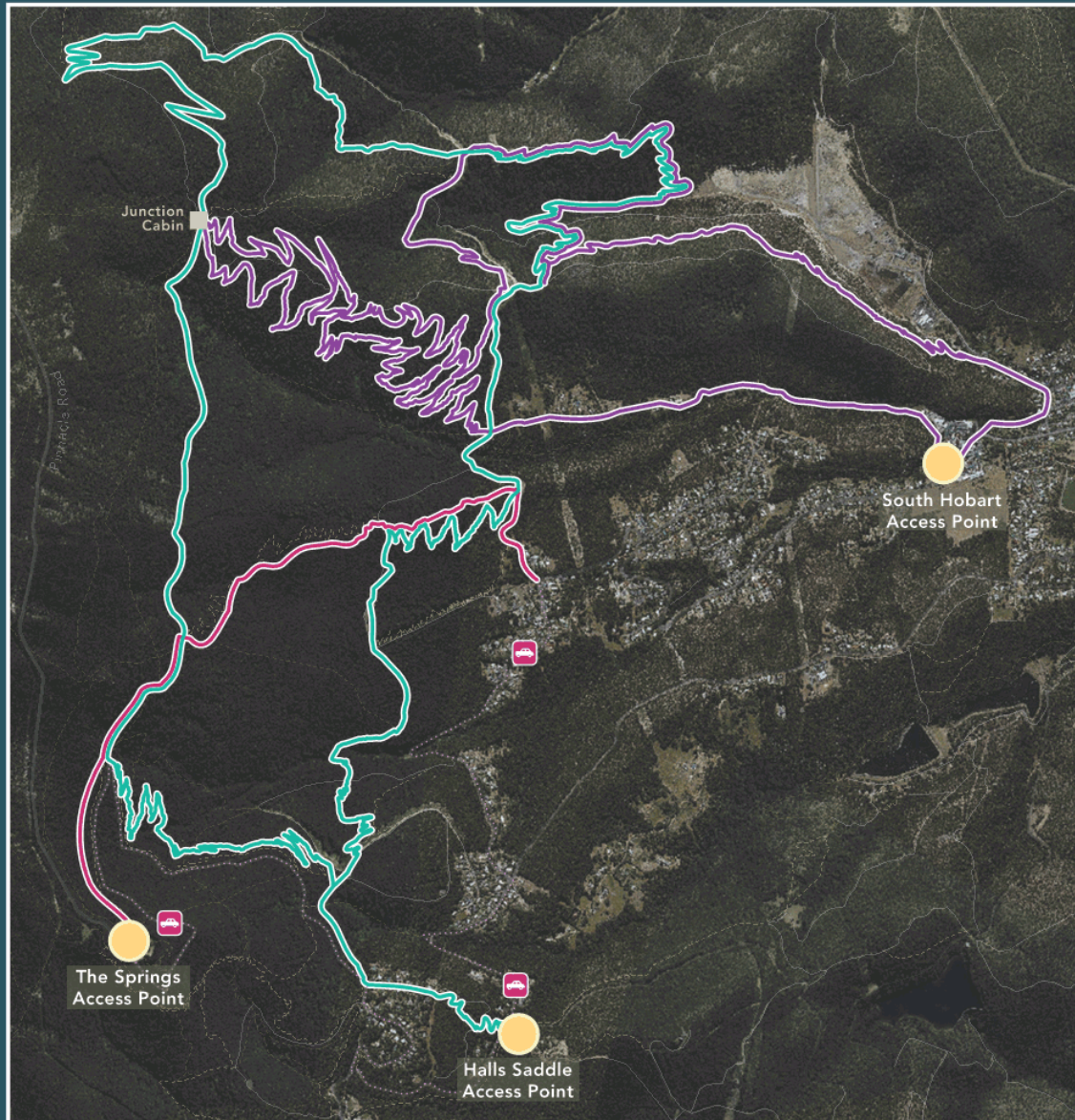
The track concepts have been designed to provide safe, sustainable, high quality experiences while respecting environmental, historical and cultural

values. The range of identified riding experiences focus on local needs and will appeal to visiting riders. The track concepts include a number of loop rides that vary in technical challenges, style and distance. The maps in this report show how the new tracks could fit into the existing track network and include three examples of the many loops that could be created as the network is progressively built.

TRACK N <sup>o</sup>	NAME	MOUNTAIN BIKE DIRECTION	RECOMMENDED USE	TRACK NOTES
1A	Rocky Wheel'n			An easy climb from Bracken Lane to North South track.
1B	Free Wheel'n			A fun beginner descent.
2	Springboard			Longer easy run from the Springs down to Fern Tree.
3	Boulder Dash			Major descent from Junction Cabin to South Hobart.
4	Ridgeback			Difficult downhill trail for advanced riders.
5	Tip Top (extension)			Extending Tip Top out to the streets of South Hobart.
6	Wattle Grove		*	Bypasses a steep section of fire trail.
7	Devils Run		*	Creates a big loop from North South track.
8	Cabin Fever			Gets you up to Junction Cabin.
9	Heart Attack		*	Bypasses a steep section of fire trail.
10	Spliters Track			Easy climb from Shoobridge to the Springs.
11	Wiggin Out			Very difficult downhill – only for the brave.
12	Skid Road			Climb from main fire trail into the heart of the network.
13	Midnight Blue			A more challenging intermediate descent.
14	G-Fawkes		*	Bypasses a steep section of fire trail.
15A	Toil			Provides network access from Lenah Valley.
15B	Downtime			Descend off the mountain into Lenah Valley.
16	Jumps Track			An extension of the Drops jump line down the fuel break.
17	Upper Luge			Formalisation of the existing track.
18	Swing Set			A fun connection from Main Fire Trail to Slides.
North-South Track				The section from the Springs to Shoobridge Bend converted to mountain bike only when track 10 is built.
Easy               Moderate               Difficult               Very Difficult              * May be considered for shared use.				







### RIDE 1: CROSS COUNTRY – XC

A classic XC loop, climbing from Halls Saddle to Shoobridge Bend before traversing the mountain's foothills via the North-South Track. A long descent on new trail follows, before returning to the start via McRobies Gully and the Missing Link area.

### RIDE 2: ENDURO

Starting from South Hobart, this enduro loop would feature a long intermediate climb to Junction Cabin before descending back towards McRobies Gully and Tip Top Track, returning to South Hobart.

### RIDE 3: DOWNHILL

This downhill ride would start from The Springs, descending on the North-South Track before branching off into steeper territory and on to Upper Luge. Riders could exit on to Strickland Avenue.









## A PLAN FOR THE FUTURE

The City of Hobart's *Riding the Mountain – A Plan For Improved Mountain Bike Riding In The Foothills of kunanyi/ Mount Wellington* is based on community feedback on the current mountain bike track network and lays out a vision for the future.

The four key goals of the plan are to:

- Improve the functionality of the current mountain bike track network by addressing key gaps and creating more suitable access points.
- Expand the range of rides available to cater for more riders.
- Establish multiple riding circuits and loops of varying levels of difficulty and distance.
- Where appropriate allow access to some new shared-use tracks for walking and running.

This plan achieves these goals by:

- Plugging key gaps in the mountain bike track network on kunanyi / Mount Wellington.
- Helping build a track network with stacked loops.
- Creating a wider range of riding experiences, including opportunities for bike shuttle services that take riders directly to track heads.

## THE CURRENT MOUNTAIN BIKE NETWORK

A review of the existing formal mountain bike track network on kunanyi / Mount Wellington identified:

- Shared use of tracks by runners, walkers and mountain bike riders has the potential to compromise the safety and experiences of all users.
- There is a lack of connectivity between existing mountain bike tracks.
- Few formal mountain bike tracks have been purpose built for mountain biking only and therefore lack the design, dynamics and flow that are becoming increasingly important to riders.
- The majority of existing tracks suit intermediate level riders. Some provision for beginner and advanced level trails where feasible is desirable to enable the progression of skills.

## WHAT YOU TOLD US

As part of the development of this plan the City of Hobart engaged extensively with stakeholder groups and community members in the form of focus groups, workshops and information sessions. The City also conducted two user surveys to better understand the current and future needs of the community.



The first survey was launched on Your Say Hobart in March 2019 and aimed to better understand how mountain bike riders utilised the existing track network and how their experiences could be improved. The survey received 446 responses from local riders.

The second survey was launched on Your Say Hobart in August 2019. Officers also conducted face-to-face surveys with users on a number of Saturday and Sunday mornings. The survey aimed to understand whether local mountain bikers, walkers and runners preferred using shared-use or single-use tracks. It also gauged whether users support new mountain bike development in the lower foothills. This survey received 1001 responses, of which 449 were mountain bikers, 327 were walkers and 173 were runners.

Feedback from this community engagement played a valuable role in shaping this plan.

The results of the surveys are publicly available on the Your Say Hobart website. Common themes that have been identified include:

#### **The mountain offers a unique riding experience**

- 680 m of vertical descent
- part of and right beside Hobart
- spectacular views
- includes a variety of soil and forest types.

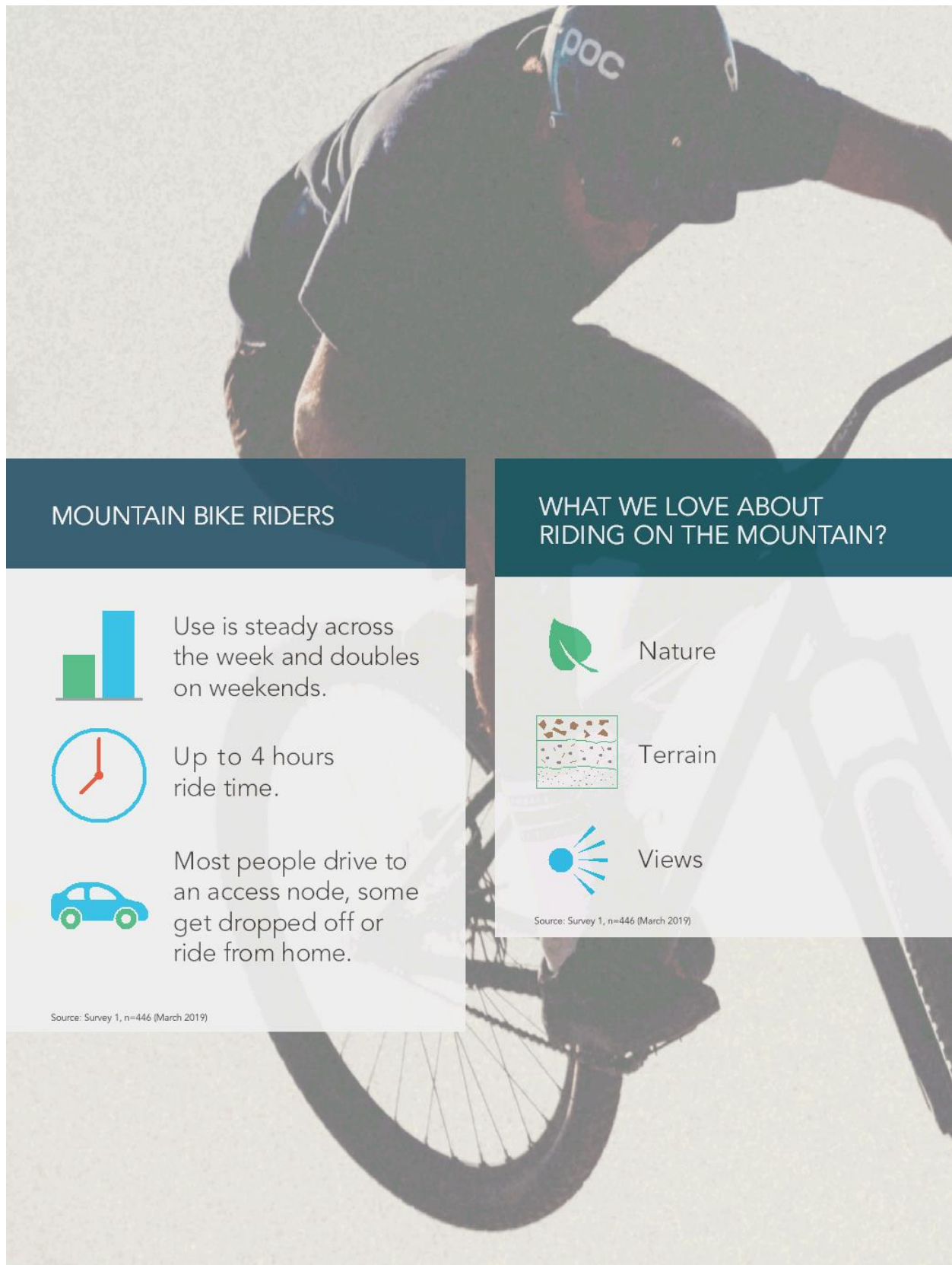
#### **How local riders use the mountain tracks**

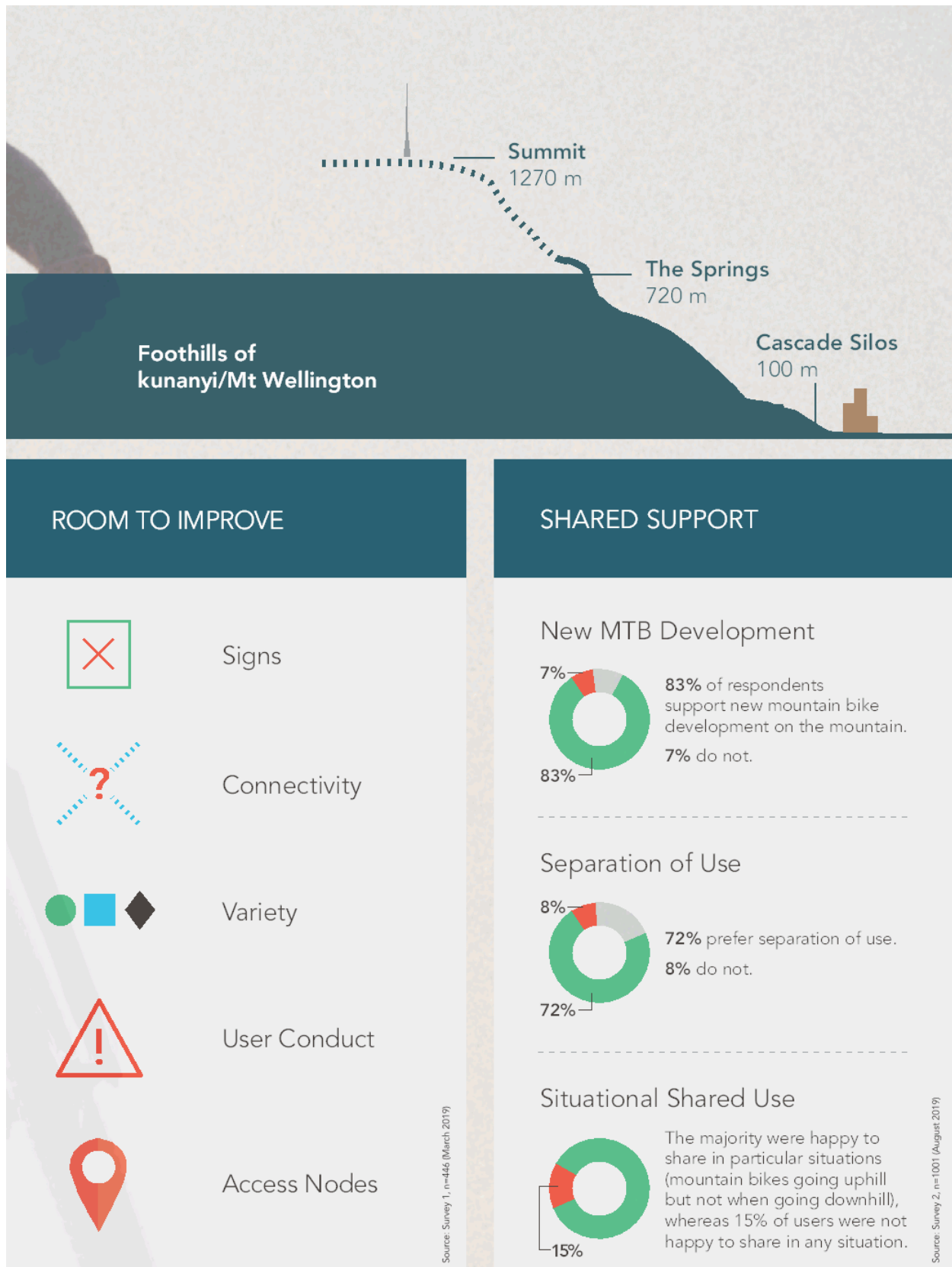
- primary access point is South Hobart, followed by The Springs
- ride time is up to four hours
- use is steady across the week and doubles on weekends
- majority of people drive to an access point, followed by those who get dropped off or ride from home.

#### **Gaps in the track network**

- climbing trail to The Springs
- descending trail from The Springs
- single track trail from Junction Cabin to Main Fire Trail
- climbing trail from South Hobart to Main Fire Trail
- climbing trail from Main Fire Trail to Junction Cabin
- descending trail from North-South Track to South Hobart (pre-Junction Cabin)
- single track from Bracken Lane to Shoebridge Bend.



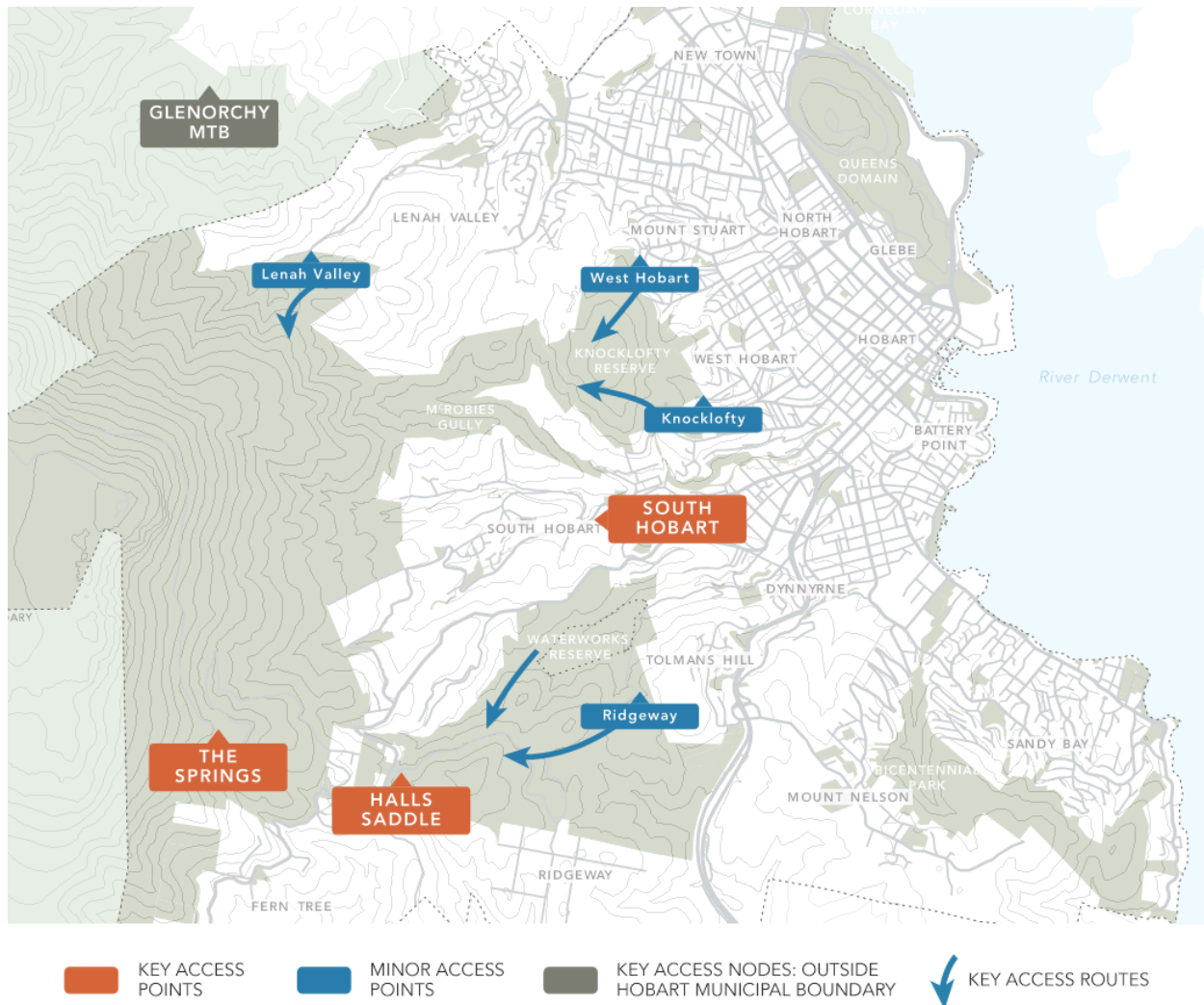












## MOUNTAIN BIKE ACCESS POINTS

More than half a million people visit kunanyi / Mount Wellington every year. That number is expected to reach 700,000 by 2029. Therefore, key access points to the mountain and the movement of people requires careful consideration.

Three key access points have been identified for mountain bike riders exploring kunanyi / Mount Wellington's tracks based on prevailing usage patterns.

- The Springs.
- South Hobart.
- Halls Saddle.

### The Springs

The Springs is a major access point for mountain bike riders, especially for those riding the North-South Track and those with access to a vehicle shuttle, either private or commercial, who want to descend through the foothills to Hobart.

The Springs is an extremely busy area in peak tourist times, and includes a café and a drop-off/pick-up point for buses.

Due to site constraints, limited parking for about 70 cars and growing local and tourist demands at the primary visitor area for the mountain, the Springs is not recommended as a focus for developing a major new access point for mountain bike tracks in the mountain's foothills. However, the Springs will remain a place for riders to start and end trails in the area, including a shuttle drop-off area.



Foothills of kunanyi / Mount Wellington.  
Photo: Craig Garth

### South Hobart

A survey undertaken as part of the development of this plan revealed South Hobart as the most common access point for local riders exploring mountain bike tracks in the foothills of kunanyi / Mount Wellington. The area is also popular with those riding or driving to the area.

However, limited council-owned land in the direct vicinity restricts the further establishment of a primary access point with parking, signage and bike wash-down stations. Stakeholders have also raised concerns regarding the volume of mountain bike traffic along the narrow Old Farm Road. The development of a major mountain bike access point for riders in this area is desirable but will require careful consideration and the approval of private landholders.

Opportunities to improve access for mountain bike riders travelling from South Hobart into the lower foothills tracks will be investigated.

### Halls Saddle

The City of Hobart has investigated a site at Halls Saddle just below Fern Tree as a gateway to kunanyi / Mount Wellington, Tasmania's most visited natural attraction.

Early work indicates that developing this site as a major visitor node could help resolve access issues for people visiting the mountain. If an access point were to proceed tracks to connect with the broader network would be prioritised.





### Minor access points

Riders already take advantage of a number of smaller access points to reach their favourite rides in kunanyi / Mount Wellington's foothills, including at:

- Ridgeway
- Knocklofty
- West Hobart
- Lenah Valley.

There are no plans to turn any of these minor access points into major access points due to a number of constraints, including limited parking and the potential impact on local residents. Minor access

points will be monitored for the need to improve existing infrastructure to ensure access, safety and amenity is adequate for local users.

### Glenorchy Mountain Bike Park

The City of Hobart is working closely with Glenorchy City Council to ensure connections between neighbouring track networks are identified in key strategies, maintained and where possible improved.

## ROLLING OUT THE NETWORK PLAN

Each track concept has been prioritised with the help of members of the Project Advisory Group, local tour operators and relevant land managers. Preference was given to tracks that would best establish key linkages and meet user demands, create loop rides and resolve safety concerns. The staging will guide the order in which tracks will be built once funding becomes available.

This plan will be rolled out in stages as funding becomes available. Some stage 1 work is already underway. The priorities within each stage may change in light of funding opportunities and user demand.

**Stage 1** focuses on building new tracks that significantly close gaps in the existing network. The highest priority tracks – 1a, 1b, 12 and 17 – are funded jointly by the City of Hobart and the Tasmanian Cycle Tourism Fund from the Tasmanian Government. There is currently no Council funding available for future stages. However, opportunities to secure external funding (ie grants) will be actively pursued.

**Stage 2** includes three intermediate tracks, one black diamond track and one double black diamond track.

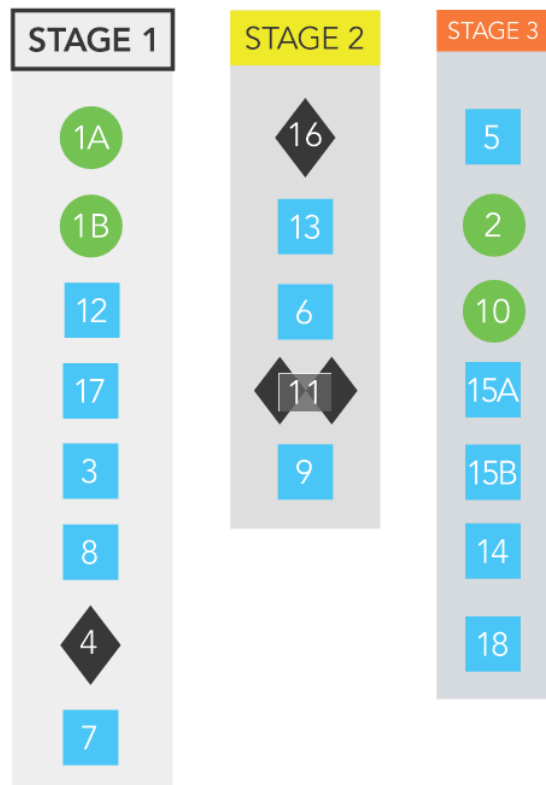
**Stage 3** includes two beginners tracks and five intermediate tracks.

## PLANNING

The alignment of tracks outlined in this plan is conceptual and feasibility studies will be completed before they can be built. These studies will include investigations into track alignments, environmental and heritage impacts, and may alter the final feasibility and design of each track.

The final alignment of some tracks may utilise existing clearings, such as fuel breaks. This approach minimises the need for further disturbance.

The detailed design of each new track will need to meet the planning requirements identified in the *Wellington Park Management Plan 2013*.







North-South Track, kunanyi / Mount Wellington.  
Photo: Flow Mountain Bike

## DESIGNING TRACKS

The majority of new tracks proposed in this plan will be mountain bike specific and purpose-built for mountain bikers. Mountain bike specific tracks are generally narrower than shared use tracks, create a better connection between the rider and environment, and can offer greater technical challenges.

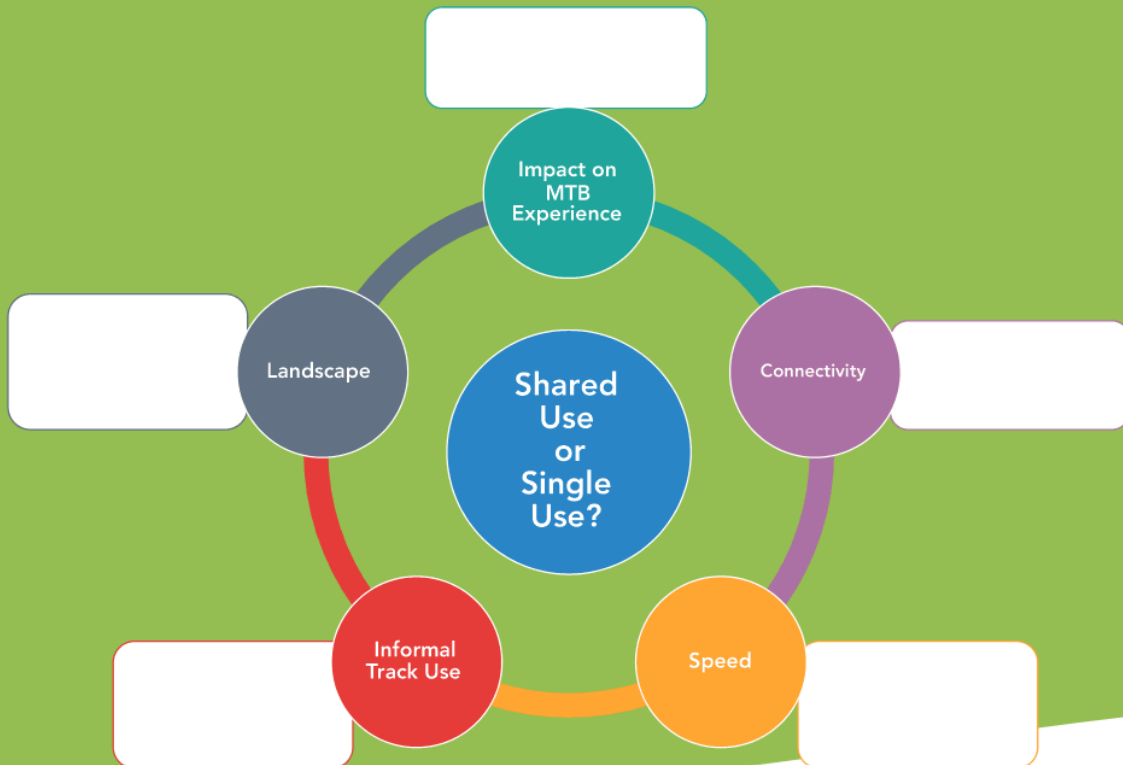
The City has developed a simple framework that outlines the factors that need to be considered when determining whether multiple user groups can use any of the mountain bike tracks specified in this plan. Five tracks have been identified for shared use and four additional tracks will be further assessed using this framework in their detailed design.

In some instances, the development of new tracks will cause existing shared use tracks to become redundant. The framework may also be used to determine whether it is suitable to convert existing shared use tracks back to single use.]

## PROPOSED NAMES OF NEW TRACKS

Names have been assigned to new tracks with the assistance of the Project Advisory Group and members of the local mountain bike community.

The names in this plan reflect unique attributes of the mountain's foothills, such as historical features and natural values. The stories behind each name can be integrated into track interpretation signage.









## LOOKING TO THE FUTURE

The City of Hobart recognises the need to investigate opportunities beyond the scope of this plan, such as:

- providing strategic links to neighbouring reserves and future infrastructure developments and visitor nodes
- creating an iconic ride around Hobart's foothills from Mt Nelson through to Lenah Valley / Glenorchy by linking the entire track network. Perched on the edge of Hobart, this could become an epic day trip for tourists whilst providing direct access into the heart of the network for local riders
- developing collaborative relationships with private landholders to benefit the wider community.

The City will continue to pursue these opportunities in conjunction with this plan.

## LIFE OF THE PLAN

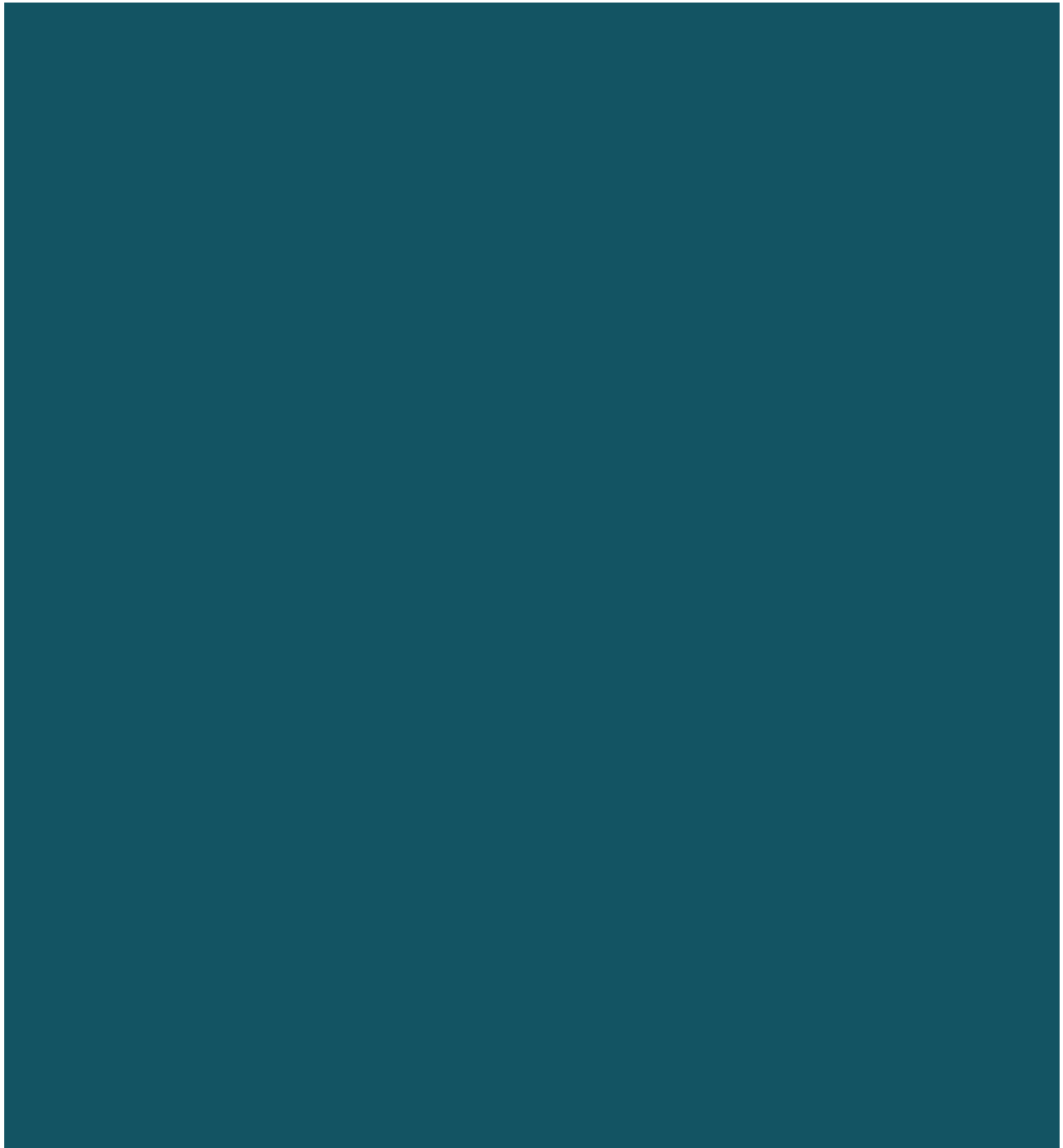
The tracks and priorities identified in this plan are subject to change based on future funding, user demand, bike technology, infrastructure developments and land agreements. This plan will be formally reviewed every five years until it is fully implemented, enabling the City to respond and adapt to the changing needs of the community.





RIDING THE MOUNTAIN





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## **Riding the Mountain - A Plan for Improved Mountain Bike Riding in the foothills of kunanyi/ Mount Wellington**

### **Response to issues raised in community consultation**

(for the Community Engagement Summary Report in full refer to Attachment C)

Survey results and submissions were reviewed by the project steering committee, CoH officers involved in recreation and track construction and the Project Advisory Group.

The issues raised included access for trail runners, shared use, effects on bushwalking, environmental impacts and alignment with relevant Wellington Park Strategies.

#### Runners desire access to new mountain bike tracks

Trail runners highlighted that they would like to access all new tracks proposed in the plan but recognised this may not always be appropriate due to safety concerns, i.e. downhill mountain bike tracks.

Of the 20 proposed tracks *Riding the Mountain* identifies five tracks that are clearly suitable for shared use.

Four additional tracks will be considered for shared use in the detail design stage when the terrain can be assessed for whether it can accommodate the necessary shared use track specifications.

### **The Trail running community support this response.**

#### Conversion of a section of the North South Track to mountain bike track only

The Hobart Walking Club expressed concerns about converting a section of the North South Track into a mountain bike track section, as it is commonly used as a circuit in conjunction with the Lenah Valley track.

The reason for the proposed conversion is to separate walkers from mountain bike riders on a fast, narrow section of track.

In response to the Club's concern, track 10 is proposed to accommodate shared use in order to provide an alternative for those wanting to walk a circuit from the Springs.

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

Created: 17/12/2012 Updated: 30/09/2020

mtb plan - summary of engagement issues.docx

**The Hobart Walking Club support this response.**Effects on Bushwalking experience

A concern raised by walkers in open survey commentary was that the increase in mountain bike use would negatively impact the bushwalking experience.

However, the additional proposed mountain bike trails will improve the walking experience rather than detract from it as it will re-direct legal and illegal mountain bike use off existing walking tracks.

Furthermore, the consultant's report identifies that the volume of tracks proposed will not facilitate large-scale destination riding but will ensure that the increasing visitation from non-local riders can be sustainably catered for without negatively impacting other users.

The plan will be formally reviewed every five years which will account for and respond to any issues that develop overtime.

Environmental Concerns

A concern raised by walkers, runners and the Tasmanian National Parks Association was that the natural environment will be negatively impacted by the additional track developments.

However, the area contains fewer significant natural values than other Hobart bushland reserves, as identified in *Wild Heart, An Action Plan for Protecting Hobart's Bushlands* (2019).

The detailed design of each new track will need to meet the legislated planning requirements identified in both the *Wellington Park Management Plan 2013* and the *Land Use Planning and Approvals Act 1993*, which include natural value impact assessments.

Other Concerns

The Tasmanian National Parks Association raised concerns regarding shared versus single use tracks, the number and type of tracks, the consultation process and whether the plan would be integrated into the Wellington Park Visitation and Recreation Strategy.

The final plan, *Riding the Mountain*, responds to these additional concerns by:

- outlining a framework that will guide the design of tracks and determine whether shared use is both safe and suitable (refer to page 22);
- balancing the number and type of tracks with the necessity for user safety, park values and the needs of various user groups;
- meeting the needs of recreational users as identified through an extensive community engagement process that occurred in the development of the plan,

Page 3 of 3

which included input from mountain bikers, walkers and runners (refer to pages 12-15).

- Wellington Park, the City of Hobart and Glenorchy City Council have developed a set of principles that will guide the development of key strategies and plans within the park (refer to page 2).

Support for *Riding the Mountain*

Three large recreational clubs have expressed their support for the *Riding the Mountain*; The Shredding Betties and Dirt Devils (mountain biking clubs), and Pandani Bushwalking Club.



## **Community Engagement Summary Report**

Riding the Mountain: Proposed Mountain Bike Network

July 2020



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

Prepared by



City of **HOBART**

### Executive Summary

The City of Hobart developed a plan which identifies the potential for an expanded network of mountain bike tracks for local and visiting riders on kunanyi / Mount Wellington. A survey on Your Say Hobart was designed for each user group - riders, walkers and runners - to determine the level of support for the proposed 47km of new tracks outlined in *Riding the Mountain: Proposed Mountain Bike Network* (the proposed Plan). The three surveys were open for public responses for 5 weeks between April and May 2020. 596 survey responses were received across the three surveys; with 423 responses to the rider's survey; 104 responses to the walker's survey and 59 responses to the runner's survey. Users were able to identify as belonging to more than one user group and filled in multiple surveys accordingly.

In addition to the survey, 8 written submissions were also received from organisations and individuals, including:

- Tasmanian National Parks Association
- Hobart Walking Club
- Pandani Bushwalking Club
- Hobart Trail Runners community group

Feedback from these submissions has been captured in the Findings section.

The most popular suburb identified by people who filled in the survey was South Hobart.

The level of satisfaction with proposed Plan from survey respondents:

- 93% of riders were either happy or very happy
- 52% of walkers were either happy or very happy
- 72% of runners were either happy or very happy

For walkers, while the majority of respondents were either happy or very happy with the proposed Plan (51.5%), a quarter of walker survey respondents were concerned about the potential environmental impacts the proposed Plan would have on the mountain.

Themes highlighted in the open ended survey questions:

- 26% of rider survey respondents commented that they were glad to have more tracks.
- 26% of runner survey respondents commented that they wanted to see more shared use tracks on the mountain.
- 91% of riders were either happy or very happy that the *Riding the Mountain: Proposed Mountain Bike Network Plan* catered for their individual needs; this was 55% for runners and only 39% for walkers.
- 20% of rider survey respondents commented that they enjoy the diversity in the tracks, yet 12% commented that they would prefer harder trails.
- 15% of walker survey respondents commented that they support more single-use tracks, 33% of runner survey respondents commented that they would like to see more shared-use tracks.

Feedback provided through the three user group surveys and written submissions will be used to inform any final amendments to the *Riding the Mountain: Proposed Mountain Bike Network Plan*.



## 1. Project Background

### 1.1 Project Overview

The foundations of *Riding the Mountain: A Proposed Mountain Bike Network Plan* began in 2018 with a community consultation project titled [Wellington Park Foothills Project – Stage 1: The Missing Link](#). The purpose of this was to resolve gaps in the City's mountain bike network and lead towards a foothills loop to reduce the need for riders to ride on roads and shuttle between tracks. The Missing Link was endorsed by Council in August 2018 and was completed in March 2020.

A Project Advisory Group (PAG) was established in 2019 to guide the direction of the Mountain Bike Network Plan. This group comprised of diverse representatives from the local mountain biking community.

In recognition of kunanyi / Mount Wellington being used in various ways, the City of Hobart sought to develop a mountain bike network plan and conducted an engagement process to find out how people were using the mountain and examined the potential for shared use tracks. Feedback from this engagement process ([Shared Use Tracks on kunanyi / Mount Wellington](#)) indicated strong community support for track development on the mountain (83% of survey respondents support new tracks on the mountain). 72% of survey respondents preferred tracks to be separated by use, except in very specific situations. The findings from this engagement have informed the development of the City's *Riding the Mountain: Proposed Mountain Bike Network Plan*.

### 1.2 Purpose of the engagement

The City engaged consultants Dirt Art to develop a mountain bike network plan. The purpose of this stage of engagement was to test the level of public support for *Riding the Mountain: A Proposed Mountain Bike Network Plan*.

### 1.3 Scope of engagement

We asked the community to complete a survey measuring sentiment around the proposed plan and its ability to meet user needs. The survey was targeted at mountain bikers but also sought to capture the opinions of walkers and trail runners. Local organisations and clubs (representing riders, walkers and runners) were also invited to make submissions

### 1.4 Limitations

Due to the COVID-19 pandemic we were unable to be conduct any face to face engagement activities on site.

## 2. Methodology

The engagement was open from 21 April to 25 May 2020. Participants were asked their suburb, their level of satisfaction with the proposed and if it caters to their user needs. An online survey for each user group on the Your Say Hobart website was used to to collect public feedback.

### 2.1 Notification

This project was released for public exhibition when COVID-19 pandemic stage 3 restrictions were in place. As a result, notification of this project relied heavily on social networks and social media platforms, such as Facebook.

The community were made aware of this project via multiple methods (see Appendices):

- An email was sent out to key stakeholders via Campaign Monitor (22 April). This included 731 individuals in the community who have registered their interest in the project. An additional email sent out to the 2 163 registered Your Say Hobart users (13 May).
- The Mercury newspaper printed an article about the proposed Plan on 28 April. The Hobart Observer printed an article on 18 May.
- The City of Hobart Facebook page and the Bushcare Facebook page both posted information and links.
- An internal City of Hobart newsletter shared information regarding the project to staff on two occasions (on the 27 April and 4 May)
- *Making Tracks*, the Trackcare newsletter, made reference to this project on 23 April
- Bicycle Network Tasmania published an article on their website with links to the Your Say Hobart page on 23 April
- Dirt Art advertised the project on their website on 22 April
- Tas MTB (24 April), Shredding Betties (22 April, 8 May), Dirt Devils (April 22) and Hobart Trail Runners (22 April, 22 May) all publicly advertised this project on their Facebook pages.

## 2.2 Key Engagement Activities

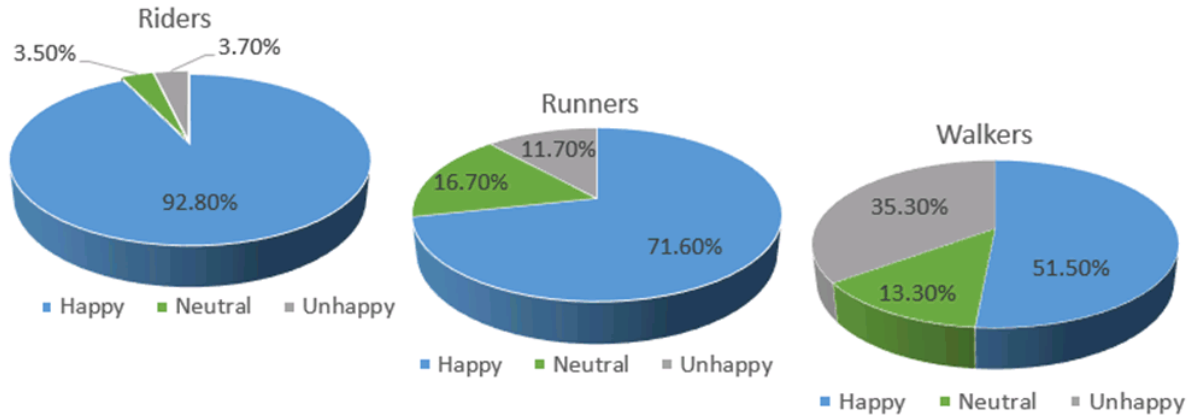
Your Say Hobart hosted an online survey to collect the community's feedback on the proposed Mountain Bike Network Plan. Due to COVID-19 we were unable to conduct any face to face engagement activities with the broader community.



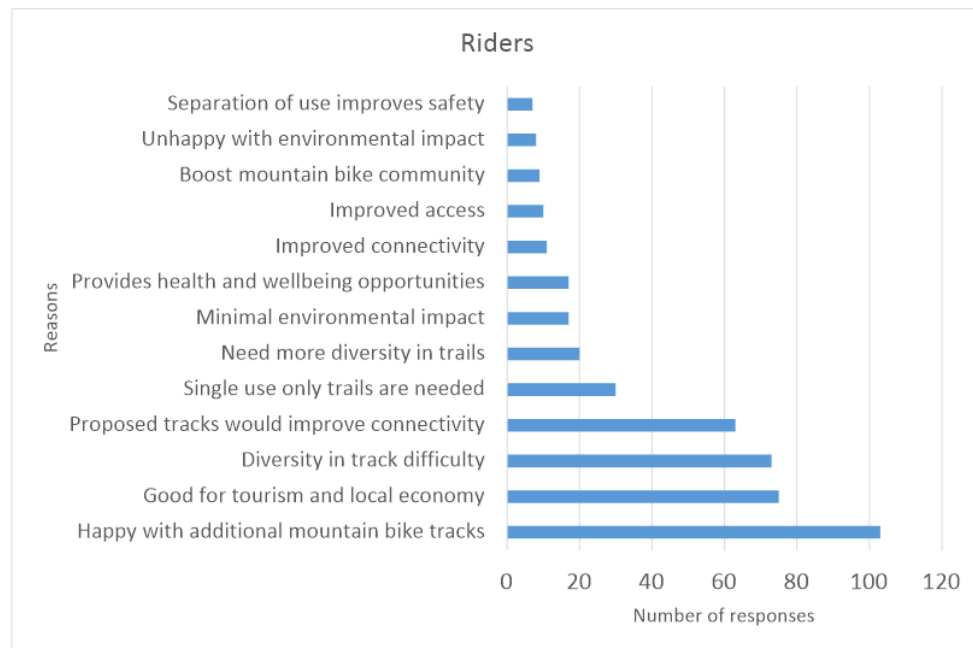
### 3. Findings

Survey Questions:

**1. Considering the City has to cater for both local and tourist needs and all types of riders, how happy are you overall with the proposed mountain bike network plan?**

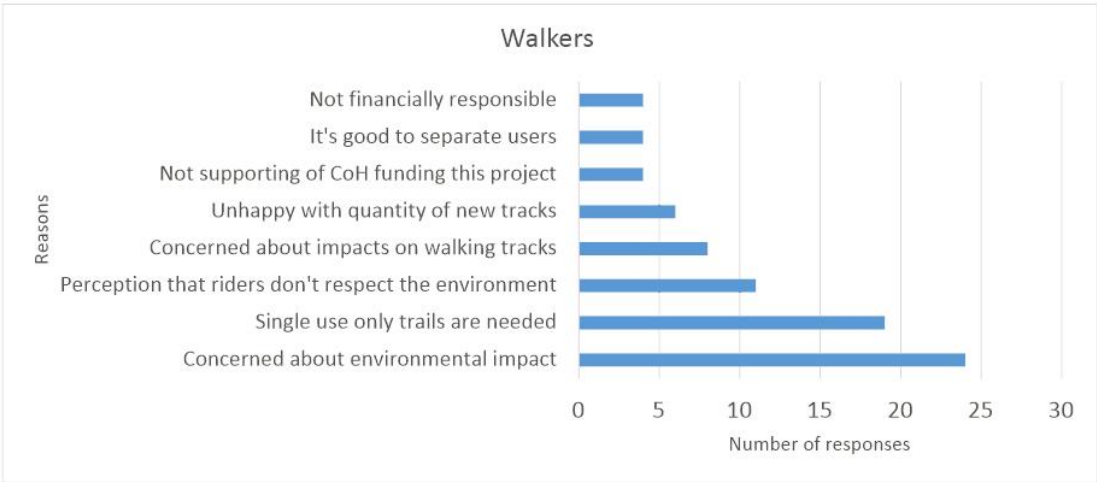


**2. Please explain why you feel that way about the overall proposed mountain bike network.**



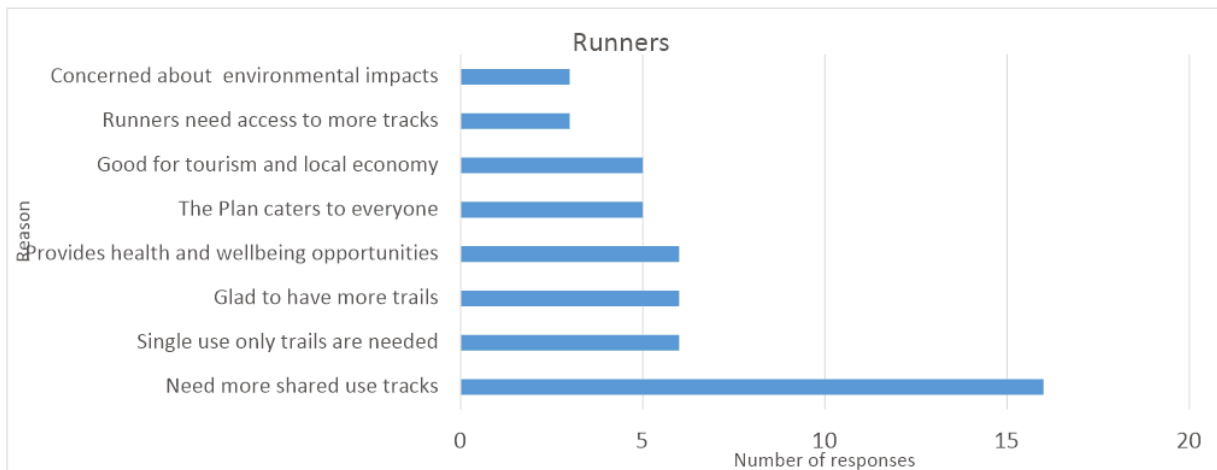
Riders – Key Themes (surveys and submissions)	
What you said	What we heard
<p><i>“It formalises and expands upon the existing networks and legitimises mountain biking as a pastime enjoyed by a significant portion of the Hobart community. It also capitalises on the potential tourism benefits the city itself ”</i></p>	<ul style="list-style-type: none"> <li>• Recognition of the number of Hobartians that participate in mountain biking</li> <li>• Glad to have more trails</li> <li>• Improved connectivity.</li> <li>• Good for Tourism and the local economy</li> </ul>
<p><i>“I like all aspects of trails - the number (good number of purpose built trails), type (caters for all including beginners and intermediate riders) location (springs and below makes most sense). Should increase recreational opportunities while having relatively low impact on natural and cultural values. I like it ”</i></p>	<ul style="list-style-type: none"> <li>• Glad to have more trails</li> <li>• Glad to have diversity in track difficulty</li> <li>• Happy with the location of trails</li> <li>• Increases riding opportunities</li> <li>• Perceived low environmental impact</li> </ul>





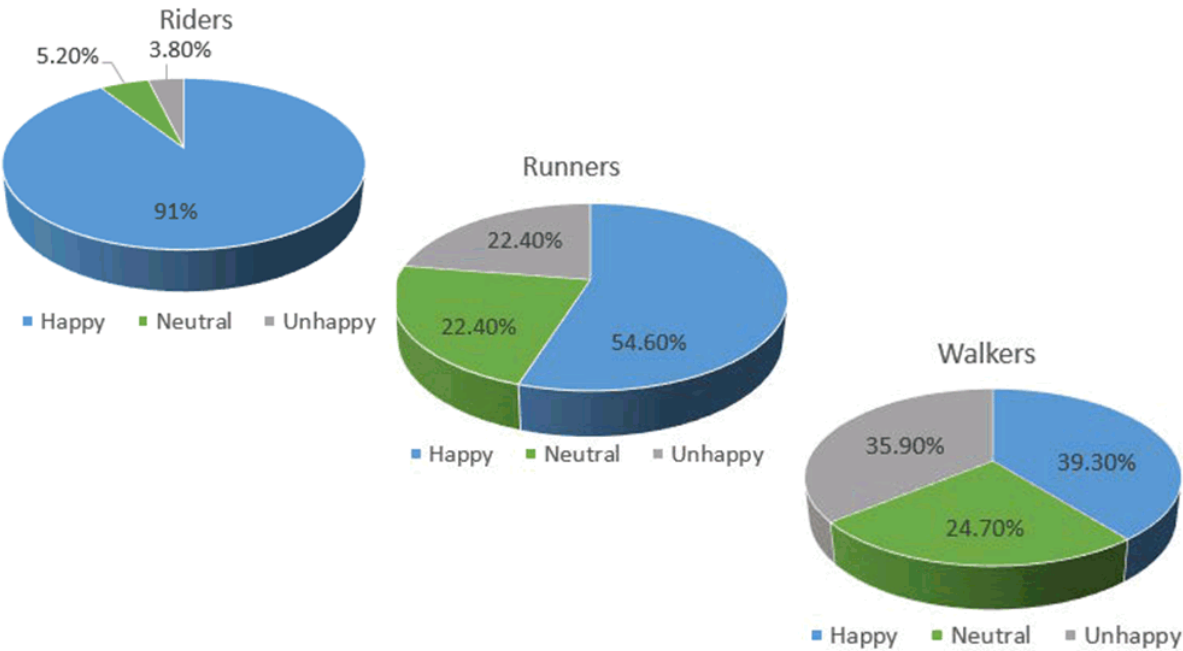
Walkers – Key Themes - surveys and submissions	
What you said	What we heard
<p><i>"it damages the fragile ecology of the mountain; in my experience riders use walking tracks as well, and dominate them. "</i></p> <p><i>"There is great potential for a 'win-win-win' outcome for mountain bike riders and walkers and the environment if a more holistic approach is adopted to creating a track network which recognises the needs and concerns of both user groups and environmental constraints."</i></p> <p><i>"Such development is always one-way. If an equal amount of bush were to be rehabilitated, then that might make for a better proposal. "</i></p>	<ul style="list-style-type: none"> <li>• Concerned about possible impact on the environment</li> <li>• Experience with bikes riding on walking only tracks and which impacts other users</li> <li>• Would prefer a more holistic approach to creating a mountain bike network</li> </ul>
<p><i>"Minimal shared use where bikes can speed so should not affect safety of walkers"</i></p> <p><i>"The approach of encouraging shared use of tracks has led to several near misses between cyclist and walkers"</i></p>	<ul style="list-style-type: none"> <li>• Single use only trails are needed where bikes can gain speed to ensure the safety of other users</li> </ul>
<p><i>"We are concerned about the proliferation of unauthorised tracks. Evidence suggests that creation of new tracks does not lessen creation of unauthorised tracks but makes that creation more prevalent."</i></p>	<ul style="list-style-type: none"> <li>• Concerned about creation of unauthorised tracks that connect to new authorised tracks</li> </ul>
<p><i>"we are concerned that further tracks might be created without demonstrable need. It is likely that the kunanyi / Mt Wellington foothills have reached saturation point when it comes to the creation of new tracks, both bike and walking."</i></p>	<ul style="list-style-type: none"> <li>• Concerned about creation of new tracks which aren't needed</li> </ul>



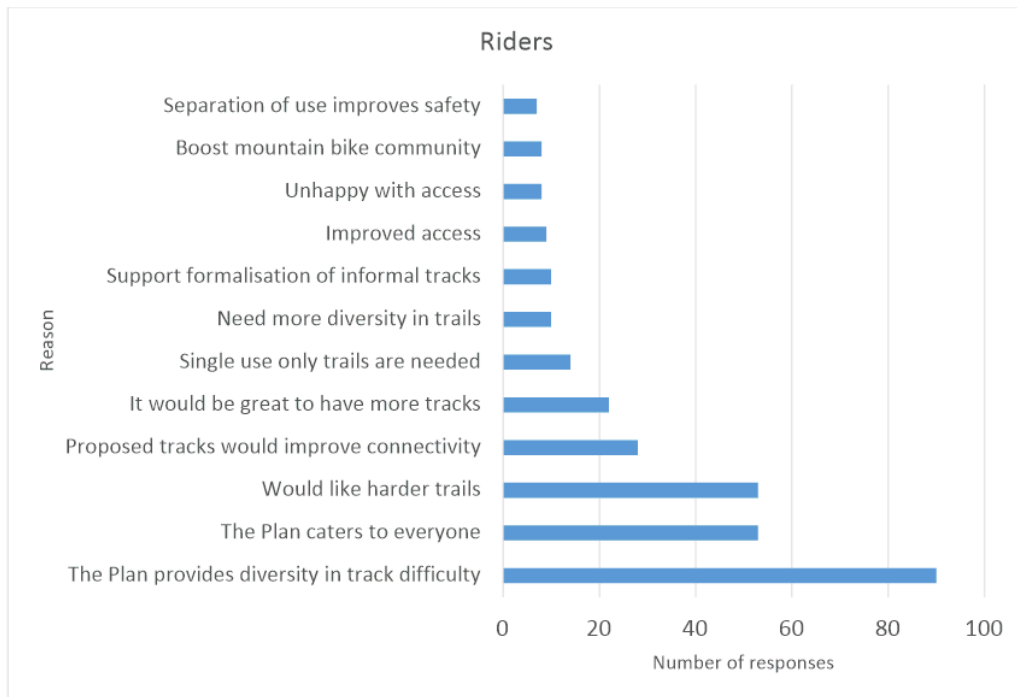


Runners – Key Themes– surveys and submissions	
What you said	What we heard
<i>“As a runner I enjoy running both walking and riding tracks. The bike tracks offer easier running than the walking tracks.”</i>	Runners enjoy running on purpose built mountain bike tracks
<i>“It removes fast riding from running trails. Caters for all abilities.”</i>	<ul style="list-style-type: none"> <li>The separation of riders and runners is good in areas where riders are able to gain speed.</li> <li>Pleased with diversity of proposed tracks.</li> </ul>
<i>“all uphill MTB trails should be shared use - at least with runners.”</i>	<ul style="list-style-type: none"> <li>Runners would like to see uphill mountain bike tracks to be shared use</li> </ul>

4. How happy are you that the proposed mountain bike plan caters for your individual rider, user needs?

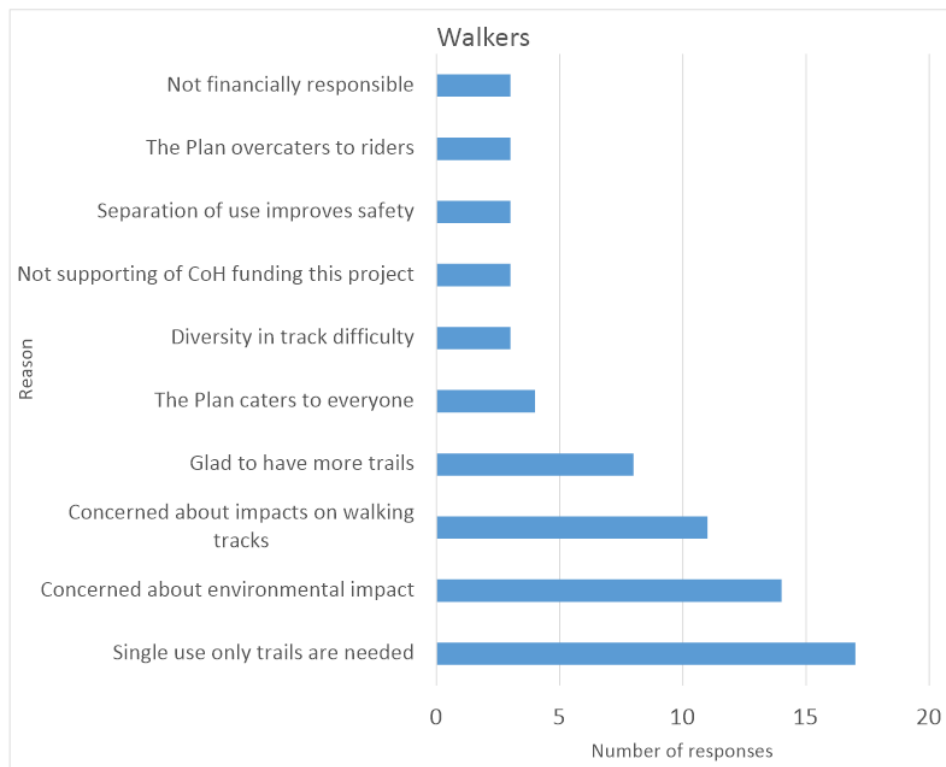


**5. Please explain why you feel that way about whether the proposed plan meets your individual rider/user needs.**



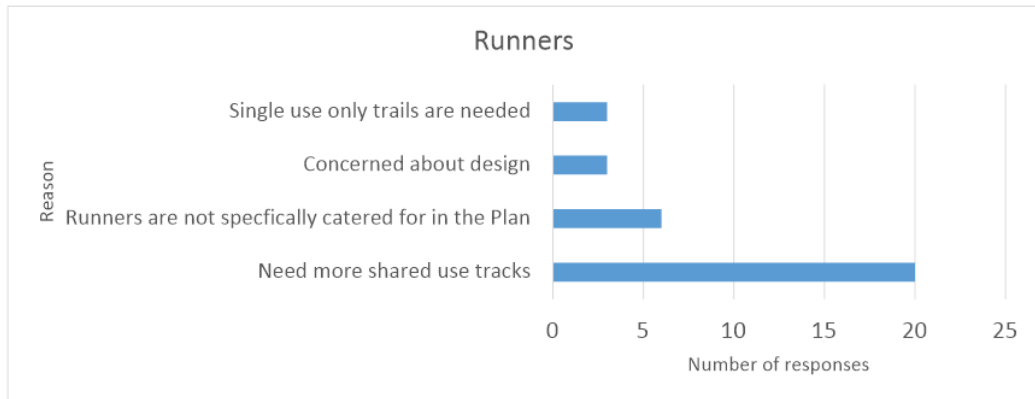
Riders – Key Themes	
What you said	What we heard
<i>“I prefer black trails but also know there is a complete lack of introductory trails on the mountain atm- I would like to take more beginners and young people new to riding out on more than the pipeline track.”</i>	<ul style="list-style-type: none"> <li>• Need to cater for beginners and advanced riders</li> </ul>
<i>“I would like the inclusion of more black diamond trails however I am happy that all skill groups will be able to ride.”</i>	<ul style="list-style-type: none"> <li>• Would like harder trails</li> <li>• Pleased with the diversity in difficulty</li> <li>• We need to cater to all skill levels</li> </ul>





Walkers – Key Themes	
What you said	What we heard
<i>“The separation of bikers and walkers is a good thing. The additional pressure of people on the mountain is not good. Especially as it appears that increased tourism is a motivation for the construction of trails. The mountain must have space for native creatures to live their lives on the mountain slopes without fear of human activities.”</i>	<ul style="list-style-type: none"> <li>Happy that single use tracks are proposed</li> <li>Unhappy with potential environmental impacts of new tracks of additional visitors to the mountain</li> </ul>
<i>“I am a walker/explorer and spend a lot of time on the mountain. Giving dedicated tracks and more choices of tracks will help leave walking track to those that walk/run ”</i>	<ul style="list-style-type: none"> <li>Happy that single use tracks are proposed</li> </ul>





Runners – Key Themes	
What you said	What we heard
<p><i>“As a trail runner who frequents kunanyi, I do not feel like this Plan has given enough consideration to other park users. Just like mountain biking, trail running is growing in popularity, and I can assure you the runners are always seeking new trails. There are many examples of where the trail network could be improved for trail running, especially to create looped runs on single track. Whilst I agree that a dedicated downhill mountain bike trail should be reserved for mountain bike use only, there is no justifiable reason why many of your proposed trails should not be accessible to runners as well. I regular run the North South track, and have never had issues sharing with bikers. With so many of the new proposed trails designated as 'flow', I believe they should ALL be accessible to runners. The mountain belongs to everyone. I think if you go down the path of restricting access to so many desirable trails, your result will be a lot of unhappy customers, increased tension between park users and undoubtedly unlawful access.”</i></p>	<ul style="list-style-type: none"> <li>• Tracks for runners not specifically mentioned</li> <li>• Mountain bike tracks should be accessible to runners</li> <li>• Runners will utilise mountain bike tracks regardless of whether access is allowed to them</li> </ul>

#### 4. Discussion

Shared-use tracks versus single-use tracks proved a popular theme in the survey responses, regardless of our previous survey which focused strictly on shared-use tracks. Riders and walkers were happy to be separated but runners were adamant that all new tracks should be shared except for downhill mountain bike tracks. Other themes were around the need to develop an education strategy around Wellington Park's existing Code of Conduct and the need to provide some further information around new track development and illegal track management.

In general, riders, runners and walkers are supportive of *Riding the Mountain: A Proposed Mountain Bike Network Plan*. Riders were overwhelmingly supportive of the new tracks and were particularly happy with the proposed diversity in track difficulty levels. Walkers were the least supportive and were worried about the potential environmental impacts of encouraging more mountain bike riders to the mountain, as well as the concern that it will interrupt their bushwalking experience. Runners were more supportive and were eager to share the new proposed trails, which would expand the network for trail runners.

## 5. Appendices:

Media promotion of the proposed Mountain Bike Network Plan engagement

5.1 Bicycle Network

5.2 Mercury Article

5.3 CoH Bushcare Facebook page

5.4 CoH main Facebook page

5.5 Hobart Wheelers/ Dirt Art Cycling Hub Facebook page

5.6 Tas MTB Facebook page

5.7 Pandani Bushwalking Club Facebook page

5.8 Hobart Trail Runners Facebook page

5.9 Hobart Trail Runners Facebook page

5.10 Dirt Art Facebook page

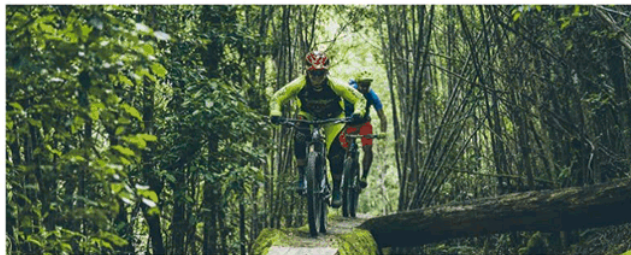
5.11 Hobart MTB Rides Facebook page

5.12 Shredding Betties website, podcast and Facebook page

5.1: Bicycle Network promotion (published 23 April 2020):

<https://www.bicyclenetwork.com.au/newsroom/2020/04/23/hobart-dreams-big-for-mtb-network/>

## Newsroom



23 APRIL 2020

### Hobart dreams big for MTB network



While we are all homebound and most of the dedicated mountain bike tracks are closed, here's something to put your energies into: [providing feedback on the new blueprint for tracks](#) in the foothills of kunanyi/Mount Wellington.

#### FEATURED

#### Been wronged? You can fight a fine.

Two different riders in Melbourne were given unreasonable fines by police but had a good result in court. If you've also been wronged you can get support.

#### Why we need a national Ride2School program

New research shows that Australian parents opt for the car when sending their children to school, but Ride2School has the tools to combat this.

## 5.2 Mercury news article (published 28 April 2020)

TUESDAY, APRIL 28, 2020  
themercury.com.au • SUBSCRIPTIONS 300 696 397



# Bespoke trails for mountain bike riders

KASEY WILKINS

MOUNTAIN bikers will soon be able to experience Mount Wellington like never before.

A draft plan released by the City of Hobart outlines 47km of mountain bike trails a vast leap on the 3km of bike trails available on the mountain.

City of Hobart bushland manager John Fisher said at present there were very few areas of the mountain where bikers could use the trails

without impacting on other users.

Bikes are permitted on formed roads, fire trails and selected walking tracks, but the dedicated trails would be able to separate bikers and walkers to prevent any potential conflict, Mr Fisher said.

"We see it as a real opportunity to provide a greater spectrum of recreational activities," he said.

Following a consultation period, Mr Fisher said the response from mountain bikers

and walkers was "outrageous".

"We got about 1200 comments on the first draft from the mountain bikers, and then 500 to 600 from walkers," he said.

"All of them were really excited and really positive. What we wanted was for them to be in that easy to intermediate range, mainly for people who were locals or for people who were using Hobart as a base to explore."

Mr Fisher said a few of the "spectacular" trails had been

completed but not officially opened.

Lord Mayor Anna Reynolds invited the community to have their say on the plan.

"We know there are many people who are missing their regular mountain rides or walks right now," she said.

"It's a great time to be thinking about how we can enhance the experience of riders in the future."

She said the council had worked closely with mountain bike trail consultants Det Art and mountain bikers

to design trails that would meet the future needs of locals while also attracting visitors to the city.

"We expect mountain biking and other eco-tourism activities to play an enormous role in the economic recovery of our city and region," she said.

"These plans would create a unique experience for mountain bike riders, and balance out the mix of tracks on the mountain." The draft plan is available at [www.hobartcity.com/riding-the-mountain](http://www.hobartcity.com/riding-the-mountain).

HITTING THE TRAIL: Riders on the North-South track in Mount Wellington Park that links The Sponges with Glenorchy Mountain Bike Park. Picture: HOBBART CITY COUNCIL

NEWS 11

## More jail for repeat girlfriend basher

AMEER WILSON

A JEALOUS abuser who smothered his girlfriend with a pillow in a Hobart hotel – as she struggled to breathe and cried out for her children – will spend more time in jail after a successful Crown appeal.

Hobart man Matthew Luke Johnson was jailed for two years and two months following the "fatal" August 2018 attack, according to a newly published Court of Appeal judgment. His one-year non-parole period was due to expire in October last year, but Tasmania's Director of Public Prosecutions appealed, arguing the sentence was manifestly inadequate.

Johnson had been released from jail 12 days prior for previously assaulting the woman when he called her a taxi to his hotel, becoming "irrationally jealous" when she received a text message from a friend.

The 41-year-old – who has assaulted and stalked five women in the past – called his girlfriend "a lying, cheating slut" and told her he loved her before grabbing her hair, pulling a clump from her scalp, pushing her head on the bed, striking her face four times and verbally abusing her.

He then held her face into a pillow for several minutes, sitting on top of her and using his weight to push her down.

The woman, who thought she would die, couldn't move and struggled to breathe but screamed "my kids my kids"

## 5.3 City of Hobart Bushcare Facebook page (published 22 April 2020)

Video details

**Total video performance**

Minutes viewed	276
1-minute video views	--
10-second video views	502
3-second video views	985
Average video watch time	0:08
Audience retention	
Audience and engagement	

**City of Hobart Bushcare: Riding the Mountain: Proposed Mountain Bike Network...**

Want to have your say on the City of Hobart's new draft plan for an expanded mountain bike network on kunanyi / Mount Wellington? Released today the plan provides a blueprint for future mountain bike infrastructure and is the result of close consultation with leading...

0:32 Uploaded on 22/04/2020 Owned Appears once View permalink Copy video ID


**This video is used in 1 post**

Posts	Posted date	Estimated reach	3-sec video views	10-sec video views	Unique 3-sec video views	Post engagement	Average video watch time
City of Hobart Bushcare Riding the Mountain: Proposed M...	22/04/2020 16:43	2.2K	985 100%	502 100%	813	96	0:08 / 0:32

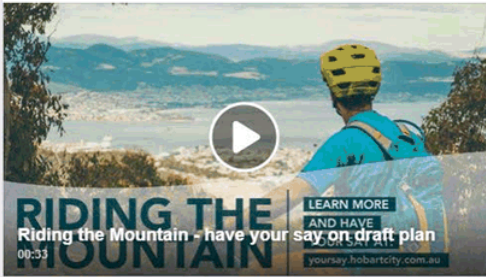
**Total 3-second video views on Facebook: 985**



5.4 City of Hobart Facebook page (published 22 April 2020)


**City of Hobart**  
 Published by Hobart City Council (?) · April 22 at 5:33 PM ·

You can have your say on a draft plan for future mountain bike tracks on kunanyi / Mount Wellington. Our Draft Mountain Bike Network Plan includes 47kms of proposed new tracks through the foothills of the mountain. You can view the plan and share your thoughts at [yoursay.hobartcity.com.au/riding-the-mountain](https://yoursay.hobartcity.com.au/riding-the-mountain).



**RIDING THE MOUNTAIN**  
 00:33  
 Riding the Mountain - have your say on draft plan  
 LEARN MORE AND HAVE YOUR SAY  
[yoursay.hobartcity.com.au](https://yoursay.hobartcity.com.au)

Get More Likes, Comments and Shares  
 When you boost this post, you'll show it to more people.

6,634 People Reached      844 Engagements      [Boost Post](#)

49 Reactions      13 Comments      12 Shares

Like   Comment   Share

**Performance for Your Post**

6,634 People Reached

2,633 3-Second Video Views

161 Reactions, Comments & Shares

87 Like	44 On Post	43 On Shares
5 Love	5 On Post	0 On Shares
1 Sad	0 On Post	1 On Shares
2 Angry	2 On Post	0 On Shares
53 Comments	16 On Post	37 On Shares
13 Shares	12 On Post	1 On Shares

683 Post Clicks


52 Clicks to Play	77 Link Clicks	554 Other Clicks
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**NEGATIVE FEEDBACK**

3 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts


5.5 Hobart Wheelers/ Dirt Devils Cycling Club Facebook page (published 22 April 2020)


**Hobart Wheelers / Dirt Devils Cycling Club**  
 Published by Chris Jenkins (?) · 22 April ·

Hi members,

Hobart's kunanyi/Mount Wellington is home to almost 80 km of walking tracks, but just 3km of purpose-built, mountain bike only tracks. A survey of kunanyi/Mount Wellington track users revealed that 83 per cent support new mountain bike tracks on the mountain.

The City of Hobart has developed a plan for 47 km of new mountain bike tracks on kunanyi / Mount Wellington that identifies the potential for an expanded network of greater riding experiences for local and v... [See more](#)



YOURSAY.HOBARTCITY.COM.AU

**Riding the Mountain: Proposed Mountain Bike Network**  
 The City of Hobart has developed a plan for 47 km of new mountain bike track...

Get more likes, comments and shares  
 When you boost this post, you'll show it to more people.

1,232 People reached      345 Engagements      [Boost Post](#)

36 Reactions      2 Comments      3 shares

Like   Comment   Share

**Performance for your post**

1,232 People Reached

87 Reactions, comments & shares

73 Like	33 On post	40 On shares
3 Love	3 On post	0 On shares
8 Comments	3 On Post	5 On Shares
3 Shares	3 On Post	0 On Shares

258 Post Clicks

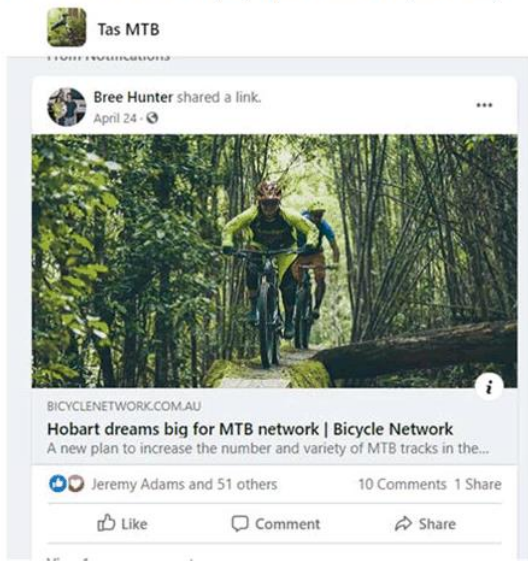
0 Photo views	129 Link clicks	129 Other Clicks
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**NEGATIVE FEEDBACK**

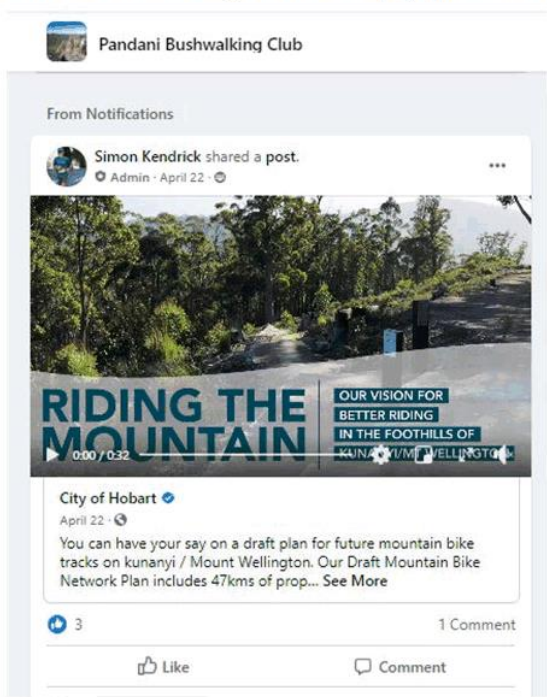
0 Hide post	0 Hide all posts
0 Report as spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

5.6 Tas MTB Facebook page (published 24 April 2020)



5.7 Pandani Bushwalking Club Facebook page (published 22 April 2020)



5.8 Hobart Trail Runners Facebook page (published 22 May 2020)

**Hobart Trail Runners**

**Lincoln Quilliam**  
 Admin · May 22 at 11:40 AM · 🌐

HCC foothills MTB plan feedback survey closes this monday - if you have a view, then be heard by taking 2-3min to complete the 2 question survey.

The common comment i've heard from our community is: Why aren't all the uphill MTB tracks shared use? Surely an uphill rider is more of an obstacle for a downhill rider than a runner.

Dirt Art has also confirmed in their report that the existing MTB only Old Farm Track is not actually used by MTBers - so perhaps that track could be made shared use immediately?

TRACK #	STYLE	DIRECTION	USE
1	Flow	Shared	Shared
2	Flow	MTB Only	MTB Only
3	Flow	MTB Only	MTB Only
4	Technical	MTB Only	MTB Only
5	Flow	MTB Only	MTB Only
6	Flow	MTB Only	MTB Only
7	Flow	MTB Only	MTB Only
8	Flow	MTB Only	MTB Only
9	Flow	MTB Only	MTB Only
10	Flow	MTB Only	MTB Only
11	Flow	MTB Only	MTB Only
12	Flow	MTB Only	MTB Only
13	Flow	MTB Only	MTB Only
14	Flow	MTB Only	MTB Only
15	Flow	MTB Only	MTB Only
16	Flow	MTB Only	MTB Only
17	Flow	MTB Only	MTB Only
18	Flow	MTB Only	MTB Only
19	Flow	MTB Only	MTB Only
20	Flow	MTB Only	MTB Only

10 Likes · 8 Comments

Like Comment

5.9 Hobart Trail Runners Facebook page (published May 22 2020)

**Hobart Trail Runners**


From Notifications

**Lincoln Quilliam** shared a link.  
 Admin · May 22 at 11:36 AM · 🌐

<https://yoursay.hobartcity.com.au/riding-the-mountain>

Survey closes this Monday - If you have a view, make sure your voice is heard, it only takes 2-3mins.

The common comment i've heard from our community on this plan is: why are all the uphill MTB tracks not shared?? An uphill rider is surely considered more of an obstacle for a downhill rider than a runner is.




**YOUR SAY: HOBART CITY.COM.AU**


**Riding the Mountain: Proposed Mountain Bike Network**  
 The City of Hobart has developed a plan for 47 km of new mountain...




Like Comment

## 5.10 Dirt Art Facebook page (published 22 April and 7 May 2020)

**Dirt Art**  
Page · 106K like this · Company


Apr 22 · 🌐 · ...We send a big thanks to the City of Hobart, the project advisory group and other stakeholders who have supported this significant project. A link to the summary and full report, along...









507

151 Comments

**Dirt Art**  
Page · 106K like this · Company

May 7 · 🌐 · ...plan for 47km of new trails on the mountains foothills. The plan is now out for public comment, and we would encourage all riders to submit to support the plan. There has been an incredible bo...







179


23 Comments

## 5.11 Hobart MTB Rides Facebook page (published 24 April 2020)

**Hobart MTB Rides**




From Notifications

**Bree Hunter** shared a link.  
April 24 · 🌐




BICYCLENETWORK.COM.AU


**Hobart dreams big for MTB network | Bicycle Network**  
A new plan to increase the number and variety of MTB tracks in the...




23

4 Comments 2 Shares

 Like

 Comment

 Share



5.12: Shredding Betties (PAG member – this report prepared for the City of Hobart)

# SHREDDING BETTIES

Creating Connected Projects  
PAG kunanyi/Mt Wellington foothills mtb plan

---

Shredding Betties mission statement is to connect, support and inspire.

As a Club we value grassroots community engagement driven from an authentic, relevant, and meaningful place. The PAG project was identified as one we could participate in and help to drive a connected community response. We believe this has occurred because of the specific decisions made by the Project Coordinator, Bree Hunter. This framework encouraged participation, 'Buy In' and contact with connected networks creating project relevance.

At a time where all levels of government are facing numerous challenges, relevance is everything. Some of the success measures we experienced/observed with this this project:

- Finding leaders/experts in the MTB community.
- Inviting leaders/experts to be members of the PAG.
- Encouraging diversity, including all ages and ability of riders.
- Developing a clear framework and plan.
- Communicating with all members of the PAG, listening to and adopting suggestions.
- Rolling out community engagement plan for ALL stakeholders using a variety of mechanisms.
- Commencing a youth engagement strategy and walkers/trail runners consult.
- Capturing data and reporting to PAG and MTB community.

## Participation

Shredding Betties participated in all the meetings hosted with the PAG and took part in the youth engagement strategy and consultation with walkers and trail runners. Face to face consultation was particularly important in this project because the wider community has a general stereotype attached to what a mountain biker looks like and we were able to dispel this myth. We also created and published our own media supporting this project (see below).

## Buy In

Taking the time to identify community leaders and inviting participation on the PAG created the opportunity to connect with an extensive network of mountain bikers, and from the beginning, address the belief within the MTB community that over the past decade, there has been a lot of talk and no action regarding trail development on kunanyi/Mt Wellington. The approach adopted by the Project Coordinator created 'Buy In' initially from the PAG and then through our extensive networks creating relevance for the project.

## Networks

Members of the PAG are highly connected and are influential in the MTB community. These connections are earned and for this project, allowed HCC to tap into these networks to increase community engagement. 'Buy In' and participation opened these networks to increase community

engagement and responses to engagement mechanisms set up within the framework. Author: Jenni McLeod: President Shredding Betties: Version 1

#### **Data**

Participation and buy in were increased through MTB networks on the PAG. Social media provides us with an opportunity to publish and create the story we want to tell and through this project, Shredding Betties was able to tell a positive story participating in a measurable outcome targeting niche MTB riders (women and girls).

Social Media: The majority of our engagement was driven through our facebook page and as a podcast on Soundcloud which was then shared through our social media. The podcast idea was developed with the Project Coordinator and driven by Shredding Betties as a part of a broader strategy to generate interest leading up to the release of the MTB development plan. Please note – we have also included the post regarding the Visitation Strategy in this data as we needed to keep the project ‘live’ when we found out the mtb plan release would be delayed.

Shredding Betties was able to add value to a layered strategy that targets a niche market creating visual and listening opportunities as well as prompting participation in the survey, face to face consultation and feedback. The work we undertook was also a reminder to the riding community that the plan is progressing. We choose to produce our own media for projects we support.

**PAG related Shredding Betties posts (see Appendix a)**

Facebook Page	Reach	Engagement	Likes	Shares
March 13 2019	700	211	56	3
May 16 2019	564	238	92	2
July 19 2019	792	267	83	1
August 2019	Data unable to be retrieved		Survey related	
January 7 2020	518	34	5	3
April 22 2020	*See appendix a			
May 8 2020	522	19	8	-

**Soundcloud ‘Plugged In’ podcast – mtb development on kunanyi/Mt Wellington (see Appendix b)**

April 19 2020	Episode 1 – Tom Battaglia and Alex Kehl	71 listens
April 25 2020	Episode 2 – Roy Langman	36 listens
May 3 2020	Episode 3 – The Dirt Girls	66 listens
May 11 2020	Episode 4 – Damon Jackson	156 listens
May 18 2020	Episode 5 – Simon French	19 listens

March 13 2019 - First PAG meeting



May 16 2019 Shredding Betties meeting discussing the PAG



July 19 2019 discussing the PAG



January 7 2020 – HCC visitation strategy

**Shredding Betties**  
@shreddingbetties

- Home
- Events
- Reviews
- About
- Videos
- Photos
- Posts
- Jobs
- Offers
- Community
- Fundraisers
- Promote
- Visit Ad Center

opportunities to get involved at many levels - this is separate from the mup action plan currently being completed by the HCC but will provide important data to help determine the strategy.

You have until January 30 to complete the EOI and survey, get on it!

SURVEYMONKEY.COM

**Register your interest to contribute to the Wellington Park Visitation & Recreation Strategy**

**518**  
People Reached

**34**  
Engagements

**Boost Post**

5

3 Shares



Shredding Betties Facebook page (published 22 April 2020)


Shared Video Details

Video
Post
See Metrics for All Videos

**Increase Organic Distribution**

Your videos get shown organically to more people when they're at least 3 minutes long.

X



Shredding Betties...

0:32 · Shared on 04/22/2020 · View Permalink · Copy Video ID

**Performance for Your Post**


3-Second Video Views	224
Estimated Reach	631
Unique Viewers	213
Post Engagement	20
Top Audience	Women, 35-44
Top Location	Tasmania

Shredding Betties Podcast on the development of the Mountain Bike Network Plan (Episode 1 published 19 April 2020)

This is episode 1 of a 5 part podcast series run by Shredding Betties.

We spoke with different rider groups around Hobart about the plan for mtb trail development on Mt Wellington/kunanyi foothills. This first episode is with local shredders Tom Battaglia and Alex Kehl.

The plan will soon be released by the Hobart City Council.



SOUNDCLOUD.COM

**Plugged In- Tom Battaglia and Alex Kehl - mtb trail development on Mount Wellington/Kunanyi**

**703**

People Reached


**57**

Engagements

**Boost Post**

6

2 Comments 2 Shares




Shredding Betties


April 25 · 🌐

...

Episode 2 in the mtb trail development plan series for kunanyi/Mt Wellington is now live.

This episode is with Roy Langman bike rider and skills instructor extraordinaire. Many Betties know Roy from the numerous skills sessions he has run with us. Thanks for your time, Roy!





SOUNDCLOUD.COM

Plugged In-Roy Langman-Bikes, skills and trail development on kunanyi/Mt Wellington


612

People Reached

39

Engagements

Boost Post



Julia Jago, Leyla Sharman and 6 others

1 Share

Reported stats may be delayed from what appears on posts

Performance for Your Post

612

People Reached

9

Likes, Comments & Shares

8

Likes

8

On Post

0

On Shares

0

Comments

0

On Post

0

On Shares

1

Shares

1

On Post

0

On Shares

30

Post Clicks

0

Photo Views

20

Link Clicks

10

Other Clicks

NEGATIVE FEEDBACK

0

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Report as Spam


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Unlike Page

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Shredding Betties

May 3 at 8:23 AM · 🌐

What a joy interviewing the Dirt Girls for Episode 3 of the 5 part series about trail development on kunanyi/Mt Wellington!

Please note, in my excitement, I forgot to say we are Australia's first women's mtb club - we are not Australia's first mtb club 🥰🥰



SOUNDCLOUD.COM

Plugged In-Dirt Girls-Riding kunanyi/Mt Wellington

The Dirt Girls are a local Hobart riding group of young riders and their...

783

People Reached

95

Engagements

Boost Post

👍👎

24

2 Comments

4 Shares

👍 Like

💬 Comment

➦ Share

🔖

Performance for Your Post

783

People Reached

31

Reactions, Comments & Shares ⓘ

<div>20</div> <div>👍 Like</div>	<div>20</div> <div>🗨️ On Post</div>	<div>0</div> <div>🔗 On Shares</div>
<div>4</div> <div>💖 Love</div>	<div>4</div> <div>🗨️ On Post</div>	<div>0</div> <div>🔗 On Shares</div>
<div>3</div> <div>💬 Comments</div>	<div>2</div> <div>🗨️ On Post</div>	<div>1</div> <div>🔗 On Shares</div>
<div>4</div> <div>🔗 Shares</div>	<div>4</div> <div>🗨️ On Post</div>	<div>0</div> <div>🔗 On Shares</div>

64

Post Clicks

<div>0</div> <div>📷 Photo Views</div>	<div>33</div> <div>🔗 Link Clicks</div>	<div>31</div> <div>👤 Other Clicks ⓘ</div>
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NEGATIVE FEEDBACK

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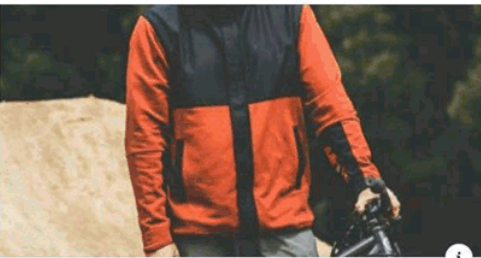


Shredding Betties

May 11 at 4:39 PM · 🌐

Episode 4 of 5 in this podcast series - this time with Bossman Jackson 🎧🔥

👍👍👍



SOUNDCLOUD.COM

**Plugged In - Damon (Bossman) Jackson - kunanyi/Mt Wellington trail development**

621

People Reached

202

Engagements

Boost Post

👍 Tamzen Brewster, Raymond Tuttle and 9 others

1 Comment

4 Shares

Performance for Your Post

621

People Reached

16

Likes, Comments & Shares 🔍

11 Likes	11 On Post	0 On Shares
1 Comments	1 On Post	0 On Shares
4 Shares	4 On Post	0 On Shares

186

Post Clicks

0 Photo Views	113 Link Clicks	73 Other Clicks 🔍
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NEGATIVE FEEDBACK

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0 Report as Spam


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Post Details

Reported stats may be delayed from what appears on posts

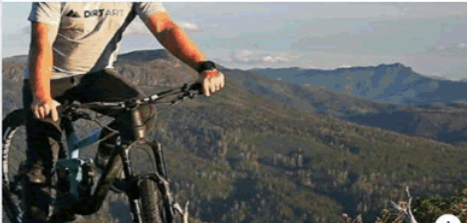


Shredding Betties

May 16 at 11:58 AM · 🌐

This is the final conversation in a series about the MTB development plan for kunanyi/Mt Wellington.

This time we are talking with the Director of Dirt Art, Simon French, about the proposed concept plan.



SOUNDCLOUD.COM

Plugged In - Simon French - kunanyi/Mt Wellington MTB plan

This is the fifth and final episode in this series about the kunanyi/Mt...

461

People Reached

37

Engagements

Boost Post

Allison Jongbloed, Jackson Cracknell and 5 others

Performance for Your Post

461 People Reached

7 Likes, Comments & Shares

7 Likes	7 On Post	0 On Shares
0 Comments	0 On Post	0 On Shares
0 Shares	0 On Post	0 On Shares

30 Post Clicks

0 Photo Views	19 Link Clicks	11 Other Clicks
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NEGATIVE FEEDBACK


0 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

Shredding Betties Facebook post (published 8 May 2020)

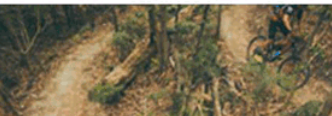
**Post Details**
Reported stats may be delayed from what appears on posts

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**Shredding Betties**  
 May 8 at 7:36 AM · 🌐

There is still time to have your say on the proposed MTB trail development for kunanyi/Mt Wellington.



[YOURSAY.HOBBARTCITY.COM.AU](#)  
**Riding the Mountain: Proposed Mountain Bike Network**  
 The City of Hobart has developed a plan for 47 km of new mountain bike...

### Performance for Your Post

<b>522</b> People Reached		
<b>8</b> Likes, Comments & Shares 🔍		
<b>8</b> Likes	<b>8</b> On Post	<b>0</b> On Shares
<b>0</b> Comments	<b>0</b> On Post	<b>0</b> On Shares
<b>0</b> Shares	<b>0</b> On Post	<b>0</b> On Shares
<b>11</b> Post Clicks		
<b>0</b> Photo Views	<b>8</b> Link Clicks	<b>3</b> Other Clicks 🔍
<b>NEGATIVE FEEDBACK</b>		
<b>0</b> Hide Post	<b>0</b> Hide All Posts	
<b>0</b> Report as Spam	<b>0</b> Unlike Page	

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**522**
**19**

People Reached
Engagements

**Boost Post**

👤 Laurel Trebilco, Kay McFarlane and 6 others

👍 Like
💬 Comment
↻ Share
🔖 More



**6.3 City to Gardens Way Connectivity and Wayfinding Plan - Results of  
Community Engagement and Endorsement of Final Plan  
File Ref: F20/95578; 2016-0227-02**

---

Report of the Program Officer Park Planning, the Manager Bushland and  
the Director City Amenity of 8 October 2020 and attachments.

Delegation: Council

**REPORT TITLE: CITY TO GARDENS WAY CONNECTIVITY AND WAYFINDING PLAN - RESULTS OF COMMUNITY ENGAGEMENT AND ENDORSEMENT OF FINAL PLAN**

**REPORT PROVIDED BY:** Program Officer Park Planning  
Manager Bushland  
Director City Amenity

**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to seek approval of the City's *Draft City to Gardens Way Connectivity and Wayfinding Plan* following recent community engagement on the plan.
- 1.2. Implementation of the plan will establish a safe, efficient and functional route for a wide range of users that will connect the Bridge of Remembrance and the University Rose Garden Bridge through to the Royal Tasmanian Botanic Gardens (RTBG).

**2. Report Summary**

- 2.1. On 16 December 2019, the Council endorsed the release of the *Draft City to Gardens Way Connectivity and Wayfinding Plan* (from here on referred to as 'the draft plan') for a four week period of community engagement.
- 2.2. The Plan has been prepared in accordance with recommendations contained in the City's Queens Domain Master Plan 2013-2033 which states that a high order pedestrian/ cycle connection from Sullivan's Cove and the City be established to link with the RTBG.
- 2.3. The Plan focuses on the development of a shared pathway providing a varied experience of key locations and values within the Lower Domain with the following key recommendations:

- 2.3.1. To establish a looped path for pedestrians and cyclists that link a number of existing formal and informal footpaths between the Bridge of Remembrance and the main entrance to the RTBG.

Once established, this loop will provide pedestrians and cyclists with two route options that can be travelled separately or as part of a loop:

- A path that leads to the entrance of the RTBG via part of the Soldiers Memorial Avenue (SMA), and through an area of native grassy woodland.
- A path that leads to the entrance of the RTBG via Lower Domain Road. Featured along this path is the historic Beaumaris Zoo and Government House.

- 2.3.2. To upgrade an existing path that links the Doone Kennedy Hobart Aquatic Centre (DKHAC) to the Tasmanian Cricket Association (TCA) Oval along Davies Avenue.
- 2.3.3. To establish or improve six pedestrian crossings to ensure the safe movement of people across Davies Avenue, Lower Domain Road and Upper Carriage Drive.
- 2.3.4. To develop and implement a lighting strategy for Davies Avenue to promote safe pedestrian access during all hours.
- 2.4. Overall, fifty-four survey responses were received via the Hobart Your Say platform along with two written submissions – they are summarised in the community engagement report, presented in **Attachment B**.
- 2.5. The draft plan was well received with 83% of survey respondents being supportive of the plan.
- 2.6. Following Council endorsement, the final plan will be used to guide the City's development and management of the lower domain in the coming years with major works considered as part of the capital budget planning process.

### 3. **Recommendation**

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

- 1. ***The City to Gardens Way Connectivity and Wayfinding Plan, marked as Attachment A to the report, be approved.***
- 2. ***The General Manager be authorised to secure any statutory approvals required for the implementation of the Plan.***
- 3. ***The City seek to secure external grant funding for the projects to proceed.***
- 4. ***The Plan be made publicly available through the City's website and other platforms.***

### 4. **Background**

- 4.1. On 16 December 2019 the Council endorsed the release of the *Draft City to Gardens Way Connectivity and Wayfinding Plan* (from here on referred to as 'the draft plan') for a four week period of community engagement.
- 4.2. The draft plan was released to the public between March and April 2020 but was severely disrupted due to the COVID-19 pandemic and the subsequent government and social restrictions.

- 4.3. Given the limited response from stakeholders during March and April a decision was made to create a second opportunity for stakeholders to have their say at a time when restrictions were somewhat eased in June-July.
- 4.4. The second engagement period proved successful in raising awareness of the project and obtaining greater feedback and insights from stakeholders and interested users, and a deeper level of engagement on the plan.
- 4.5. The following report provides the combined details of feedback received during both exhibition periods and presents the amended final plan.

### ***The Plan***

- 4.6. The City's Queens Domain Master Plan 2013-2033 highlighted that access and wayfinding through the Queens Domain can be difficult for pedestrians and cyclists travelling between the City and the RTBG. The need to improve access and wayfinding to the RTBG was one of the major recommendations of the master plan.
- 4.7. The draft plan has been developed by consultants Inspiring Place for the City and focuses on the development of a shared pathway providing a varied experience of key locations and values within the Lower Domain. The key recommendations are:
  - 4.5.1 To establish a looped path for pedestrians and cyclists that link a number of existing formal and informal footpaths between the Bridge of Remembrance and the main entrance to the RTBG.

Once established, this loop will provide pedestrians and cyclists with two route options that can be travelled separately or as part of a loop:

    - A path that leads to the entrance of the RTBG via part of the Soldiers Memorial Avenue (SMA), and through an area of native grassy woodland.
    - A path that leads to the entrance of the RTBG via Lower Domain Road. Featured along this path is the historic Beaumaris Zoo and Government House.
  - 4.5.2 To upgrade an existing path that links the Doone Kennedy Hobart Aquatic Centre (DKHAC) to the Tasmanian Cricket Association (TCA) Oval along Davies Avenue.
  - 4.5.3 To establish or improve six pedestrian crossings to ensure the safe movement of people across Davies Avenue, Lower Domain Road and Upper Carriage Drive.
  - 4.5.3 To develop and implement a lighting strategy for Davies Avenue to promote safe pedestrian access during all hours.





Map1: City to Gardens Way Route map

### **Public exhibition – summary of results**

- 4.8. Public exhibition of the plan generated a reasonable level of engagement given that it coincided with the COVID pandemic. The information below and in **Attachment B** summarises the community engagement process and the feedback received.
- 4.9. A range of methods were used to inform stakeholders, community and park users of the draft plan. These included:
- Emails and letters to stakeholders;
  - City of Hobart website , ‘Your Say’ site and social media;
  - On site community walk and talk attended by 5 residents;

- Additional consultation with the Friends of Soldiers Memorial Avenue (FOSMA), the Travel and Tourism Information Centre (TTIC) and the RTBG.
- 4.10. The City's 'Your Say' Hobart community engagement platform was visited 657 times during the public exhibition period; 273 participants downloaded a document and 54 participants completed the online survey through this platform.
- 4.11. The majority of survey respondents were supportive of the plan;
- 83% supportive,
  - 3% not supportive, and
  - 4% neutral.
- 4.12. Two written submissions were received from stakeholder groups; the Glebe Community Association and Bicycle Network Tasmania. Issues raised by these groups have been summarised in the following section.

### ***Issues raised***

- 4.13. Survey results and submissions were reviewed by the project steering committee and Council Officers. Responses and issues raised were assessed to identify effective solutions. While the majority of concerns were outside the scope of the plan, those that were relevant to the project included:
- The detailed design needs to further consider accessibility, safety, aesthetics and practicality;
  - There is the potential for conflict between pedestrians and cyclists if not managed appropriately;
  - Standard road crossings, such as wombat crossings and kerb ramps are needed to accommodate groups of cyclists and pedestrians; and
  - There is the potential to negatively impact natural values where the path intersects and traverses native vegetation.

### ***Response to issues***

- 4.14. The final plan is conceptual and responds as much as possible to the comments and issues raised during the public exhibition period. Issues such as aesthetics, user safety and road crossings will further be addressed in the detailed design and implementation of the plan.

- 4.15. *North Barker Ecosystem Services* were engaged to undertake a detailed natural value assessment of the proposed path during the development of this plan. The natural values report provides recommendations that will be followed in order to minimise any impact on natural values.

Furthermore, once the gravel paths in this plan are constructed any additional informal desire paths will be closed and rehabilitated which will improve the health and integrity of the native grassy woodland.

## 5. Proposal and Implementation

- 5.1. It is proposed that the Council approve the Plan to guide the City's investment (predominantly through external grant funding) into connectivity and wayfinding improvements across the Lower Queens Domain.

## 6. Strategic Planning and Policy Considerations

- 6.1. The plan is consistent with recommendations in the *Queens Domain Master Plan 2013-2033*.
- 6.2. The plan aligns with the following strategies identified in *City of Hobart Capital City Strategic Plan 2019-29*:

### Strategy 1.1.1

Work with community and stakeholders to protect and enhance core elements of Hobart identity – kunanyi / Mount Wellington, the River Derwent, natural areas, quiet spaces and Hobart's heritage, culture and human scale – so they are valued as central features of Hobart's landscape and social fabric.

### Strategy 1.3.3

Measure, manage and support the effective use of city facilities, infrastructure and open spaces.

### Strategy 2.3.1

Provide and progressively enhance a range of quality places and facilities where people can enjoy education, recreation, socialising, healthy living and other activities and events.

### Strategy 2.3.4

Ensure neighbourhoods, street and public spaces help all people to be healthy.

## Strategy 4.3.6

Develop and maintain visitor services and tourism infrastructure in partnership with stakeholders and government agencies.

## Strategy 5.1.1

Improve connectivity throughout Hobart's inner city and suburbs.

## Strategy 5.2.3

Develop, upgrade and maintain the City's network of roads, bridges, cycle ways, footpaths and walkways.

## Strategy 5.2.7

Support and encourage more people to ride bicycles through the development of safe paths and streets, separated cycle ways, end of journey facilities and related infrastructure.

## Strategy 6.1.1

Ensure systems are in place to guide future management and development of parks, gardens and reserves, offering a variety of landscapes and passive recreational opportunities.

## Strategy 6.2.1

Support initiatives for residents and visitors to build connections to nature.

## Strategy 6.5.2

Protect biodiversity values through sensitive and ecologically sustainable use of parks and reserves.

## Strategy 6.5.4

Develop and enhance the network of walking, cycling, mountain biking and other recreational tracks and trails throughout the City's open space network.

## Strategy 8.4.2

Engage with the community through a variety of engagement and communications methods, prioritising access and inclusiveness.

## Strategy 8.4.4

Actively consider community input on all projects with a public outcome.



#### Strategy 8.4.5

Demonstrate how projects, policies and other City initiatives have responded to community feedback and input.

### **7. Financial Implications**

#### **7.1. Funding Source and Impact on Current Year Operating Result**

7.1.1. There is zero impact on the current years' operating result.

#### **7.2. Impact on Future Years' Financial Result**

7.2.1. The plan will be divided into smaller projects and implemented by the appropriate teams and budget functions within Council. Funds for the implementation of the plan will be considered in the City's ten year capital works program.

7.2.2. New capital works identified in the final plan will be submitted as applications to external grant funding opportunities to secure funding to complete the works.

#### **7.3. Asset Related Implications**

7.3.1. Walking tracks will be built to a high quality with good drainage to minimise future maintenance requirements. The remainder of the Plan identifies where improvements need to be made to existing road infrastructure in order to improve access for pedestrians and cyclists travelling to the RTBG.

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

8.1. There are minimal risks associated with the plan. It is a low key development of public infrastructure that will have beneficial health and well-being and economic outcomes.

8.2. Elements of the plan may require further statutory approvals, subject to detailed design.

### **9. Environmental Considerations**

9.1. Tracks have been specifically aligned to avoid any identified significant or threatened flora and fauna or habitats.

9.2. Formalisation of informal paths will address the track routes used by Dark Lab in the Dark Mofo event in 2019 and improve pedestrian management for future events of that scale and type in the Queen's Domain.

- 9.3. The assessment of the cultural heritage and cultural landscape values has been informed by the *Queens Domain Cultural Heritage Management Plan 2002* and the *2009 Heritage Landscape Assessment* by Gwenda Sheridan.
- 9.4. An Aboriginal heritage site assessment was undertaken as part of the project and two sites were identified in the original proposed path alignment. Based on the recommendations made in the assessment, the alignment of the gravel paths were adjusted to minimise the disturbance to these sites.

## 10. Social and Customer Considerations

### *Accessibility*

- 10.1. The southern half of Route A (Map 1) will meet the Australian Roads Guidelines for a shared use path. The exact width of this path has yet to be confirmed but will be determined by site values and expected user volumes.

The northern half of Route A will meet the Grade 2 Australian Walking Track Standards as it is not suitable for shared use. Cyclists will therefore be directed to use the existing path that runs parallel to the road before meeting Lower Domain Road.

- 10.2. Route A does not meet the 'all access' criteria of the Disability Standard as access is currently restricted by the existing Soldiers Memorial Avenue, which feeds into the proposed track. This track is a Grade 2 walking track. Therefore, the CTGW will meet the Australian Standard (AS 2165.1) for a Grade 2 walking track.
- 10.3. The plan compliments the *City of Hobart Inclusion Strategy 2014-2019* by providing:
- Providing greater access to the Queens Domain for individuals, families and the wider community; and
  - The QDMP states that a primary benefit of the CTGW is to increase pedestrian access to the Queens Domain.

### *The Soldiers Memorial Avenue (SMA)*

- 10.4. The proposed route utilises the SMA for approximately 654 metres. To ensure the cultural and historical integrity of the SMA, the Friends of the Soldiers Memorial Avenue were consulted as part of the preliminary stakeholder engagement process. The group will continue to be consulted during the design and construct stage.

**11. Marketing and Media**

- 11.1. Following council endorsement, the plan will be communicated and promoted to the community via a range of media platforms.
- 11.2. Implementation of the plan will follow in 2021 and with that packaging and promotion of the experience.

**12. Community and Stakeholder Engagement**

- 12.1. Strong support for the plan was obtained through community engagement. Details are reported in **Section 4** of this report and in **Attachment B**.

**13. Delegation**

- 13.1. This 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.*



Bree Hunter  
**PROGRAM OFFICER PARK  
PLANNING**





John Fisher  
**MANAGER BUSHLAND**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 8 October 2020  
File Reference: F20/95578; 2016-0227-02

Attachment A: City to Gardens Way Connectivity and Wayfinding Plan ↓   
Attachment B: Engagement Summary Report ↓ 

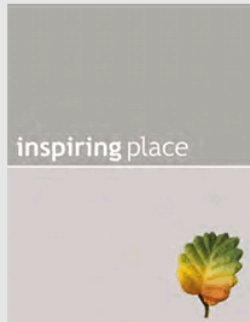


City to Gardens Way  
Connectivity and Wayfinding Plan



QUEENS DOMAIN - HOBART  
August 2020



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**Director, Inspiring Place**

Inspiring Place is a Unit Trust incorporated in Tasmania.  
The Company Directors are John Hepper and Jerry de Gryse  
ABN 58 684 792 133  
ACN 085 559 486

31.01.18 Draft for internal review

07.06.18 Final version

22.11.19 Revised Final Version 1

07.08.20 Revised Final Version 2

## **TABLE OF CONTENTS**

1. Background
2. The Shared Path Project
3. Understanding the Issues
4. The Concept
5. Action Plan

## 1. BACKGROUND

The Queens Domain is one of the City of Hobart's premier parks. Located on the doorstep of the CBD and Sullivans Cove, the Domain has long suffered issues of connectivity, access, and circulation and safety for visitors, pedestrians and cyclists wanting to get to and use the reserve.

The *Queens Domain Master Plan 2013-2033* summed up these issues, and others, and gave conceptual direction as to how they might be addressed stating that the Domain is:

many places not one – make one place of many;

under-used – more people should use the Domain than do now;

hard to get to – it should be easy to reach;

difficult to get around – it should be easy, convenient and safe to navigate; and

under-loved – the appearance should reflect its status as a pre-eminent public space in the City<sup>1</sup>.

Since publication of the master plan, the City has:

constructed and opened two new bridges across the Tasman Highway and the Brooker Highway

upgraded access to and around the Doone Kennedy Hobart Aquatic Centre (DKHAC);

commenced upgrades to the facilities and ground at the TCA;

built the Queen's domain summit mountain bike track

constructed community facilities including a new regional playground at the Soldiers Memorial Ovals;

installed a new running loop, Max's Infinity Loop, on Upper Domain Road;

completed works on the Soldiers Memorial Avenue; and

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<sup>1</sup> Inspiring Place with Liminal Architecture and Liminal Graphics 2013. "Queens Domain Master Plan" unpublished report to the City of Hobart.

undertaken detailed investigations of the natural and cultural values along the route of the City to Gardens Way.

The City is currently preparing a local area traffic plan for the Queens Domain. The plan will include detail around where traffic calming devices, such as speed humps, road narrowing, speed limit changes, pedestrian crossing treatments and other safety measures should be located.

## 2. THE SHARED PATH PROJECT

The *City to Gardens Way Concept* (the CTGW) was described in the Master Plan as a connection that would “establish a high order pedestrian/cycle connection” from Sullivan’s Cove and the CBD, to the Royal Tasmanian Botanical Gardens (RTBG)<sup>2</sup>. As proposed, the CTGW was to accommodate shared use in a safe manner and at an easy gradient without steps. The Council approved the CTGW concept as part of the ten-year capital works program for the City.

Numerous route options were investigated by the City<sup>3</sup> including detailed investigations of the natural and cultural values along several proposed routes<sup>4</sup>. These findings and further investigations as part of the current study, have given rise to an alternative route herein for the CTGW to that originally illustrated in the Master Plan to avoid impacts on values as far as possible.

The Master Plan also noted the need for new paths in and around the TCA/Domain Tennis Centre and linkages to the new Soldiers Memorial Oval Precinct Community Hub, known as Legacy Park.

The current project is aimed at finalising the route for the CTGW within the context of providing a clear link between the Bridge of Remembrance, the Rose Garden Bridge and the Royal Tasmanian Botanical Gardens. It also aims to improve pedestrian access to the recreational facilities located on Davies Avenue.

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<sup>2</sup> Inspiring Place. *ibid.* pg. 55.

<sup>3</sup> City of Hobart 2016. “Queens Domain ‘City to Gardens Way’ Shared Path – Draft Route Options Paper” unpublished internal report.

<sup>4</sup> Huys, Stuart (Cultural Heritage Management Australia) 2014. “The City to Gardens Way Queens Domain Wayfinding Project Aboriginal Cultural Heritage Assessment” unpublished draft report to the Hobart City Council. North Barker Ecosystem Services, 2014. City To Gardens Way, Queens Domain Wayfinding Project – Flora and Fauna Impact Assessment unpublished report to the Hobart City Council



Conduct of the study has involved:

review of the preliminary investigations by the City of Hobart into the natural and cultural values along the CTGW route proposed in the *Queens Domain Master Plan*;

on-site inspections by the consultants with City of Hobart staff; and

liaison by the consultants with stakeholder organisations (Attachment A).

In examining preferred routes and connections, consideration has been given to nominal designs for specific problem areas, typical cross-sectional treatments, a materials palette and basic way-finding. Detail about the location and construction of traffic management devices and pedestrian crossing treatments are outside the scope of the study and will be reviewed and developed by the City in response to proposed crossing locations identified herein.

### 3. UNDERSTANDING THE ISSUES

Investigations during the conduct of the study identified specific issues that need to be addressed by the proposed routes. These include:

consideration of natural and cultural heritage values and specifically the protection of:

native vegetation communities (principally dry *Eucalyptus viminalis* grassy forest and woodland (DVG)<sup>5</sup>, lowland *Themeda triandra* grassland (GTL) and urban areas (FUR) the former two being under reserved in Tasmania but neither is listed under the *Tasmanian Species Protection Act 1995* (TSPA), however, the best examples of GTL qualify as *Lowland Native Grasslands in Tasmania* which are a nationally threatened ecological community under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*;

plant species listed under the TSPA including known species listed as rare [*Austrostipa bigeniculata* (doublejointed spear grass), *Austrostipa nodosa* (knotty speargrass) and *Brachyscome perpusilla* (tiny daisy)] and others that may be identified during further investigations;

fauna species of conservation;

memorial installations including the Soldiers Memorial Avenue (including its tree plantings and plinths) and war monuments adjacent to the Doone Kennedy Hobart Aquatic Centre,

elements of heritage significance including, amongst others, Domain House, the University Rose Garden, Beaumaris Zoo, 2 Carriage Drive, the Gunpowder Magazine, the Royal Tasmanian Botanical Gardens, the Blundstone Flat cricket pitch, significant trees as listed on the City of Hobart Register and mature trees along Davies Avenue and other socially recognised trees elsewhere;

known Aboriginal heritage sites and others that may be exposed during construction of proposed paths;

---

<sup>5</sup> Note, the three letter designations used in conjunction with plant community types follows those for TASVEG3 published by the Department of Primary Industries, Parks, Wildlife and Environment.

the scenic values of the Domain<sup>6</sup>; and

resolution of conflicts between vehicles and pedestrians/cyclists at various road crossings including at:

Lower Domain Road where it intersects with the Tasman Highway;

crossings of Davies Avenue adjacent to the entry to the DKHAC and linking to the Soldiers Memorial Avenue; and

Lower Domain Road near Government House and the RTBG.

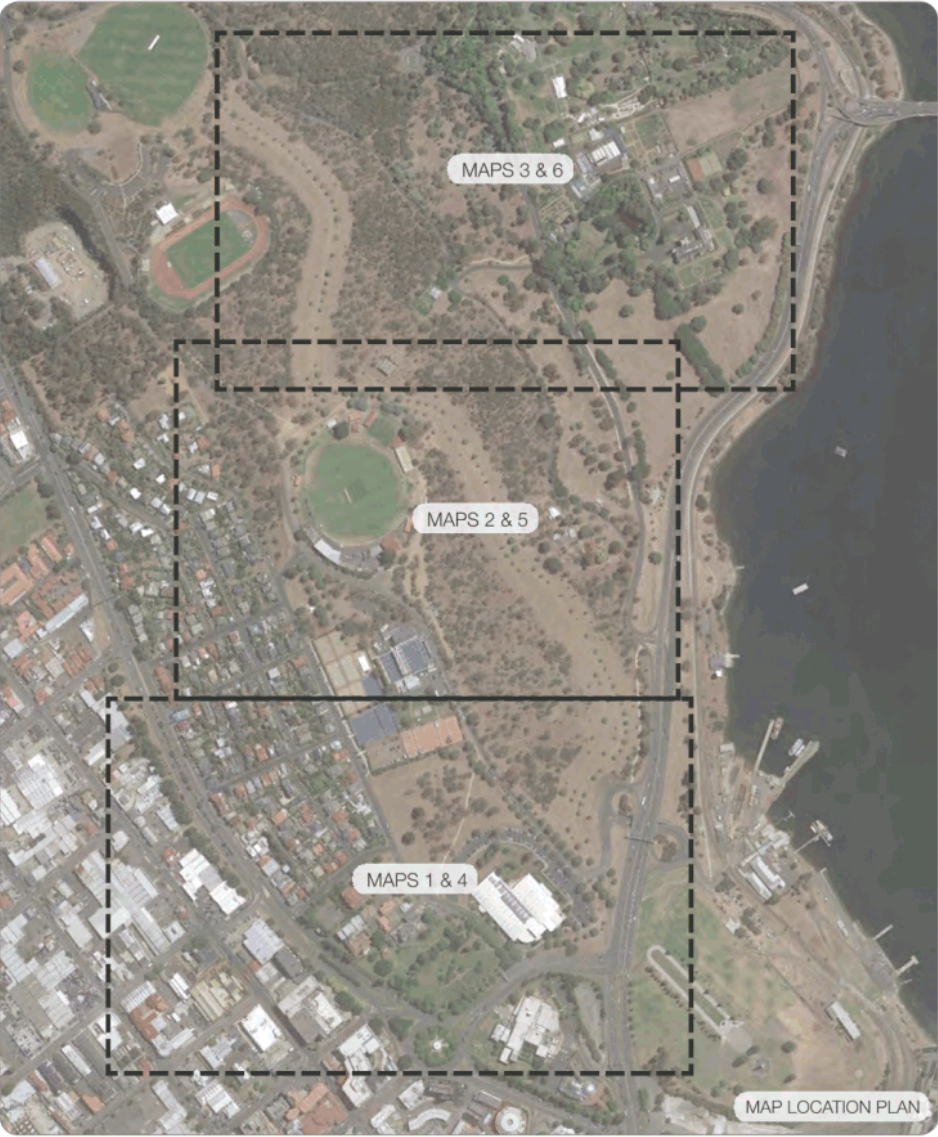
improved safety for pedestrians through appropriate lighting of footpaths along Davies Avenue between the DKHAC and the Domain Athletic Centre;

achievement of aesthetically appropriate responses to width and surface materials to reflect the different conditions along the length of the CTGW.

These and other site planning issues are shown on Maps 1-3, 1a-3a and in Photographs 1-19.

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<sup>6</sup> Locations of sites of important values are shown on Maps 1-3.



LEGEND

CONNECTIVITY AND WAYFINDING  
(MAPS 4-6)

- CTGW
- Queen's Domain Connection
- Soldier's Memorial Avenue (existing)

PATH TYPE

- Retain existing path
- Upgrade/formalise existing path
- New path
- Path type transition point

SMA SIGNAGE

- Commencement
- Reassurance
- Wayfinding

QUEEN'S DOMAIN SIGNAGE

- Wayfinding

SITE ELEMENTS

- Bus stop
- Proposed Bridge
- Pedestrian Crossing Treatment

ISSUES AND OPPORTUNITIES  
(MAPS 1-3)

- Intersection
- Site use
- Access path
- Refer to photographs in report

NATURAL AND CULTURAL VALUES  
(MAPS 1a-3a)

- Area containing sites of Aboriginal significance
- Significant tree (COH)
- Significant Memorial tree
- Significant tree (Other)
- Threatened flora (no. of plants)\*
- Lowland *Themeda triandra* grassland
- Eucalyptus viminalis* grassy forest and woodland
- Allocasuarina verticillata* forest
- Tasmanian Heritage List sites
- Other major facilities

ABBREVIATIONS

- DKHAC Doone Kennedy Hobart Aquatic Centre
- SMA Soldier's Memorial Avenue
- CTGW City to Gardens Way
- RTBG Royal Tasmanian Botanical Gardens

\* Refer to list of threatened flora species on each map

Map A City to Gardens Way Connectivity and wayfinding plan

Prepared for the City of Hobart by Inspiring Place, August 2020







MAP 1

City to Gardens Way / Issues and Opportunities

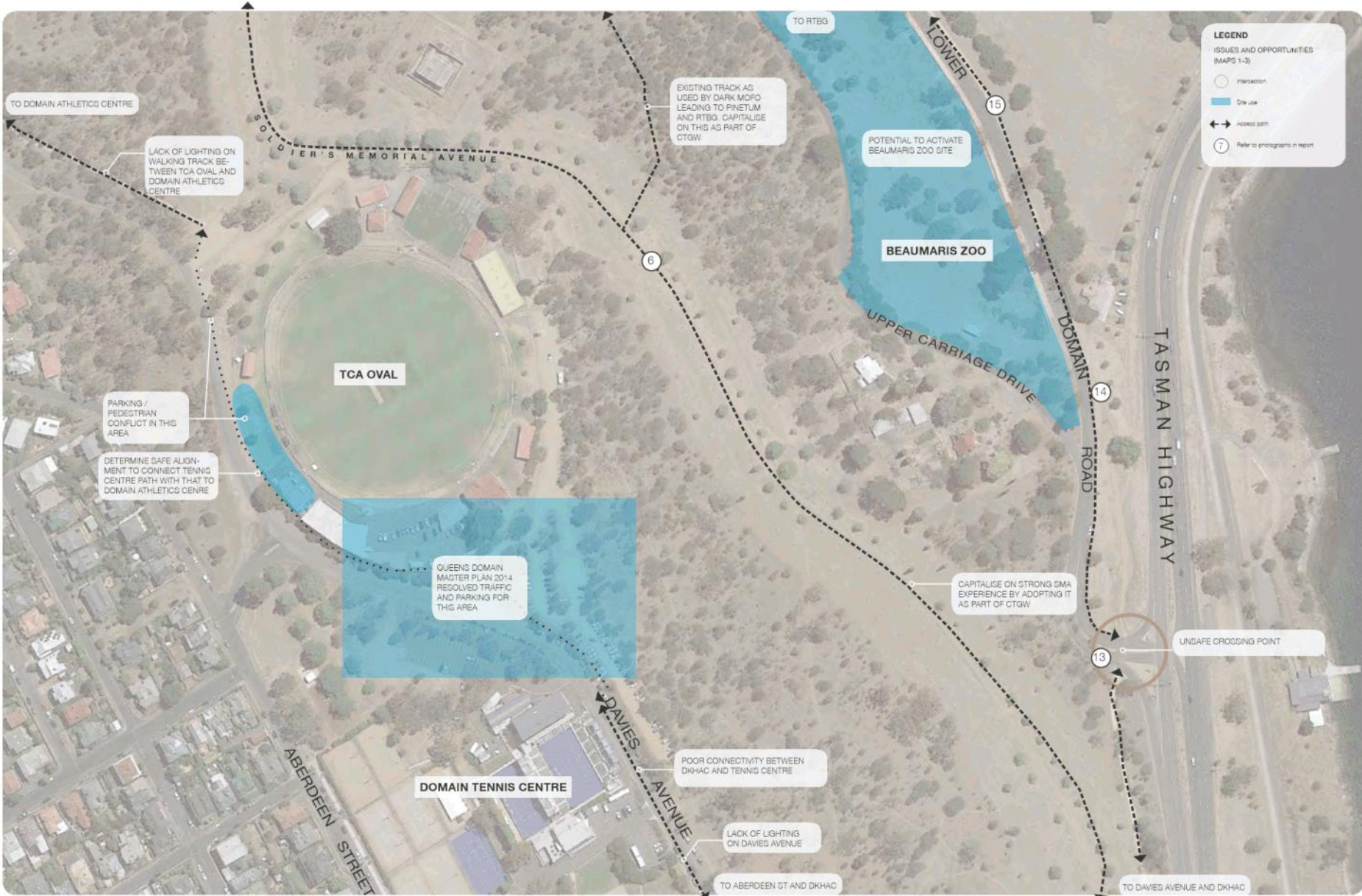
NOTE: NUMBERS CORRELATE WITH FOLLOWING PHOTOS 1-26

SCALE 1:2000 @ A3

0 20 40 60 80 100 120 m







**MAP 2**  
City to Gardens Way / Issues and Opportunities





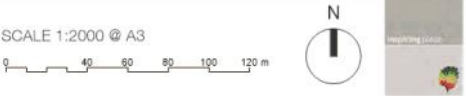
**MAP 3**  
City to Gardens Way / Issues and Opportunities





**MAP 1a**  
City to Gardens Way / Natural and Cultural Values

Note : significant trees located north of Davies Avenue are not individually marked on this plan



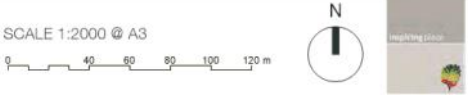




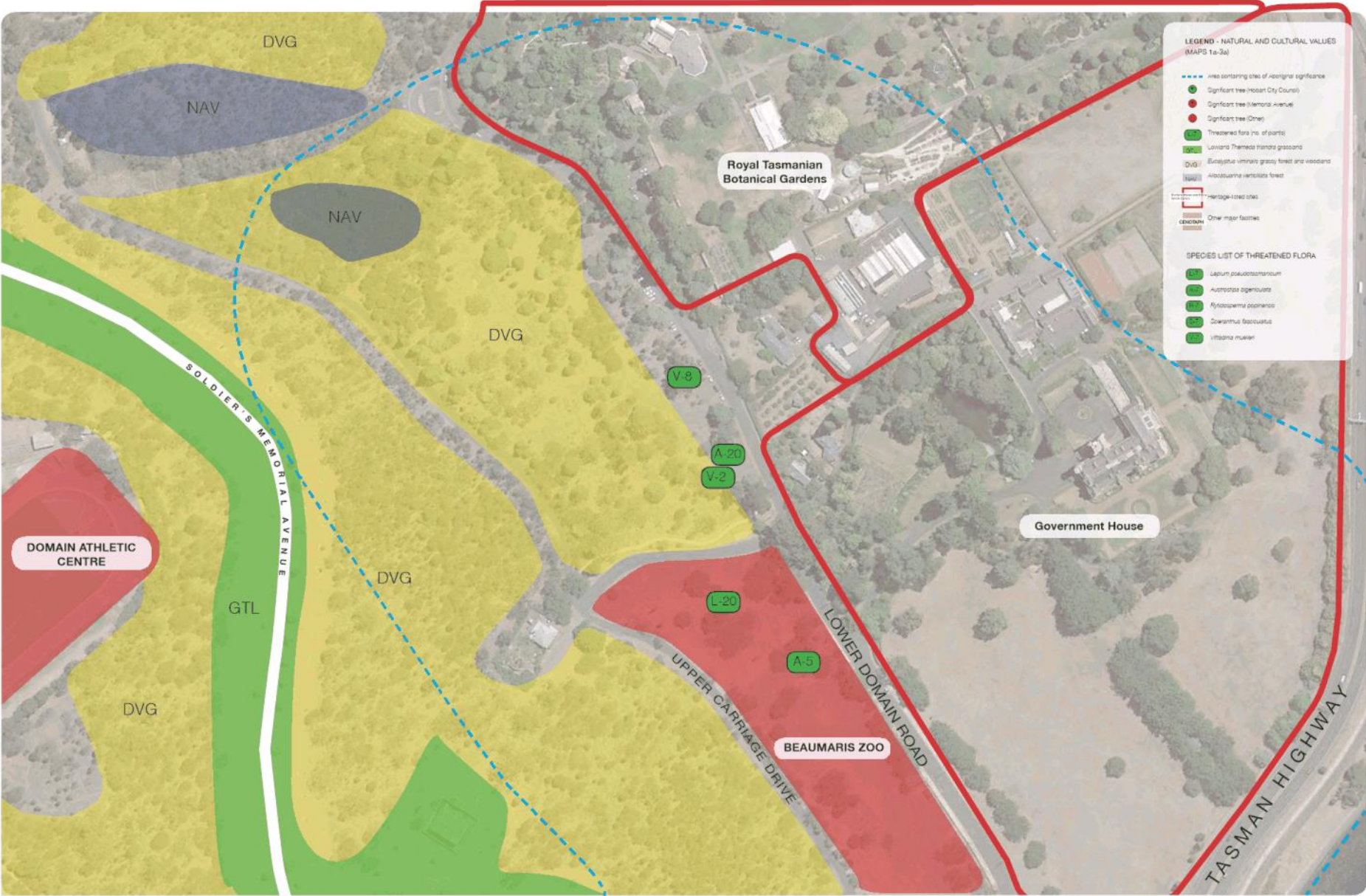
MAP 2a

City to Gardens Way / Natural and Cultural Values

Note : significant trees located north of Davies Avenue are not individually marked on this plan



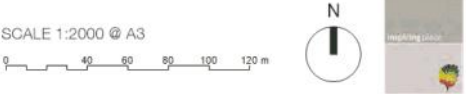




MAP 3a

City to Gardens Way / Natural and Cultural Values

Note : significant trees located north of Davies Avenue are not individually marked on this plan







1. The Rose Garden Bridge shared use linkway.



2. Looking south. Path to ABC roundabout on left.  
New path along Rose Garden to new bridge (right).



3. CTGW crossing at Aberdeen Street.



4. New alignment following existing worn desire line.



5. Unsafe crossing point at Davies Avenue requiring  
new pedestrian crossing.



6. Soldiers Memorial Avenue. Exit to proposed path  
ahead on right.



7. Crossing point at Upper Carriage Drive/Upper Domain  
Road requires new treatment to make safe.



8. Proposed path through Pinetum alignment  
to be confirmed.



9. Location of entry point to Royal Tasmanian  
Botanical Gardens. Start/End City to Gardens  
Way.



10. Northwest landing at the end of the Bridge of Remembrance.



11. Looking north from proposed safe pedestrian road crossing.



12. Existing gravel path to Lower Domain Road.



13. Proposed safe crossing point at Lower Domain Road/Tasman Highway intersection.



14. Existing gravel path.



15. Existing path requires resurfacing to enable shared use.



16. Existing path requires resurfacing to enable shared use.



17. Existing footpath requires widening and made a no parking zone.



18. Existing path requires widening for shared use.



19. Existing path requires widening for shared use.



#### 4. THE CONCEPT

The proposed City to Gardens Way and Lower Domain connectivity plans are shown on Maps 4-6. Each plan shows the location of:

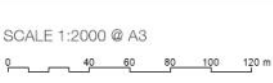
- existing and proposed paths, identifying their width and materiality;
- proposed locations for pedestrian crossing treatments (to be determined by the City) to enable safe movement across roadways;
- commencement and reassurance signage for the CTGW and the SMA;
- other improvements required to improve unsightly or unsafe conditions along the proposed path network; and
- locations where the significance of values to be affected require approvals by others prior to works being undertaken (i.e. DPIPWE, Commonwealth Department of Environment and Energy, etc.).

A lighting strategy for Davies Avenue is also proposed.



MAP 4

City to Gardens Way / Connectivity and wayfinding plan

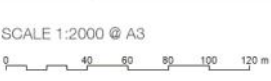






MAP 5

City to Gardens Way / Connectivity and wayfinding plan

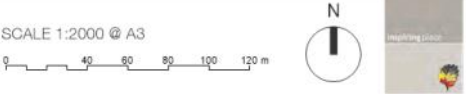






MAP 6

City to Gardens Way / Connectivity and wayfinding plan





## 5. ACTION PLAN

Implementation of the proposals is dependent on:

- in-principle approval of the current report;
- the timing of any further studies that may be required (including completion of the local area traffic plan for the Queens Domain);
- the need for detailed construction documentation for some locations (particularly road crossings);
- the availability of funding beyond that already committed to the CTGW;
- and
- plans for the redevelopment of the Royal Tasmanian Botanical Gardens

Tasks, priorities and stakeholders are identified in Table 1. High priority has been given to works to improve safety and tasks for which funding has already been agreed.

The timeframe for works is recommended as follows:

- Urgent priorities – commence and complete in next 12 months
- High priorities – commence and complete in next 2 years
- Medium priorities – commence and complete in the next 5 years.

Task		Stakeholders
<b>Urgent priorities:</b>		
1	In-principle adoption of the recommendations of this report – this will enable actions to be commenced with the support of the Council.	Elected Members
2	Completion of the local area traffic plan for the Queens Domain and agreement in principle to its implementation.	City of Hobart City Amenity City of Hobart City Planning
<b>High priorities:</b>		
3	Prepare a lighting strategy for Davies Avenue between DKHAC and the Domain Athletic Centre to improve pedestrian safety.	City of Hobart City Innovation
4	Detailed survey and construction documentation as required to enable construction of a new pedestrian crossing treatment at Davies Avenue, Lower Domain Road & the Tasman Highway junction, Carriage Drive, and the entrance to the RBTG.	City of Hobart Amenity
5	Detailed survey and construction documentation to enable improvements to the path condition along Lower Domain Road between the Tasman Highway and the existing entry to the RTBG.	City of Hobart City Amenity
6	Obtain City of Hobart planning and development approvals as may be required.	City of Hobart City Amenity
7	Continue to involve FOSMA and AHT in the detail design on paths.  Detailed design and construction of gravel paths north of Davies Avenue through to the Pinetum including proposed pavement at the junction of the CTGW and SMA.	City of Hobart City Amenity FOSMA, AHT  City of Hobart City Amenity FOSMA, AHT

---

Table 1. Tasks, Priorities and Stakeholders (continues next page)

	Task	Stakeholders
8	Obtain a permit to take from the Biodiversity Conservation Branch of the DPIPW for any threatened species affected by the proposals.  Obtain a permit to conceal from Aboriginal Heritage Tasmania for any sites of significance affected by the proposals.	City of Hobart City Amenity
<b>Medium priorities:</b>		
9	Construction of safety improvements including road and path improvements around the RTBG.	City of Hobart City Amenity City of Hobart City Planning on consultation with RTBG
10	Construction of the gravel path through the Pinetum. Note this priority is dependent on future plans for the relocation of the RTBG entrance.	City of Hobart City Amenity
11	Design and construction documentation for works around the Domain Tennis Centre/TCA oval as proposed in the <i>Queens Domain Master Plan</i> including road and parking reconfiguration and entry plazas to both facilities.	City of Hobart City Amenity
12	Construction of connections north and west of the DKHAC	City of Hobart City Amenity
13	Design and construction documentation for works beyond the TCA and linking to the SMA as proposed in the <i>Queens Domain Master Plan</i> and the <i>TCA Master Plan</i> including road and parking reconfiguration and path connections.	City of Hobart City Amenity
14	Respond to the findings of the proposed lighting strategy for Davies Avenue.	City of Hobart City Amenity

---

Table 1. Tasks, Priorities and Stakeholders (continues from previous page)



Inspiring Place | 210 Collins Street Hobart 7000 | 62 311 616 | [info@inspiringplace.com.au](mailto:info@inspiringplace.com.au) | [inspiringplace.com.au](http://inspiringplace.com.au)





## **ENGAGEMENT SUMMARY REPORT** - v4 Final version

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Draft City to Gardens Way Connectivity and Wayfinding Plan

20 August 2020



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

Prepared by



City of **HOBART**

## Project Background



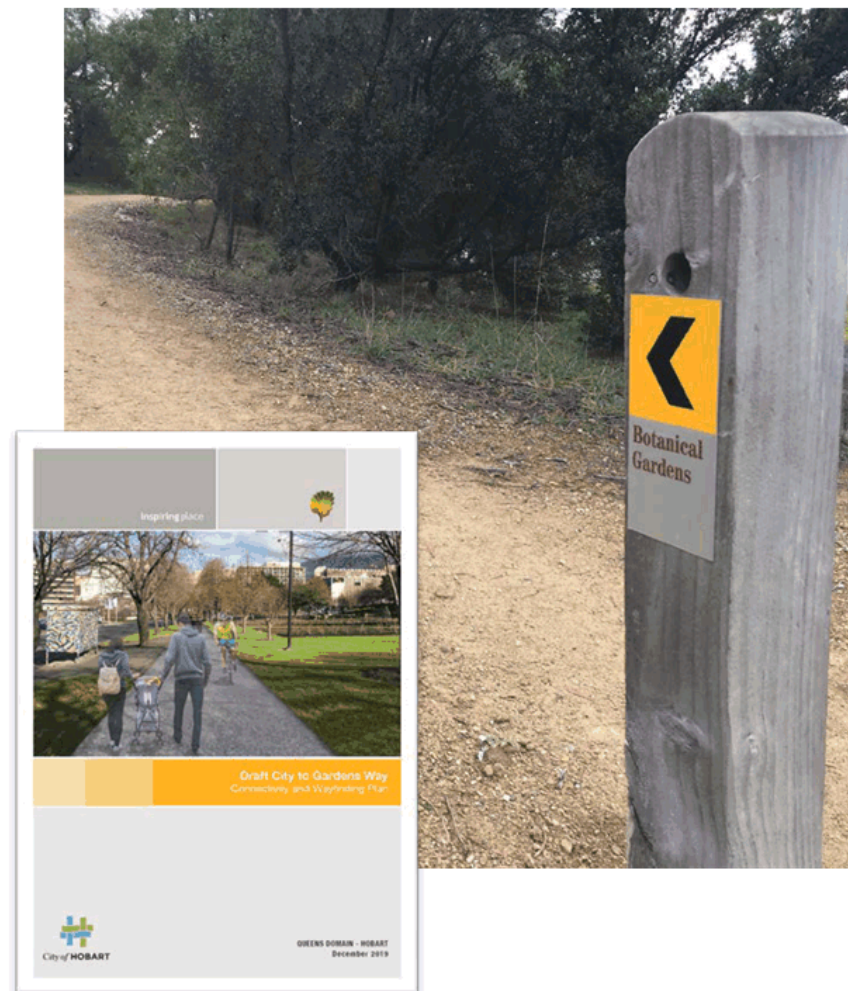
The City to Gardens Way concept (CTGW) was an initiative first outlined in the Queens Domain Master Plan 2013-2033 to improve the connectivity, access, circulation and safety of visitors, pedestrians and cyclists getting to and using the reserve. The CTGW was described in the Master Plan as a connection that would “establish a high order pedestrian/cycle connection” from Sullivan’s Cove and the CBD, to the Royal Tasmanian Botanical Gardens.

In 2017 the City appointed consultants Inspiring Place to prepare the first draft of the City to Gardens Way Connectivity and Wayfinding Plan. The scope of the project has changed overtime with the development of multiple concurrent projects, such as the Remembrance Bridge, and the redevelopment of the DKHAC and Royal Tasmanian Botanical Gardens.

The aim of the plan was to finalise the route for the CTGW within the context of providing a clear link between the Remembrance Bridge, the Rose Garden Bridge and the Royal Tasmanian Botanical Gardens. It also aims to improve the pedestrian access to the recreational facilities located on Davies Avenue.

The draft plan went to the Open Parks and Recreation Committee on 5 December 2019, and was on the agenda for the full Council meeting on 16 December 2019. Council resolved at this meeting that the Draft City to Gardens Way Connectivity and Wayfinding Plan be endorsed for release for community engagement for a four week period commencing early 2020.

This report summarises the engagement process that was undertaken and the feedback that was received from stakeholders about the draft City to Gardens Way Plan.



# Engagement Objectives & Methodology



The purpose of this engagement was defined as follows:

1. Raise awareness of the Plan amongst the broader community.
2. Seek feedback on the community's experience of navigating from the City to the Gardens.
3. Seek feedback on the plans contents, and if the implantation of the plan would encourage usage/visitation

The following objectives were defined :

## Objective 1

The engagement process needs to '**Inform**' key stakeholders about:

- The CTGW Connectivity and Wayfinding Plan, including how The Plan aims to provide improvements in safety and amenity for pedestrians and cyclists between the City and the RTBG

## Objective 2

The engagement needs to '**Consult**' with key stakeholders to:

- Seek feedback on the community's experience of navigating from the City to the Gardens.
- Seek feedback on the CTGW Connectivity and Wayfinding Plan contents, and if the implementation of the plan would encourage usage/visitation



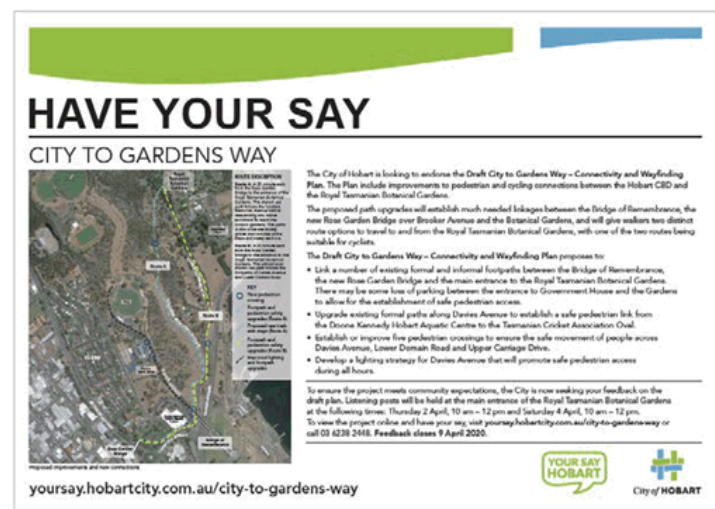
# Engagement Objectives & Methodology



To achieve these objectives an engagement plan was developed that encompassed a one month consultation window.

A project page was created on the YourSay Hobart website which included a link to the Draft City to Gardens Way Connectivity and Wayfinding Plan, an online survey, and an RSVP to one of two pop-up listening post events planned to be held at the Royal Tasmanian Botanical Gardens. Posters were created and displayed at key intersections along the route.

Community engagement commenced on 10 March 2020 and was open until 9 April 2020.



## Disruption caused by the COVID-19 Pandemic

The engagement period was significantly disrupted from the COVID-19 pandemic and subsequent Government restrictions imposed.

There was limited opportunity to promote the engagement as CoH's communication channels were devoted to information about the City's response to the pandemic. It also became necessary to cancel two planned 'listening posts' at the Royal Tasmanian Botanic Gardens.

Given the limited response from stakeholders during the first engagement window in March, a decision was made to create a second opportunity for stakeholders to have their say at a time when restrictions were somewhat eased.

A revised engagement plan as developed to account for the changing circumstances. A second engagement window commenced on 25 June 2020 and ran until 13 July 2020. During this time the project was promoted via the Councils Facebook page, and the YourSay Hobart website. A walk and talk along the route was also held on 11 July 2020 to provide an opportunity for people to explore the proposed changes on the ground with Council officers. This second engagement window proved successful in raising awareness of the project and obtaining more feedback and insights from stakeholders, and a deeper level of engagement on the plan.



## How we engaged



### Stakeholders Targeted

Stakeholder analysis was undertaken at the start of the project.

A stakeholder list was compiled by the Parks and City Amenity team to include key organisations, associations, and groups and individuals who have some relationship to the Queens Domain and some presumed interest in the plan.

Identified stakeholders included the Friends of Soldiers Memorial Avenue; the Glebe Residents Association; the Tasmanian Aboriginal Centre, The Royal Tasmanian Botanic Garden, Bicycle Network Tasmania, and various sporting clubs and associations that use the Queens Domain and the sporting facilities there. 67 stakeholders in all were contacted directly.






The wider community was targeted through posters positioned along key walking tracks, with the aim of capturing the attention of commuters parking in the Queens Domain, and recreational users.

Direct consultation also took place between the Parks and City Amenity team and the Royal Tasmanian Botanic Gardens, The Tasmanian Aboriginal Centre, and staff from the Tasmanian Travel and Information Centre.

During the second engagement window it was possible to promote the engagement via the Council's facebook page and by sending a targeted email to YourSay Hobart subscribers who had self identified as interested in projects involving the City's parks and reserves.

The plan was also presented to Council's Access and Advisory Committee in February 2020.

### Engagement Snapshot

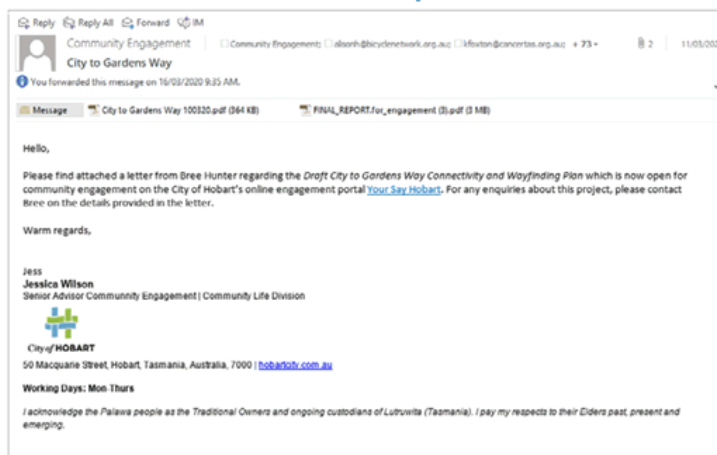
	People Reached	3010
	Likes	16
	Comments	4
	Shares	2
	Engagements (taking some action on a post)	53
	Stakeholders contacted directly	63
	YourSay registered users contacted	1224
	Visits to the Yoursay Hobart Project page	657
	Downloads of Draft CTGW Plan	273
	Completed surveys	54
	Written submissions received	2
	Attendees to the onsite walk and talk	5

# How we engaged



## Emails & Letters

Initial email with letter attachment sent to stakeholder database on 11/3/2020 - **73 recipients**



Engagement relaunch email sent to YourSay Hobart database 1/7/2020  
**1224 recipients**

**City to Gardens Way: Connectivity and Wayfinding Plan**

Hi [PARTICIPANT\_SCREEN\_NAME],

The City of Hobart is inviting you to [have your say on the Draft City to Gardens Way: Connectivity and Wayfinding Plan](#).

Our original engagement period on this project was impacted by COVID19 restrictions in March, and we had to postpone some planned activities. Now that restrictions have eased, we are providing an additional opportunity to engage on this project.

The draft plan outlines a number of proposed improvements to pedestrian and cycling links between the Hobart CBD and the Royal Tasmanian Botanic Gardens, including:

- Upgrades that will link a number of existing formal and informal paths along Davies Avenue (between the Bridge of Remembrance, the new Rose Garden and the proposed new main entrance to the Royal Tasmanian Botanic Gardens).
- Upgrades to existing formal paths along Davies Avenue (between the Kennedy Hobart Aquatic Center and the Tasmanian Cricket Ground Oval). This will include developing a lighting strategy (it will promote safe pedestrian access during all hours, particularly beneficial for those commuters who park here and walk to CBD).
- Upgrades to some parking arrangements between the entrance to the Rose Garden and the Botanic Gardens to allow for the establishment of safe pedestrian access.
- Upgrades to five pedestrian crossings to ensure the safe movement of people across Davies Avenue, Lower Domain Road and Upper Carriage Drive.

**How do your stats compare to others in the same industry?**

Industry average benchmarks: ①

Open Rate	21.06%
Click Rate	3.32%
Bounce rate	0.20%
Spam	0.01%
Unsubscribe	0.22%

[Statistics source](#)

for being part of [YourSay Hobart](#). We look forward to seeing you on this and other projects.

City Engagement Team

**Statistics**

Delivered	1 Jul 2020, 18:40
Sent	1224 98.3%
Open Rate	661 53.1%
Clicks	122 9.8%
Marked spam	0 0%
Bounce rate	13 1%
Unsubscribed	0 0%



City of HOBART

# How we engaged

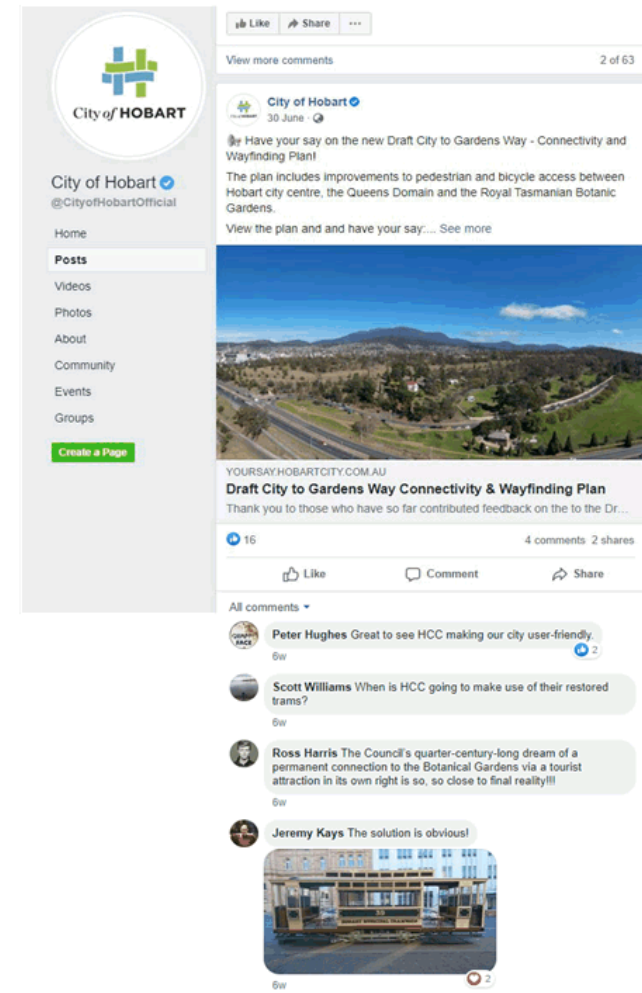


## Facebook post

A post was made on the CoH Facebook page on the 30 June 2020 to promote the second engagement window.

Facebook analytics showed that this post:

- Reached 3010 people
- Received 16 Likes, 4 comments, and 2 shares.
- There was a total of 153 "engagements with the post where some action was taken such as a click/like/comment/share



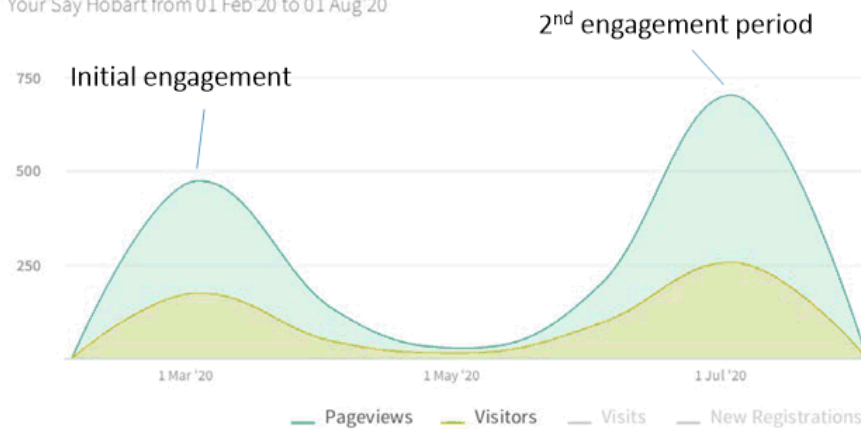
# How we engaged



## YourSay Hobart project page

### Visitors Summary

Your Say Hobart from 01 Feb '20 to 01 Aug '20



The page has received 657 visits

**City of HOBART** All Engagements Home About

Home > Draft City to Gardens Way Connectivity & Wayfinding Plan

### Draft City to Gardens Way Connectivity & Wayfinding Plan

Feedback received on this project is currently being reviewed. A final report is expected later in 2020. Thank you to all those who have contributed so far.

**Project Background**

The City of Hobart is planning to improve pedestrian and cyclist connections between the Hobart CBD and the Royal Tasmanian Botanical Gardens. The proposed path network will establish much needed linkages between the Bridge and two distinct route options to travel to and from the Royal Tasmanian Botanical Gardens, with one of the two routes being available for cyclists.

The Draft City to Gardens Way Connectivity and Wayfinding Plan proposes to:

- Link a number of existing formal and informal footpaths between the Bridge of Remembrance, the new Royal Garden Bridge and the proposed new main entrance to the Royal Tasmanian Botanical Gardens. There may be some loss of parking between the entrance to Government House and the Gardens to allow for the establishment of safe pedestrian access.
- Upgrade existing formal paths along Denison Avenue to establish a safe pedestrian link from the Doonee Kennedy Hobart Aquatics Centre to the Tasmanian Cricket Association Oval.
- Establish or improve five pedestrian crossings to ensure the safe movement of people across Denison Avenue, Lower Domain Road and Upper Cargate Drive.
- Develop a lighting strategy for Denison Avenue that will promote safe pedestrian access during all hours.

The City of Hobart is now seeking community feedback on the Draft Plan, including local residents and visitors to this area.

**Have Your Say**

Thank you to those who have so far contributed feedback on the to the Draft City to Gardens Way Connectivity and Wayfinding Plan.

Our original community engagement window was impacted by COVID19 restrictions in March, and we had to postpone some planned engagement activities. To ensure we provided adequate opportunities for people to have their say we made the decision to reinvent potential further engagement opportunities when health restrictions allowed us to.

Now that restrictions have eased, we are providing an additional opportunity to engage on this project.

The Draft Plan remains the same, and we are re-opening our feedback form to accept comments from anyone who has not already had the chance to provide feedback. The feedback form will be open until 13 July 2020.

We are also providing the opportunity to attend a walk and talk along the route on Saturday 11 July.

**Get involved and have your say in the following ways:**

- Read the Draft City to Gardens Way Connectivity and Wayfinding Plan
- Complete the feedback form below. The feedback form closes on 13 July 2020. (CLOSED)
- Attend a walk and talk along the route on Saturday 11 July 2020. (COMPLETED)

**FEEDBACK FORM**

**CLOSED:** This survey has concluded.

**Feedback Form: Draft City to Gardens Way Connectivity and Wayfinding Plan**

This Survey has now closed.

**Life Cycle**

- Open**  
This consultation is open for contributions.
- Under Review**  
Contributions to this consultation are closed for evaluation and review. The Project team will report back on key outcomes.
- Final report**  
The final outcomes of the consultation are documented here. This may include a summary of all contributions collected as well as recommendations for future action.

**Key Dates**

- Draft City to Gardens Way Feedback form opens 10 March 2020
- Draft City to Gardens Way Feedback form closes 09 April 2020
- Feedback period extended post-covid 25 June 2020
- Final report published 11 July 2020
- Final date for feedback 13 July 2020

**Document Library**

- [Draft City to Gardens Way Connectivity and Wayfinding Plan \(3.2 MB\)](#) (pdf)
- [City to Gardens Way Project Poster \(602 KB\)](#) (pdf)

**Important Links**

- [Queens Domain Master Plan](#)
- [Bridge of Remembrance project](#)
- [Rose Garden Bridge project](#)
- [Doonee Kennedy Hobart Aquatics Centre Redevelopment](#)
- [Soldiers Memorial Avenue Management Plan 2024](#)

**Map**

Map showing the proposed path network between the Bridge of Remembrance and the Royal Tasmanian Botanical Gardens.



City of HOBART





## How we engaged



### Online Survey

1. Have you read the Draft City to Gardens Way Connectivity and Wayfinding Plan?
  - Yes
  - No
2. Having read the Draft City to Gardens Way Connectivity and Wayfinding Plan, which statement best supports your view?
  - I support the proposed plan
  - I somewhat support the proposed plan
  - I don't support the proposed plan
  - I don't know / I feel neutral about it
3. Why do you feel this way?
4. What do you think are the current barriers to walking/cycling from the City to the Botanical Gardens? (Please tick all that apply)
  - lack of signage
  - distance
  - poor footpath surface
  - unsafe road crossings
  - lack of connectivity
  - Other
5. Would you be more inclined to walk or cycle rather than drive to the Royal Tasmanian Botanical Gardens with the proposed upgrades to footpaths as detailed in the Draft City to Gardens Way Connectivity and Wayfinding Plan?
  - Yes
  - No
  - Not sure
6. Why do you feel this way?
7. Which route are you more likely to use (Route A or Route B?)
  - A
  - B
  - Both
  - Neither



# Survey Results



## 1. Have you read the Draft City to Gardens Way Connectivity and Wayfinding Plan?

Yes	53
No	1



### Interpretation of results

Results from this question indicate that only 1 person who completed the survey had not read the draft report.

Statistics from the YourSay Hobart website show the draft report had been downloaded 273 times.





This indicates that those completing the survey would have had a least some understanding of the plan.



# Survey Results

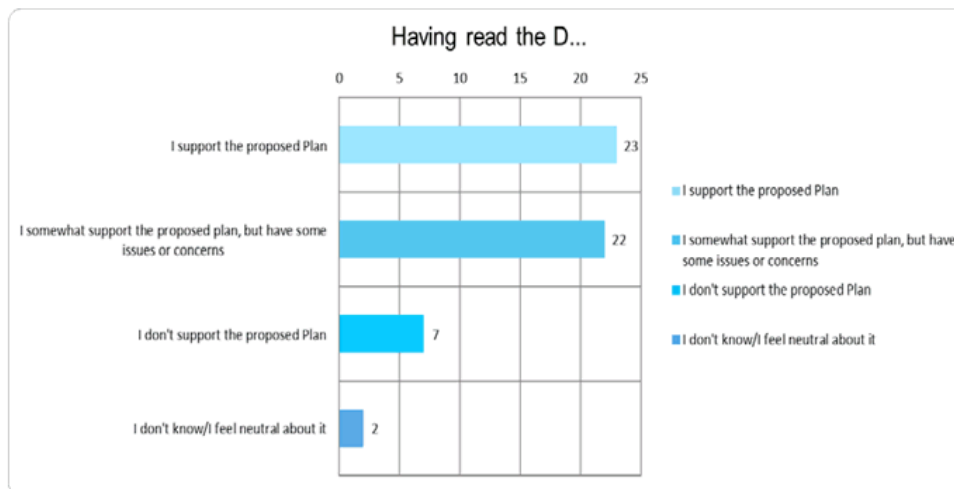


2. Having read the Draft City to Gardens Way Connectivity and Wayfinding Plan, which statement best supports your view?

	I support the proposed Plan	23
	I somewhat support the proposed plan, but have some issues or concerns	22
	I don't support the proposed Plan	7
	I don't know/I feel neutral about it	2

## Interpretation of results

- 83.3% of respondents supported the plan. Of these people, almost half had some questions or concerns.
- 13% did not support the plan
- 3.7% Did not know if they supported the plan or felt neutral about it.





# Survey Results



2. Having read the Draft City to Gardens Way Connectivity and Wayfinding Plan, which statement best supports your view?

Key themes:  "I support the proposed plan"

Theme	<i>General support for improvements</i>
<b>What was said</b>	<p>"I am looking forward to feeling safer in terms of lighting and pavements particularly from the DKHAC to the Domain car park. The route is particularly scary in winter when it's dark."</p> <p>"It makes the walking route from CBD to gardens much clearer for visitors to Hobart (I am local so I know where to go). In the past I have found it hard to clearly describe to visitors how to walk from the CBD to the gardens. In fact I have sent them along the cycleway to the lower entrance of the gardens, for the sake of simplicity."</p> <p>"This plan looks like it really will improve access for people riding or walking, and about time too"</p> <p>"It's comprehensive and fills in some missing links in the network"</p> <p>"Good idea. Current access sucks. Nice to have new two paths so have options. One appears better for pedestrians and the other better for bikes. Just please have places to secure bikes at Botanical Gardens!"</p> <p>"The work done so far to make the Domain more people safe is good and we appreciate the proposed further improvements. The "paths" along Lower Domain Road are difficult and we applaud the widening and better surfaces to come."</p> <p>"removing the many informal 'desire lines' that exist and forming a safe, well-signed path will greatly enhance what is already and great Hobart experience"</p>
<b>What we heard</b>	<ul style="list-style-type: none"> <li>• There are many aspects of the plan that are well supported and in general there is a sense that the implementation of the plan will improve safety and accessibility.</li> </ul>



# Survey Results



2. Having read the Draft City to Gardens Way Connectivity and Wayfinding Plan, which statement best supports your view?

Key themes:



"I am somewhat supportive of the proposed plan but have some issues or concerns"

Theme	<i>Lack of detail on route through the city / location of paths / connectivity</i>
<b>What was said</b>	<p>"There's nothing that follows the Tasman Hwy on the right of the Baha'i building. That's where a pedestrian walkway is needed."</p> <p>"a more direct route along the Tasman Hwy is needed. If a person wants to get off the bus at Franklin Sq. and walk directly to the Botanical Garden ... what would be the most direct route to accomplish that? What things could you do to make it a pleasant and enjoyable route?"</p> <p>"There is no real connecting link from the waterfront to the commencement of the Way"</p> <p>"People want to walk or cycle from the Sullivan's Cove &amp; Salamanca precinct to the Domain &amp; Botanic Gardens. The report does not give sufficient attention to transit on this axis."</p> <p>"There is no clear path through to the CBD. This is a real problem with many bike paths in Hobart they are not linked up, so you might be able to cycle from the City to North Hobart in a on-street bike lane, but there is no path back. Funnelling people across the Rose Garden Bridge doesn't provide a safe path to the logical next destination, meaning people who are not comfortable competing with cars won't use it."</p>
<b>What we heard</b>	<ul style="list-style-type: none"> <li>• There is a desire for more detail on the route and directional signage from the Hobart waterfront (Sullivans Cove / Salamanca) though the city and to the bridges.</li> <li>• There are some concerns about connectivity of the current cycle network in the city including lack of route marking and directional signage, missing links in the network, and connectivity of the CTGW with the existing bike lanes.</li> </ul>



## Survey Results



2. Having read the Draft City to Gardens Way Connectivity and Wayfinding Plan, which statement best supports your view?

Key themes:



**"I am somewhat supportive of the proposed plan but have some issues or concerns"**

Theme	<i>Environmental Concerns</i>
<b>What was said</b>	<p>"Maintain integrity of the bush areas, keep tracks to established trails and promote areas with good views."</p> <p>"Keep tracks away from natural areas"</p> <p>"Because the development of a Plan A track through the casuarina glade and pinetum is a further dissection of the natural vegetation of the Domain that will erode its value when there is a viable Plan B that builds on existing infrastructure. It is the only stretch where i see tiger orchids (three sites), and I know from other developments that once the infrastructure is in place there is no reliable follow up for weeds or rehabilitation. Piece by piece the Domain is being incised and devalued, not good enough that this is even being considered."</p>
<b>What we heard</b>	<ul style="list-style-type: none"> <li>• There is concern the some parts of the proposal has the potential to cause damage to sensitive ecosystems.</li> </ul>



# Survey Results



2. Having read the Draft City to Gardens Way Connectivity and Wayfinding Plan, which statement best supports your view?

Key themes:



**"I am somewhat supportive of the proposed plan but have some issues or concerns"**

Theme	<i>Design issues / concerns</i>
<b>What was said</b>	<p>"For a cyclist, I was quite disappointed how the western end of the Remembrance Bridge ended in an unnecessary T-junction squeeze point. Were any cyclists consulted? Similarly with the western end of the Rose Garden Bridge, it appears cyclists are left facing oncoming traffic on Bathurst St. How is that supposed to work?"</p> <p>"The walking strategy fails to address how it will connect SMA, Davies Ave, DKAC, the Remembrance Bridge and foot/bike traffic coming from the city where it all joins at the DKAC end of the Remembrance Bridge in what is a design and aesthetic disaster."</p> <p>"as a cyclist, I have concerns with the addition of steps to Route A. If an alternative could be investigated, that'd be appreciated."</p> <p>"Not sure of ease of access for wheelchairs at road crossings. The barriers that are currently there are almost impossible to negotiate around the corners. Also too steep at the crossing places and paths do need to be good smooth surface."</p>
<b>What we heard</b>	<ul style="list-style-type: none"> <li>• There are a number of concerns with how the new bridges have been linked to existing paths.</li> <li>• The detailed design for any new works needs to further consider accessibility, safety, aesthetics, and practicality.</li> </ul>





## Survey Results



2. Having read the Draft City to Gardens Way Connectivity and Wayfinding Plan, which statement best supports your view?

Key themes:  **"I do not support the plan"**

Theme	<i>Too hilly / wouldn't get used</i>
What was said	<p>"The proposed route is way too hilly for Joe Average of senior years, for Mrs Normal pushing a child-laden pusher, or anyone with a mobility problem."</p> <p>"Walking route to the Gardens is too hilly and does not originate where most visitors are coming from - bottom of Macquarie Street/ Waterfront."</p> <p>"Elderly and children need somewhere very close to park and parents need to get out their walking frames, wheelchairs, prams, backpacks and the multitude of baby and child needs from their cars to access the Botanical Gardens."</p> <p>"I feel that very few additional people would choose to walk to the gardens if the routes specified were improved. The climate here means that people prefer to use their cars (or possibly bikes on a good day). Cyclists would probably continue to use the existing roads, there being an existing route which is quite level. Families with young children would certainly find their car more convenient as would elderly residents."</p>
What we heard	<ul style="list-style-type: none"> <li>The proposed walking route does not appeal for some people who may have limited mobility or fitness, or where car travel is more appropriate. These audiences will still use a car.</li> </ul>



## Survey Results



2. Having read the Draft City to Gardens Way Connectivity and Wayfinding Plan, which statement best supports your view?

Key themes:  "I do not support the plan"

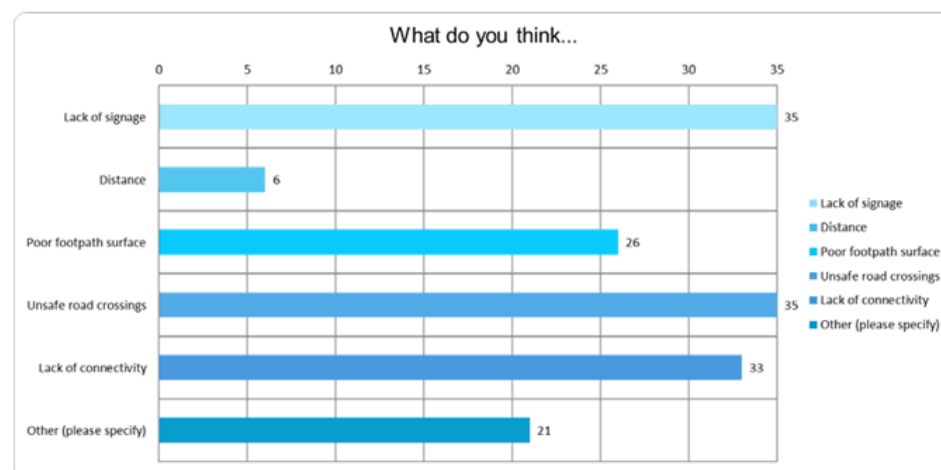
Theme	<i>Against shared paths</i>
<b>What was said</b>	<p>"Shared pedestrian pathways with cyclists do not work due to "entitled" cyclists assuming that all pathways are for their exclusive use and entertainment and NOT caring for or making any allowances for mere pedestrians, including elderly and young children at all. I have experienced this so many times on "supposed" laughingly referred to "shared" pathways."</p> <p>"To disenfranchise these citizens ( majority of users of this area ) is discriminating toward a single group (cyclists) in favour of the vast majority of users. (families). Guess HCC don't care as they are only blindly pushing their cycling agenda again."</p> <p>"I don't think the plan adequately addresses the threat to pedestrian safety where shared pedestrian cycleways are implemented."</p>
<b>What we heard</b>	<ul style="list-style-type: none"> <li>Where shared paths exist and are actively promoted there is a potential for conflict between pedestrians and cyclists.</li> </ul>

# Survey Results



## 3. What do you think are the current barriers to walking/cycling from the City to the Botanical Gardens? (Please tick all that apply)

Lack of signage	35
Distance	6
Poor footpath surface	26
Unsafe road crossings	35
Lack of connectivity	33
Other (please specify)	21



## Interpretation of results

Lack of signage and unsafe road crossings were deemed as the biggest barriers to walking/cycling from the City to the Botanical Gardens. Both being selected by 65% of respondents. Lack of connectivity came in third with 61%.

Distance wasn't seen as a barrier for 89% of respondents.

Other barriers specified by respondents included:

- The route is not direct. People get stuck around Bahai Centre which is not pedestrian friendly or obvious where to go (3)
- Priority currently given to cars and not pedestrians (2)
- Traffic noise from the Domain Highway is not pleasant (2)
- The route is too hilly (2)
- Personal safety (2)



## Survey Results

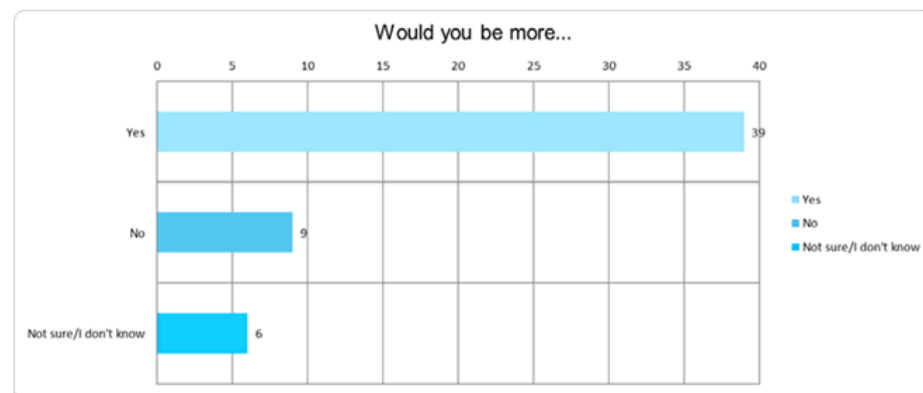


**4. Would you be more inclined to walk or cycle rather than drive to the Royal Tasmanian Botanical Gardens with the proposed upgrades to footpaths as detailed in the Draft City to Gardens Way Connectivity and Wayfinding Plan?**

Yes	39
No	9
Not sure/I don't know	6

### Interpretation of results

72% of people said they would be more inclined to walk or cycle rather than drive to the RTBG if the plan was implemented. This indicates strong support for the plan from those who completed the survey.





# Survey Results



## 5. Which route are you more likely to use (Route A or Route B?)

Route A	11
Route B	19
I would use both	23
I would use neither	1



## Interpretation of results

42% indicated they would use both roots.

20% where interested in Route A (soldiers memorial)

35% were interested in Route B (Lower domain road)

These results indicate a benefit in creating a 'loop' using both routes and giving different users options based on their preference. This was also supported by anecdotal feedback received from participants of the walk and talk who showed interest in "loop", and also feedback received from the TTIC staff who thought the idea of a "loop walk" would be more appealing to tourists.



## Written Submissions



Long-form written submissions were received from the following organisations. A summary of points raised is included below. The full submission is available in the appendices of this report.

### **Bicycle Network Tasmania**

- all shared paths for bicycle use should be at least 3 metres wide, and wider around areas of high use such as the Aquatic Centre and Royal Tasmanian Botanical Gardens, this may require the removal of some on-street car parking.
- it would be desirable for the standard of road crossings to be outlined. This would include raised wombat style crossings, wide kerb ramps that are flush to the road surface to accommodate bikes in a group, and any mid-road refuges to be wide and deep enough to house waiting bicycles.
- the Aquatic Centre end of the Bridge of Remembrance needs a better path connection as it's too narrow for comfortable bicycle use.
- encourage the Royal Tasmanian Botanical Gardens to build covered, secure bicycle parking and accompanying lockers

### **Glebe Residents' Association**

- the proposed track through the casuarina glade and pinetum is a further dissection of the natural vegetation of the Domain that will erode its value. There are tiger orchids and possible other plants rare to the Domain in the area to be crossed by the proposed path that will be put at risk. There are numerous existing tracks and pathways on the Domain that form a viable alternative that builds on existing infrastructure. For this reason we support Route B rather than Route A
- A Queens Domain traffic plan should be undertaken in conjunction with traffic planning for the neighbouring residential area of Glebe. The GRA would seek to be consulted during preparation of the traffic plan -and as the various elements of that plan are implemented.
- (the plan) fails to deal with one of the major access points and traffic hazards in the area - the slip road joining Davies Ave to Aberdeen St. Redesign of this intersection with traffic calming and better paths would make a substantial contribution to road safety in the area.



# Interviews



Interviews were conducted with the following stakeholders. A summary of these discussions is included below

## **Tasmanian Travel & Information Centre**

- Meeting held 20 July 2020 with Operations Coordinator TTIC
- When TTIC was open pre-covid the RTBG would be one of the most referred activities for tourists:
  - The RTBG would be one of the top destinations for daytrippers
  - TTIC currently directs people to go along Davey Street and over the remembrance bridge if they are heading to the RTBG
  - The majority of TTIC visitors were on foot and willing to walk/looking for an activity to 'stretch their legs'
  - Directions for RTBG given to an average of 30-50 people a day in pre-Covid peak tourist season between Sept-Feb. This goes up to around 100 per day when cruise ships were in.
  - Less mobile tourists coming on cruise ships were already pre-booked on coaches, so more active travellers, younger, or families would be more interested in the walk.
  - The CTGW would benefit from a dedicated pamphlet and map highlighting key features along the route
  - A 'bushland walk' would be desirable for tourists (Route A) but the idea of a "circuit/loop walk" would be equally appealing.
  - Consideration should be given to multilingual information about the route (Mandarin, German, French)

## **CoH Access and Advisory Committee**

- The draft plan was presented to the Access Advisory Committee in early February 2020. The committee understood that the local topography and aspects of existing infrastructure limits the ability to enable continuous accessibility along the entire length of the proposed path. However, they were pleased with the planned upgrades of the pedestrian crossings and path surfaces along Lower Domain Road.

## **Tasmanian Aboriginal Centre**

- The Tasmanian Aboriginal Centre (TAC) was contacted as soon as the aboriginal heritage assessment identified that the path was located near a large midden. A TAC representative met with Council staff to discuss the proposed alignment and possible control measures. They were supportive of the outcome and the potential to further discuss opportunities for interpretation along the relevant section of path.

## **Royal Tasmanian Botanic Gardens**

- The draft plan has been developed in consultation with the Royal Tasmanian Botanic Gardens. Council staff regularly met with the CEO and Project Manager of the proposed redevelopment of the gardens to ensure that the design of the path leading to and from the gardens is complementary to future plans.



# Discussion and Conclusion



## Second engagement window was beneficial

- Whilst the initial engagement period was disrupted by COVID19, the second engagement window doubled the total number of submissions received. It also allowed for more in-depth discussions and feedback through stakeholder interviews and the walk and talk along the route. This broadened reach and awareness of the proposal and provided the opportunity to hear the views of a wider audience. It also provided an opportunity consider potential users of the track beyond just the obvious tourists.

## The path cant be everything to everyone

- There was a diversity of opinions on what the path should be, ranging from a cycling shortcut to get to the Tasman bridge and over to the eastern shore, a dedicated bike-only lane, a pedestrian-only path, a walking track for tourists, or no path at all, and the revegetation of 'desire lines'. Some of these are out of scope, or conflict with each other. To alleviate these tensions, the path needs a clearly defined purpose and target audience.
- There will always be people that will not use the path because of gradient, or distance, or for other practical reasons that would make car travel to the RTBG more convenient, or because they are not actually going to the RTBG. Implementation of the plan will not necessarily change their mode of travel.
- There appears to be an opportunity to attract locals and visitors looking for an activity (the walk itself) not just a destination experience (at the RTBG). It was clear from the

walk and talk and speaking with TTIC that there are people who would use the path (particularly if setup as a 'loop') for exercise, to experience the diversity of scenery, and potentially (but not necessarily) take in the RTBG. There is the potential for the path itself to become the feature, particularly if there was improved interpretation along the route (Bridge of remembrance, Government house, Beaumaris Zoo, Soldiers Memorial, Tasmanian Aboriginal interpretation, etc)

## Start at the waterfront not the bridges

- There were several comments related to the need to make more of a link *through* the city and to the waterfront and Salamanca. There was the impression that the plan was detailed between the RoseGarden and Remembrance Bridges and the RTBG, but there was a desire to have a clear path from the Hobart Waterfront and Salamanca to the bridges as well.
- This appeared to be relevant to cyclists who expressed confusion with the missing links of the CBD bike path network, and from a tourist/visitor/local perspective where walking to the bridges along Davey or Macquarie Streets is traffic-heavy and not the most pleasant experience. Pedestrian routes (to the domain) from around the Baha'i Centre are confusing and not intuitive.

## Reassurance signage and wayfinding

- It's a long route, and there needs to be some reassurance signage along the way at key points. Potential for this to include distance or time to destination markers.





## Discussion and Conclusion



### Make it about the journey not the destination

- There is the potential for the path itself to become the feature, not just a means to get to the RTBG. This could be achieved through:
  - Improved interpretation along the route at key built and historical features (Bridge of remembrance, Government house, Beaumaris Zoo, Soldiers Memorial, etc), and natural values interpretation, and Tasmanian Aboriginal Cultural interpretation.
  - Promoting the idea of a “loop” track with points of interest along the way
  - Development of a brochure or dedicated map or promotion on greater Hobart trails website highlighting features of the loop walk.

### Consult on the detailed design

- There appears to be strong interest in further consultation with key stakeholders especially the Glebe Residents Association and the Cycling community on some of the more detailed design elements related to traffic management and road crossings. This should be considered as the plan progresses.

### Protection of Natural Values

- There was some concern that on paper the plan appeared to degrade some potentially sensitive natural areas, particularly with Route A. The walk and talk highlighted that for the most

part the plan was formalising some informal tracks which may help to keep people on a dedicated path rather than creating new tracks through the bush. There was also interest in heritage trees and protection of ground flora from walk and talk participants.





## Appendices



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

Prepared by



City of **HOBART**

# Written Submission – Bicycle Network



2 April 2020

Jessica Wilson  
Senior Advisor Community Engagement, City of Hobart  
[coh@hobartcity.com.au](mailto:coh@hobartcity.com.au)

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City to Gardens Way

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Dear Jessica

Thank you for the opportunity to offer ideas for the City to Gardens Way Connectivity and Wayfinding Plan.

Bicycle Network supports better signage and connections between the city and Queens Domain for people riding to sports facilities, gardens, mountain bike tracks or traversing through the area to link to the Intercity Cycleway.

The only thing we'd add to the final report are the following points:

- all shared paths for bicycle use should be at least 3 metres wide, but preferably 3.5 metres or wider in areas of high use in accordance with Austroads guidance. If the Lower Domain Road is to be the main bicycle path as the other path has steps, then the path should be at least 3 metres wide along this corridor but wider around areas of high use such as the Aquatic Centre and Royal Tasmanian Botanical Gardens, this may require the removal of some on-street car parking.
- it would be desirable for the standard of road crossings to be outlined. This would include raised wombat style crossings, wide kerb ramps that are flush to the road surface to accommodate bikes in a group, and any mid-road refuges to be wide and deep enough to house waiting bicycles. Having raised platform crossings sends the message to drivers that people walking and riding have priority and also act as speed humps to traffic calm the road. The Lower Domain Road and Tasman Highway Crossing in particular is dangerous for people walking and riding because the road design encourages vehicles to turn left quickly, the road conditions need to be altered to slow vehicles down.
- While the dedicated bicycle route along the Tasman Highway footpath between Aberdeen Street and the Aquatic Centre looks fine on the plan, the devil will be in the detail at the Aquatic Centre end as it's not clear what that will look like after the centre's redevelopment. As it stands, the Aquatic Centre end of the Bridge of Remembrance needs a better path connection

as it's too narrow for comfortable bicycle use. We understand the City is looking at this problem but it should be incorporated into any plan that is developed as part of the City to Gardens Way.

- While it's outside the scope of this plan, it would be beneficial as part of this process for the City of Hobart to encourage the Royal Tasmanian Botanical Gardens to build covered, secure bicycle parking and accompanying lockers. At the moment there are only two hoops in the open air at the entrance. If secure, undercover parking can be incorporated into the plans for a new entrance then it may keep costs down.

Thank you for the opportunity to comment on the plan, we look forward to seeing the final plan following the consultation phase.

Yours sincerely

Alison Hetherington  
Public Affairs Manager Tasmania  
210 Collins St, Hobart 7000  
[alisonh@bicyclenetwork.com.au](mailto:alisonh@bicyclenetwork.com.au)  
p. (03) 8376 8804 m. 0475 817 435



City of HOBART

# Written Submission – Glebe Residents Association



## GLEBE RESIDENTS' ASSOCIATION INC.

C/- 3 Scott Street, GLEBE, Tas 7000  
e-mail: glebe\_progress@netspace.net.au

Mr N Heath  
General Manager  
City of Hobart  
GPO Box 503  
Hobart TAS 7001

Dear Mr Heath

### *Draft City to Gardens Way – Connectivity and Wayfinding Plan*

I am writing to provide comment on the *Draft City to Gardens Way – Connectivity and Wayfinding Plan*, as circulated on 10 March 2020.

As Glebe residents we have a strong interest in the Queens Domain – both as regular users and in ensuring that it is protected as an important recreational space for the whole of Hobart. The Glebe Residents' Association (GRA) supports the objectives of the *Queens Domain Master Plan 2013-2033*, including the need to encourage more use of the area by the people of Hobart. However, we have been concerned over the years by the increasing encroachment of sporting facilities and other intensive uses that detract from the parkland and passive recreational values of the Domain. It is having a large area of open space with well preserved natural vegetation values near the centre of Hobart that makes it particularly important.

Overall, the GRA supports the approach taken in the draft Plan – in particular the measures to encourage pedestrian and bicycle usage and restrict/control car traffic. Enhanced signage to assist both locals and visitors find their way around the Domain is also welcome. However, we wish to raise the following issues and concerns in the context of the draft Plan:

### **Maintenance of open space and natural vegetation**

As indicated above, we strongly believe that the parkland and open space values of the Domain should be protected. There has been a deterioration of the grassy woodland, especially the eucalypt elements, that is of concern for the long term future of the area. It is not clear that there is an active program to renew/maintain trees as the current specimens age or become damaged.

In terms of the draft Plan, the proposed track through the casuarina glade and pinetum is a further dissection of the natural vegetation of the Domain that will erode its value. There are tiger orchids and possible other plants rare to the Domain in the area to be crossed by the proposed path that will be put at risk. There are numerous existing tracks and pathways on the Domain that form a viable alternative that builds on existing infrastructure. For this reason we support Route B rather than Route A – as set out in the photo on the 'Your Say' web page.

2

### **Traffic management**

There has been an increase in the volume of car traffic passing through the Domain (often at speeds over the limit) This impacts not only on users of the Domain but also upon neighbouring Glebe. It clearly affects the amenity and safety of people in both areas.

It is pleasing to see that the City of Hobart is developing a local area traffic plan for the Queens Domain and, as foreshadowed in the *Draft City to Gardens Way Plan*, that this will include improved safety measures. This will be important for controlling car traffic which is becoming more of a problem. However, this traffic plan should be undertaken in conjunction with traffic planning for the neighbouring residential area of Glebe. The GRA would seek to be consulted during preparation of the traffic plan – and as the various elements of that plan are implemented.

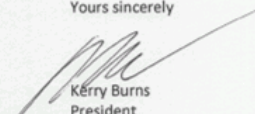
Although the *Draft City to Gardens Way Plan* considers traffic and pedestrian safety on the main roads on the Domain (including Aberdeen St), it fails to deal with one of the major access points and traffic hazards in the area - the slip road joining Davies Ave to Aberdeen St. Redesign of this intersection with traffic calming and better paths would make a substantial contribution to road safety in the area.

We note that the new pedestrian/bicycle crossing over Aberdeen Street near the Doone Kennedy Hobart Aquatic Centre has now been completed. While this may assist with safety in this area, there are also be risks associated with the crossing being placed so close to the intersection with Liverpool St. It is therefore suggested that operation of the new crossing be carefully monitored.

We look forward to the opportunity of having further input into this Plan- and the various projects arising from it - as it could have a major impact on our neighbourhood and the enjoyment of the Domain by the wider Hobart community.

Thank you for the opportunity to comment on the draft *Draft City to Gardens Way Plan*.

Yours sincerely

  
Kerry Burns  
President  
Glebe Residents' Association Inc

April 2020



City of HOBART





**End of Document**



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

Prepared by



**City of HOBART**

**6.4 Tolmans Hill Park, Tolmans Hill - Proposed Public Toilets, BBQ,  
Shelter Facilities - Community Consultation Outcomes  
File Ref: F20/77467**

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Report of the Parks Projects Officer, the Manager Parks and Recreation  
and the Director City Amenity of 8 October 2020 and attachments.

Delegation: Council

**REPORT TITLE: TOLMANS HILL PARK, TOLMANS HILL - PROPOSED PUBLIC TOILETS, BBQ, SHELTER FACILITIES - COMMUNITY CONSULTATION OUTCOMES**

**REPORT PROVIDED BY:** Parks Projects Officer  
Manager Parks and Recreation  
Director City Amenity

**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to seek approval of the concept plans for the Tolmans Hill Park upgrade following the community engagement process recently undertaken.
- 1.2. Whilst originally included in the City's 10-year Capital Works Program, as these improvements are new assets it is likely they will now be dependent on the City securing external grant funding.

**2. Report Summary**

- 2.1. The Council at its meeting held on 16 December 2019, endorsed draft concept plans for the development of new toilets and barbecue facilities at Tolmans Hill Park to allow for community engagement to be undertaken.
- 2.2. Community engagement was undertaken during June 2020, following its deferral due to COVID-19.
- 2.3. The City received broad support for the proposal with no changes to the design subsequently recommended.
- 2.4. It is proposed that the Council approve the concept plans (refer **Attachment A**) for the development of public toilets, BBQ and shelter facilities at Tolmans Hill (with approximate development cost in the order of \$400,000), to allow the General Manager to secure all statutory approvals for the project.
- 2.5. The City seek to secure external grant funding for the project to proceed.
  - 2.5.1. Should the development works proceed, an annual increase of \$10,000 be included in the Parks and Reserves operating budget to cover associated cleaning, maintenance and operational costs for the facilities.

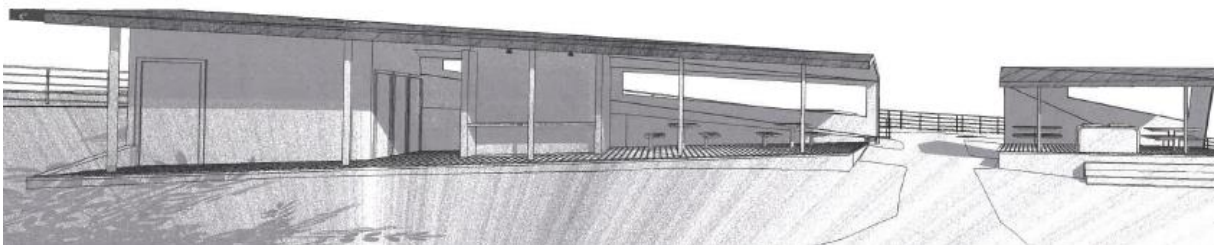
### 3. **Recommendation**

***That:***

- 1. The concept plans for the development of new public toilets and barbecue facilities at Tolmans Hill Park, Tolmans Hill, marked as Attachment A to the report, be approved.***
- 2. The General Manager be authorised to secure any statutory approvals required for the project.***
- 3. The City seek to secure external grant funding for the project to proceed.***
- 4. Should the development works proceed, an increase of \$10,000 per annum be included in the Parks and Reserves operating budget to cover associated cleaning, maintenance and operational costs for the facilities.***
- 5. Residents and stakeholders be advised of the Council's decision.***

### 4. **Background**

- 4.1. During the 2017 community engagement process in the new development of the Tolmans Hill Park, the public requested several features (toilets, BBQs and shelter) that were not able to be included in the original design due to project constraints.
- 4.2. Remaining aware of the community's desire to see these additional facilities at the Park, the Council at its meeting held on 16 December 2019 endorsed draft concept plans (refer **Attachment A**) for the development of new toilets and barbecue facilities, including shelter, to allow for community engagement to be undertaken.



- 4.3. Community engagement was undertaken during June 2020, following its deferral earlier in the year due to COVID-19.



- 4.4. The City undertook community engagement including with surrounding residents in June 2020 that included:

- 4.4.1. The City's Your Say Portal;
- 4.4.2. 205 letters sent to local residents;
- 4.4.3. Facebook;
- 4.4.4. Flyers for local schools; and
- 4.4.5. Signage installed at Tolmans Hill Park.

- 4.5. The majority (84%) of survey respondents (34) supported the upgrade concept plan for Tolmans Hill Park (refer **Attachment B**).

Of those that didn't support the design, the key themes related to the concerns that the improvements will lead to increased use by visitors and unsavoury characters and that traffic flow to the area will result in parking becoming congested.

- 4.6. With the strong broad support received for the proposal, no changes to the concept plan is subsequently recommended.
- 4.7. It is proposed that the concept plans (refer **Attachment A**) for the development of public toilets, BBQ and shelter facilities at Tolmans Hill be approved to allow the General Manager to secure all statutory approvals for the project.
- 4.8. With the City's capacity to self-fund significant new assets and facilities curtailed by the significant financial impacts of the COVID-19 pandemic, development of the new Tolmans Hill Park facilities will be dependent on the City securing external grant funding in order for the project to proceed.
- 4.8.1. However, having the project 'shovel ready' will position the project well for prospective funding partners.
- 4.9. Should the development works proceed, an annual increase of \$10,000 be included in the Parks and Reserves operating budget to cover associated cleaning, maintenance and operational costs for the facilities.

## 5. Proposal and Implementation

- 5.1. It is proposed that the concept plans for the development of public toilet facilities, BBQ and shelter be approved to allow the General Manager to secure all statutory approvals.
- 5.2. It is proposed that the City seek to secure external grant funding for the project to proceed.
- 5.3. It is proposed that residents and stakeholders be advised of the Council's decision.

- 5.4. Should the development works proceed, it is will be proposed that an increase of \$10,000 per annum be included in the Parks and Reserves operating budget to cover associated cleaning, maintenance and operational costs for the facilities.

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

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

*Outcome 2.3:*

*Hobart communities are active, healthy and engaged in lifelong learning*

- 2.3.1 *Provide a progressively enhance a range of quality places and facilities where people can enjoy education, recreation, socialising, healthy living and other activities and events.*
- 2.3.2 *Ensure the provision of quality play spaces offering a range of imaginative play alternatives.*
- 2.3.4 *Ensure neighbourhoods, streets and public spaces help all people to be healthy and physically active.*

## **7. Financial Implications**

- 7.1. Funding Source and Impact on Current Year Operating Result
- 7.1.1. There will not be an impact on the current year's budget.
- 7.2. Impact on Future Years' Financial Result
- 7.2.1. The project has a development cost in the order of \$400,000.
  - 7.2.2. With the City's capacity to self-fund significant new assets and facilities curtailed by the significant financial impacts of the COVID-19 pandemic, development of the new Tolmans Hill Park facilities will be dependent on the City securing external grant funding in order for the project to proceed.
  - 7.2.3. Should the development works proceed, maintenance and operating costs associated with the facilities, which will include cleansing, power and operational costs will be in the order of \$10,000 per annum.
- 7.3. Asset Related Implications
- 7.3.1. All assets, once constructed will be added to the City's asset register and the annual depreciation associated with the new assets will be accounted for accordingly.

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

- 8.1. New facilities are designed to counter antisocial behaviour including issues with encroachment, lighting and amenity that also meet DDA compliance requirements.

**9. Environmental Considerations**

- 9.1. The proposed concept meets contemporary public expectations both of locals and visitors.

**10. Social and Customer Considerations**

- 10.1. The proposed concept meets contemporary public expectations both of locals and visitors.

**11. Community and Stakeholder Engagement**

- 11.1. 205 letters detailing the project and opportunities to provide feedback was sent to the surrounding community and flyers sent to local schools.
- 11.2. The City sought wider community feedback via its online engagement platform Your Say Hobart and Facebook.

**12. Delegation**

- 12.1. 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.*



Kellie Williams  
**PARKS PROJECTS OFFICER**



Lee Farnhill  
**MANAGER PARKS AND RECREATION**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 8 October 2020  
File Reference: F20/77467

Attachment A: Concept Plans   
Attachment B: Tolmans Hill Park Upgrade - Community Engagement Findings  


Project

**Tolmans Hill - Public Facilities and BBQ Area**

CoH project No.

**P xx / xx**

Issue

**Sketch Design**

GENERAL SPECIFICATION:

ALL WORK TO NATIONAL CONSTRUCTION CODES AND AUSTRALIAN STANDARDS

## FOUNDATION:

120MM 25MPA CONCRETE SLAB WITH SL72 TOP WITH 500(D)X400(W) EDGE THICKENING ON SAND BLINDING ON COMPACTED FCR 100MM MIN. BASE

## PLUMBING/HYDRAULICS:

CONNECT TO EXISTING WATER/ S/S & SEWER SERVICES

- TOILET FITTINGS AS REQUIRED
- HOLDING TANK AND PUMP MAYBE REQUIRED

## FLOOR:

TIMBER DECKING BOARDS ON CONCRETE SLAB ON GROUND

## WALL TYPES:

P1:

90MM STUD WALLING STUDS AT 450 CTS. MAX.

P2:

90MM STUD WALLING STUDS AT 450 CTS. MAX.

## CEILING:

MARINE PLYWOOD CLADDING - FIXING ON TIMBER BATTENS @ 600MM CENTRE, CLEAR FINISH

ROOF : COLORBOND COATED KLIP-LOK 700 HI-STRENGTH ROOF SHEETING COLOUR MONUMENT MATT, ON SARKING ON 70X35 TOSOAK BATTENS AT 900 CTS. MAX. - ROOF STRUCTURE GENERALLY 300(D) PURLINS AT 1200 CENTRES

## DOORS:

D1: 2040X920 SOLID CORE PAINTED

D2: 2040X820 SOLID CORE PAINTED

## WINDOWS:

W1 - SKYLIGHT, VELUX VCS SOLAR SKYLIGHT FLAT ROOF

W2 - CLEAR POLICARBONATE ABOVE P1 AND P2

Drawing Register

19-0050-A100	Cover Page
19-0050-A101	Site Plan
19-0050-A102	Plan
19-0050-A201	Elevations
19-0050-A202	Elevations
19-0050-A301	Section
19-0050-A501	3D
19-0050-A502	3D

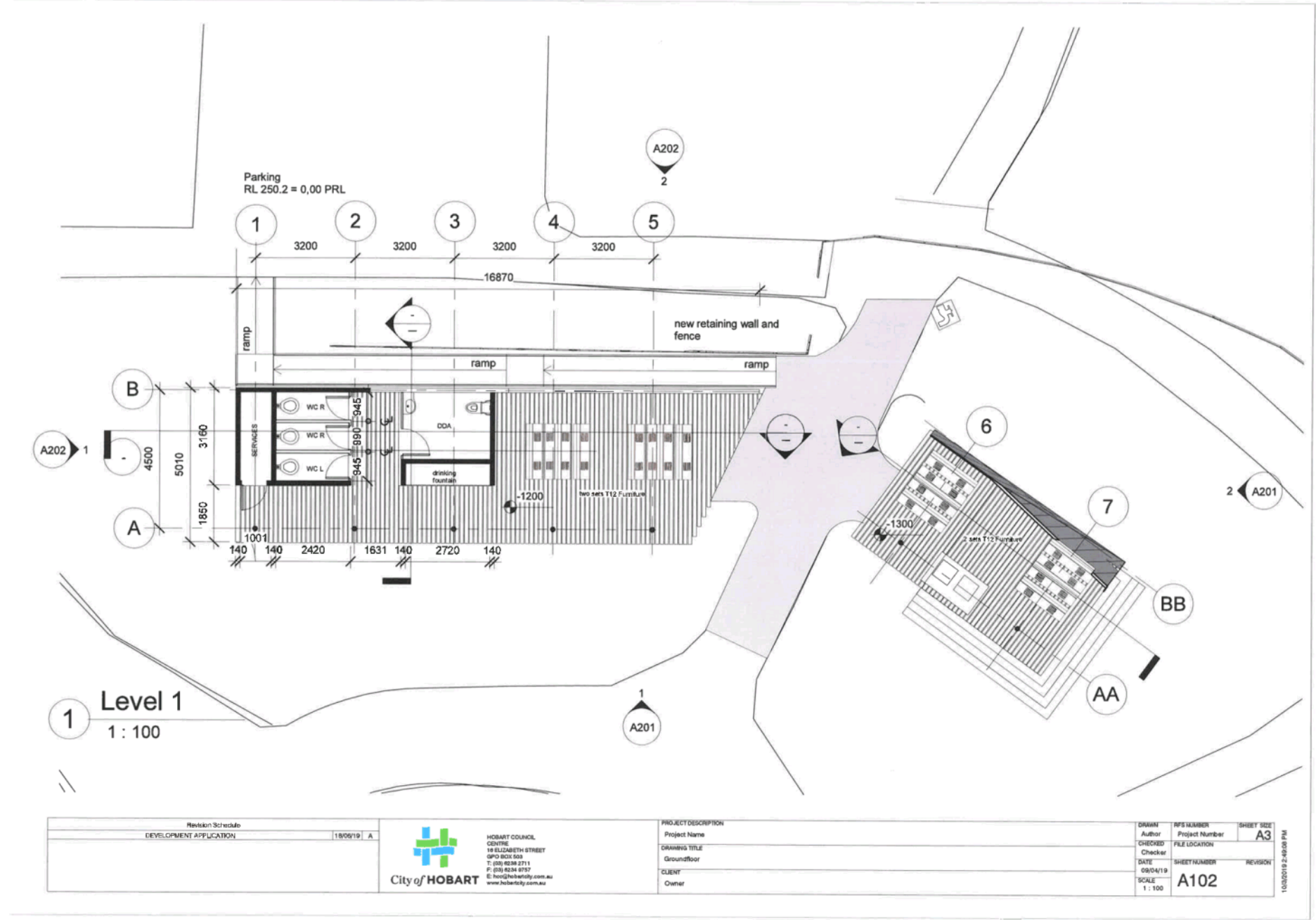
Revision Schedule		 <b>CITY OF HOBART</b> HOBART COUNCIL CENTRE 148 KINGSBURY STREET GPO BOX 639 T: (03) 6238 3711 F: (03) 6234 0597 E: <a href="mailto:info@hobartcity.com.au">info@hobartcity.com.au</a> <a href="http://www.hobartcity.com.au">www.hobartcity.com.au</a>	PROJECT DESCRIPTION		DRAWN	RPS NUMBER	SHEET SIZE
DEVELOPMENT APPLICATION			19/09/19	A	Project Name	Project Number	A3
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					Cover Page	Checker	
				CLIENT	DATE	SHEET NUMBER	REVISION
				Owner	09/09/19	A100	
					SCALE		

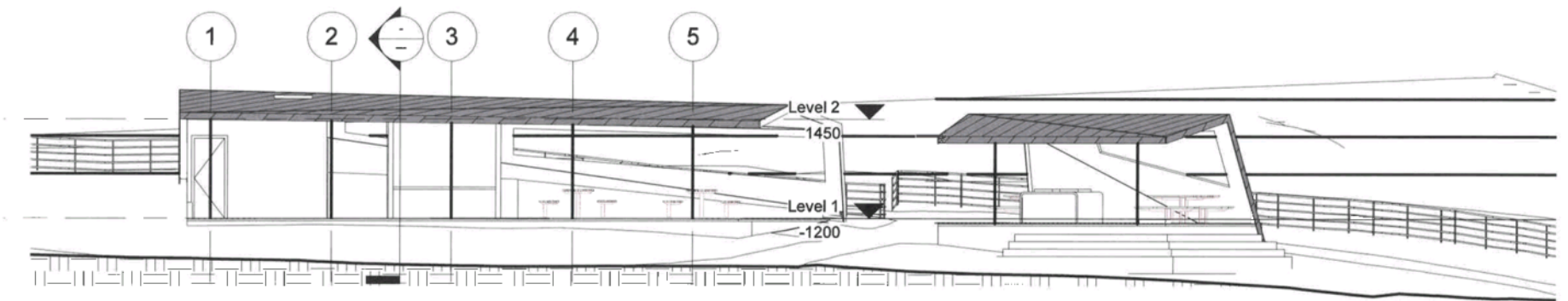
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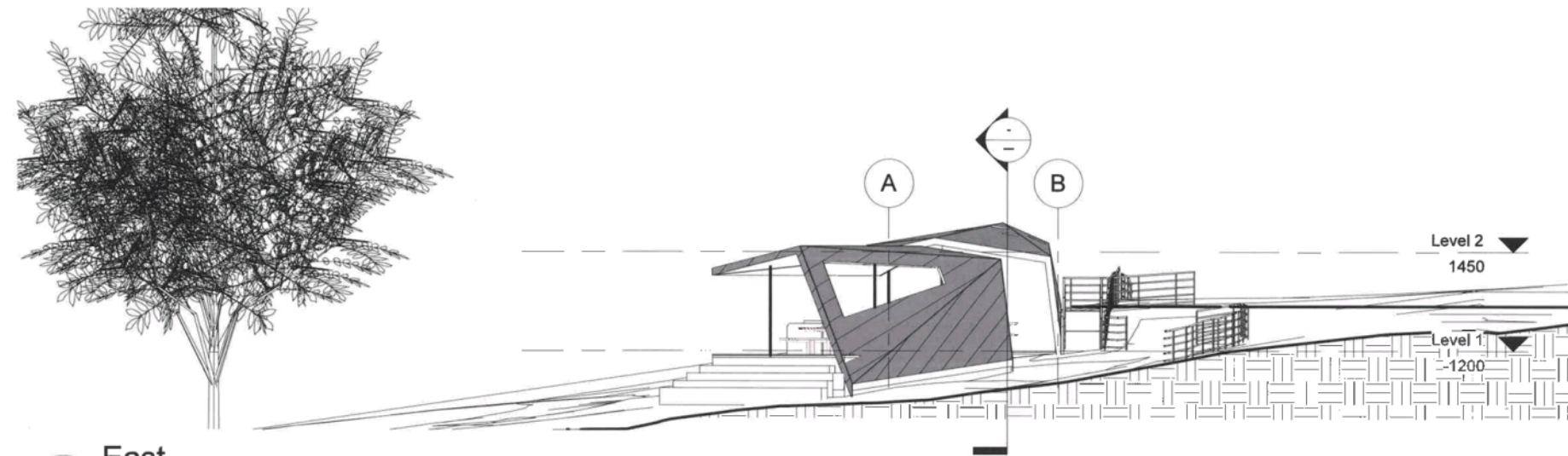


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1 South  
1 : 100

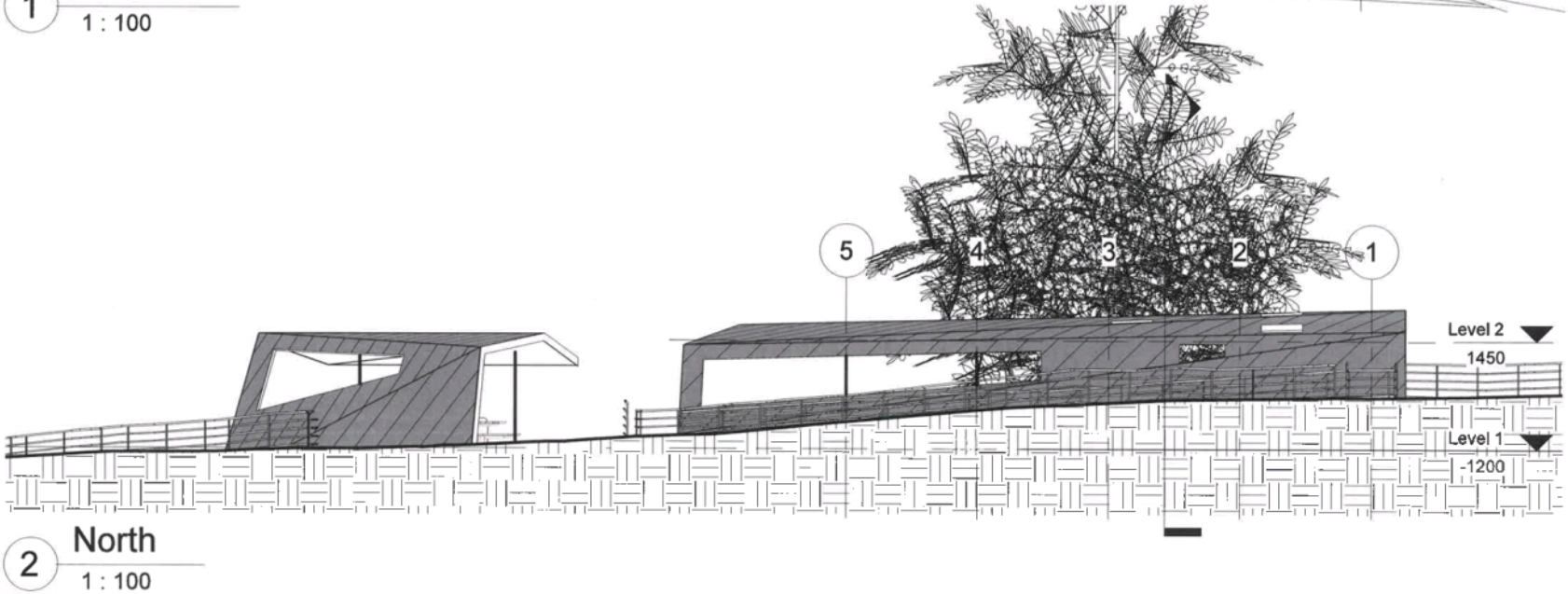
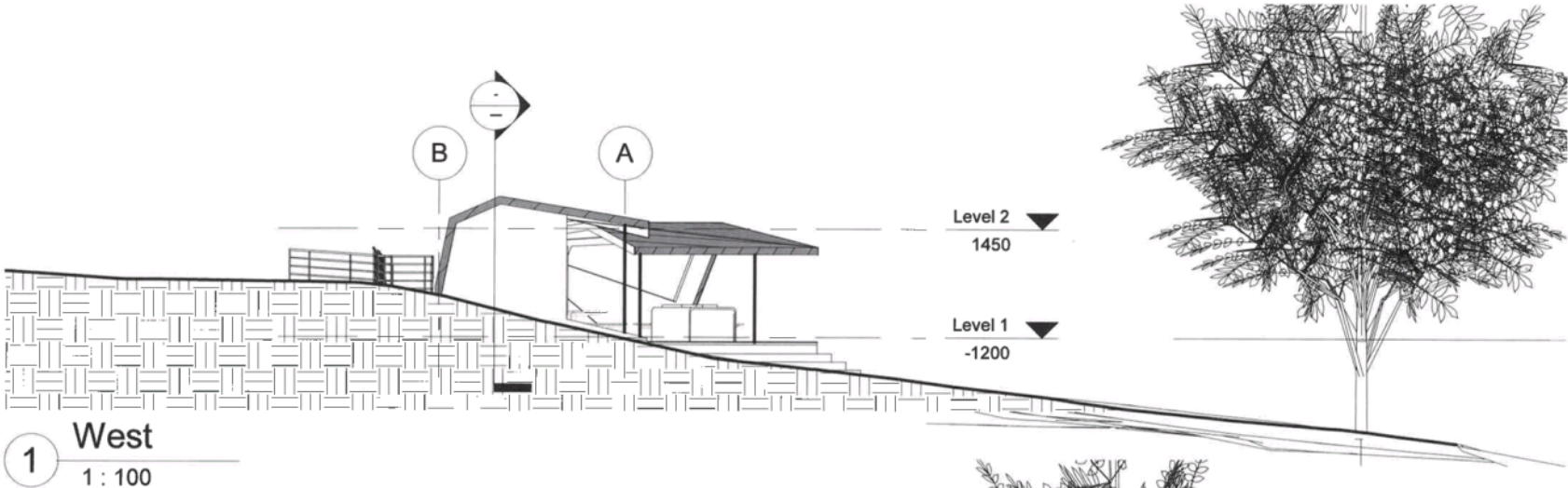



2 East  
1 : 100

Revision Schedule		 HOBART COUNCIL CENTRE 16 ELIZABETH STREET GPO BOX 559 T: (03) 8338 2711 F: (03) 8338 8757 E: <a href="mailto:hobart@cityofhobart.com.au">hobart@cityofhobart.com.au</a> <a href="http://www.cityofhobart.com.au">www.cityofhobart.com.au</a> <b>City of HOBART</b>	PROJECT DESCRIPTION				DRAWN	RFS NUMBER	SHEET SIZE
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					Elevations		Checker		
					CLIENT		DATE	SHEET NUMBER	REVISION
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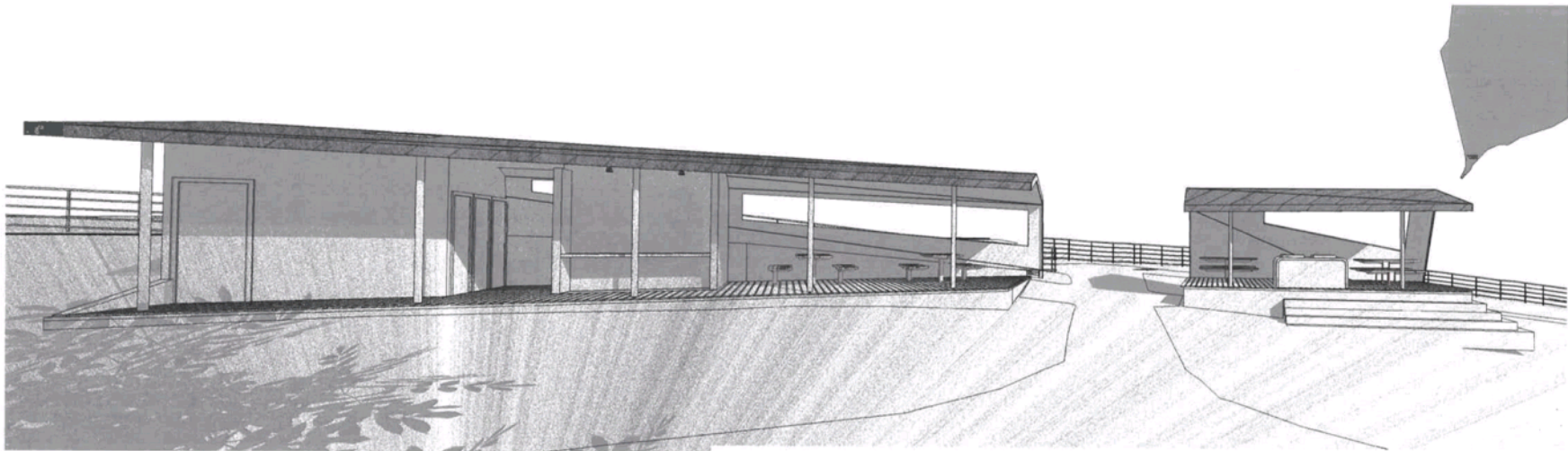




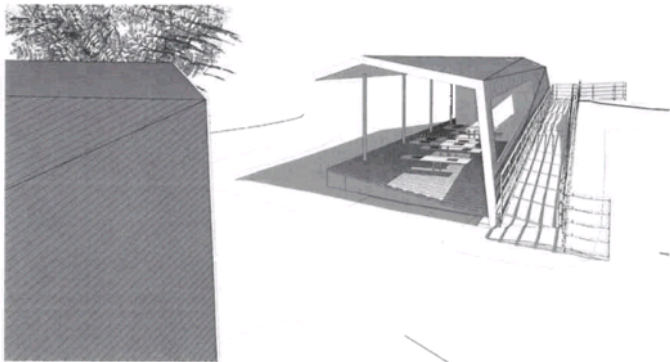
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18/09/19		A					

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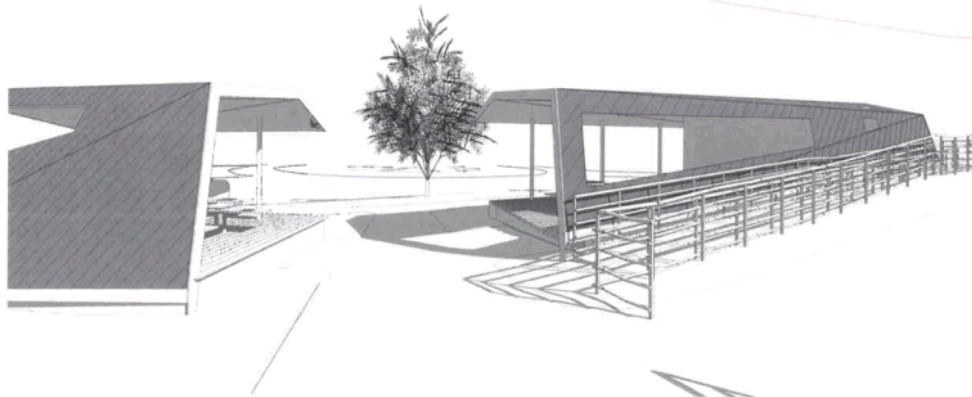




1 3d looking up  
1 : 1



2 3d DDA ramp  
1 : 1



3 3d entry  
1 : 1

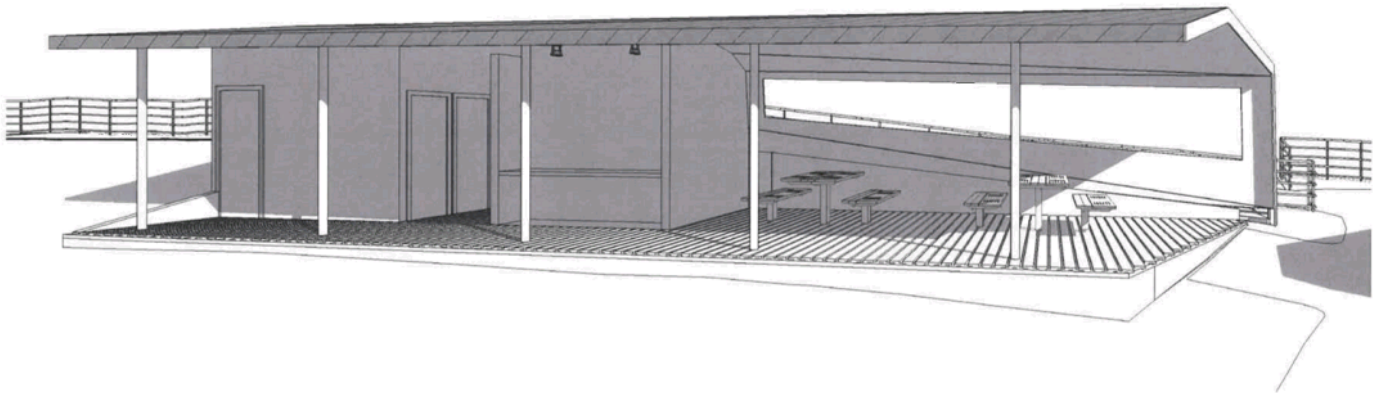
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DEVELOPMENT APPLICATION	18/06/19	A



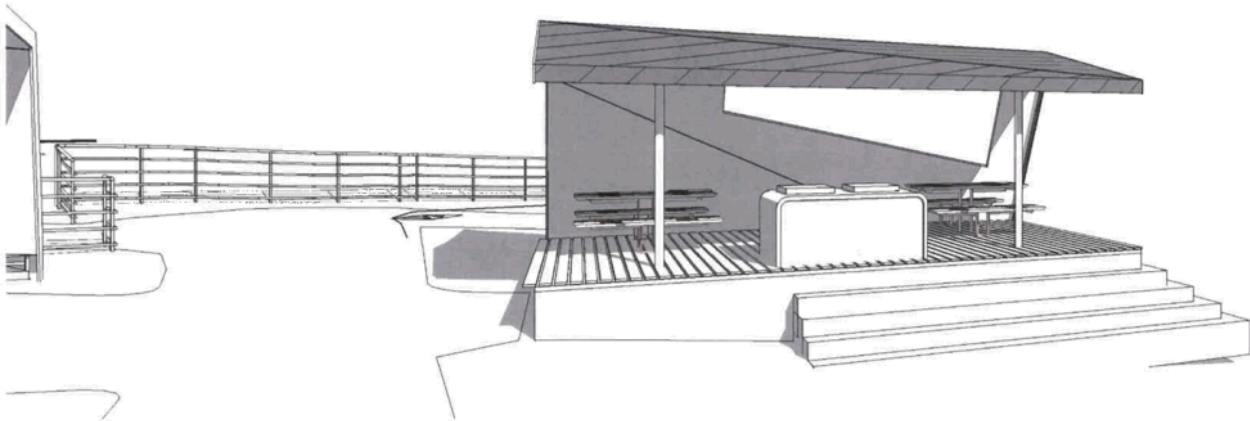
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3D	
CLIENT	
Owner	

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CHECKED		
DATE	SHEET NUMBER	REVISION
10/05/19		
SCALE	A501	
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1 3d toilet  
1:1



2 3d BBQ  
1:1

Revision Schedule	
DEVELOPMENT APPLICATION	18/06/19 A



City of **HOBART**

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PROJECT DESCRIPTION	
Project Name	
DRAWING TITLE	
3D	
CLIENT	
Owner	

DRAWN	RPS NUMBER	SHEET SIZE
Author	Project Number	A3
CHECKED	FILE LOCATION	
Checker		
DATE	SHEET NUMBER	REVISION
10/03/19	A502	
SCALE		
1:1		

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## Community Engagement Summary Report

Tolmans Hill Park Proposed Upgrade Concept Plan  
Prepared on 10 July 2020

Prepared by



City of **HOBART**



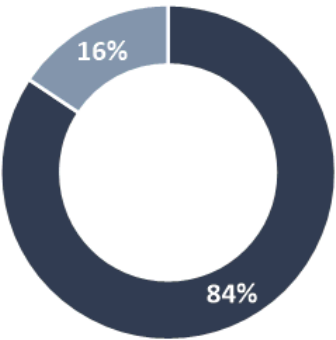


# Engagement Snapshot

In total,

32 people

contributed to the Tolmans Hill Park Upgrade Concept Plan survey



■ Yes ■ No

84% of respondents (27 responses) support the Tolmans Hill Upgrade Concept Plan

16% of respondents oppose the plan (5 responses)

*"We hope this project can be finished ASAP as the residents have been waiting it for long"*

*"This is a great innovative, great for the community"*

This community engagement report will be provided to Council for final consideration of the plan, and if stimulus funding is secured, the development application process will commence.





# Project Background

In 2017, the City of Hobart acquired the parcel of land, now known as Tolmans Hill Park, from the Department of State Growth, for the purpose of developing a new playground. The land is located on the corner of Woodcutters Road and Old Proctors Road. The City developed a proposed plan for the park and sought feedback on the concept design in late 2017. Public feedback was collated and included in the final design where possible.

The public also requested several features that were not included in the design due to project constraints:

- Toilets
- BBQs
- Shelter

These features are now being offered to the community in the Tolmans Hill Park Upgrade Concept Plan, endorsed by Council in 2019.

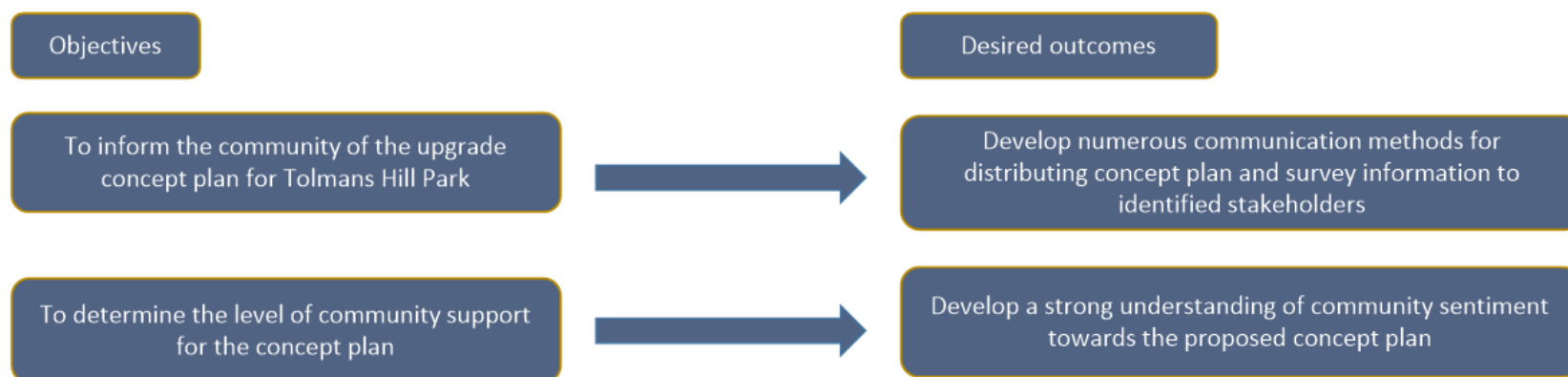


# Why we engaged

Council endorsed the a revised concept plan to upgrade Tolmans Hill Park, Tolmans Hill in December 2019.

The project may be eligible for COVID-19 Federal stimulus funding, and if successful in obtaining the funding, and pending strong community support, the development application for the design will commence.

A number of engagement objectives and desired outcomes were developed for the Tolmans Hill Park Upgrade project.



# Who we engaged



In total,

## 32 people

contributed to the Tolmans Hill Park Upgrade Concept Plan survey



The community visited the Your Say Hobart Tolmans Hill Park Upgrade webpage

## 221

times, between the 15 – 29 June 2020

We directly sought feedback from...

Tolmans Hill Community  
Mt Nelson Community  
Mt Nelson Primary School  
St Michaels Collegiate

...as well as seeking feedback from the wider Hobart community



# How we engaged

- A Your Say Hobart page was compiled specifically for the Tolmans Hill Upgrade Concept Plan. The page included project information, a series of concept images derived from concept plans, contact information and a simple survey.
- The City sought community feedback via this online engagement platform from 15 June to 29 June 2020. The survey asked respondents to indicate their level of support for the plan and provide comment.

Tolmans Hill Park Upgrade Survey

Survey starts Finish

CLOSED: This survey has concluded.

All fields marked with an asterisk (\*) are required.

1. Have you viewed the Tolmans Hill Park Upgrade location map and artists impressions? \*

Choose an option

2. Do you support the Upgrade Concept Plan for Tolmans Hill Park? \*

Choose an option

3. Do you have any further comments?

Please add your comment here...



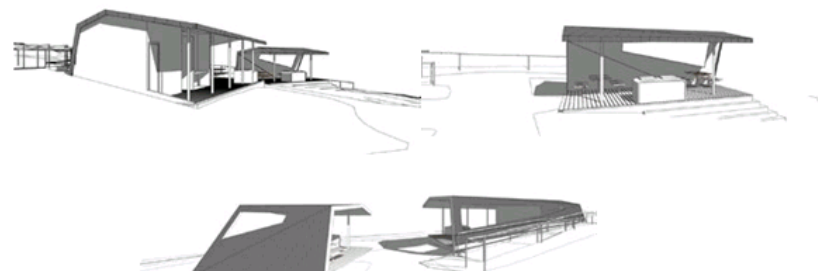
## Artist impressions

To convey engineering drawings of the design.



## Survey

to determine the level of community support for the proposed concept plan





# How we engaged

- Several methods of communication were used to ensure identified stakeholders were notified about the Tolmans Hill Park Upgrade Plan and survey.
- These included **205** letters sent to local Tolmans Hill residents, a Facebook post, flyers for local schools and signage installed in Tolmans Hill Park.



## Flyers

To include in local school newsletters



## Facebook post

To inform the wider Hobart community of the park of the proposed upgrade concept plan and associated survey



## Letter

To inform the local Tolmans Hill community about the project and link to the survey on Your Say Hobart.



## Signage

To inform users of the park of the proposed upgrade concept plan and survey.

# What you told us

Question 1.

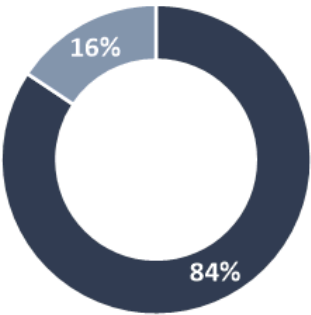
Have you viewed the Tolmans Hill Park Upgrade concept images and location map?

**100%** of respondents said yes to viewing the concept drawings and location map



Question 2.

Do you support the Upgrade Concept Plan for Tolmans Hill Park?



■ Yes ■ No

84% of respondents support the Tolmans Hill Upgrade Concept Plan

Question 3.

Do you have any further comments to make?

Comments and an analysis of key themes can be found in the next section of this report.



# What you told us

Of the 32 survey submissions, 25 respondents provided further comment. An analysis of survey comments revealed three key themes:

‘This upgrade will  
be great for our  
community’

‘I have some  
additional ideas  
for the upgrade’

‘I am opposed to  
the upgrade’



# What you told us

Key Theme	1. This upgrade will be great for our community
What you said	What we heard
<p><i>"Looks great and will be well utilised. You can currently only stay until someone needs a bathroom!"</i></p> <p><i>"This is a great innovative, great for the community"</i></p> <p><i>This development would be very welcome. We are limited in our use of the playground in it's current form, without toilets.</i></p> <p><i>Would love to be able to host children's birthday parties etc. here.</i></p> <p><i>"Please, please do this. It will be fantastic. The shelter, BBQ and toilets will be used all the time"</i></p> <p><i>"Very pleased to see this happening. Thank you!"</i></p> <p><i>"Toilets are very much needed at this park. BBQ also a great idea"</i></p> <p><i>"Excellent idea and perfect for the community"</i></p> <p><i>"We hope this project can be finished ASAP as the residents have been waiting it for long"</i></p>	<p>The majority of the community support the upgrade proposed for Tolmans Hill Park</p>



# What you told us

Key Theme	2. We support the upgrade, but we have additional ideas
What you said	What we heard
<p><i>"The park has added to the sense of community and family in Tolmans Hill. That sense that will grow with the addition of the project facilities. It is important that the new buildings complement, merge into and reflect the bush environment. As is the toilet block doesn't seem particularly sympathetic to the environment, we would like to see another attempt at the design"</i></p> <p><i>"As parent, it's really helpful to have toilet blocks with at least 2 cubicles (disabled size with change facilities in both) large enough to fit a parent, a pram and 2 young children to separate (unisex) cubicles that have an external door like Princes Park and Kangaroo Bay where we can see our child / 2 young children together to enter and exit a lockable cubicle. Having an extra large wash basin / water bottle filler/outside can work for washing dirty hands before eating, or washing BBQ dishes without taking up a cubicle. Dark colours like green toned grey/dark grey/black would be more practical. THANKYOU! It's a great space, and looks to be made even better!"</i></p> <p><i>"BBQ area looks very close to toilet block"</i></p> <p><i>"I walk to the park from Mount Nelson, the foot path is incredibly dangerous when walking with a pram. It would be helpful if the footpath was sealed and there was an entry gate at the bottom of the park"</i></p> <p><i>"While the upgrade is happening some extra play equipment or a reconfiguration of the equipment already there would be great"</i></p> <p><i>"Would be great to link this park to the local area mountain bike and walking tracks via an easy and direct route"</i></p>	<p>Two respondents would like to see the design change slightly to align with the feel and current use of the park</p> <p>Three respondents wish to see other developments within the park including amendments to access link corridors to other local recreation areas and playground equipment</p> <p>One respondent commented on the proximity of the toilet to the BBQ area</p>

# What you told us

Key Theme	3. We oppose the Tolmans Hill Park Upgrade Concept Plan
What you said	What we heard
<p><i>"The park should only cater for local residents who have toilets at their nearby residences. Public toilets will attract unnecessary traffic into the area. We do not need this traffic tearing up our already heavily used Woodcutters road. Any more development in the area will decimate the wildlife. There are enough facilities at the nearby park in Mount Nelson. Do not turn Tolmans Hill into a tourist attraction or for sightseers!"</i></p> <p><i>"Presently there are no connecting footpaths from Orlinda Grove to the Tolmans Hill Park and the car parking is very limited and thus the use of the park will be limited. The Park is surrounded by trees that are dangerous to young children and adults. These trees shed limbs unannounced and constitute a liability to the City of Hobart. The Park should not proceed until the trees have been removed"</i></p> <p><i>"Toilets aren't required at this playground. This could bring drug users into the area causing a needle problem in yet another children's playground"</i></p> <p><i>I believe the introduction of public toilets and BBQ facilities will only exacerbate the current parking situation</i></p>	<p>Two respondents expressed concerns that the upgrade would cause increased traffic flow, increased use by visitors and unsavoury characters</p> <p>One respondent expressed concerns about the native vegetation surrounding the park, and stated that the vegetation should be removed before any upgrades</p> <p>One respondent expressed concerns that the facilities proposed will cause traffic and parking congestion and encourage poor parking behaviours</p>



# Discussion and Conclusion

- An engagement process was undertaken to determine the level of community support for a proposed upgrade to Tolmans Hill Park. The upgrade may be eligible for Federal Government COVID-19 stimulus funding.
- The majority (84%) of respondents supported the proposed concept plan for Tolmans Hill Park upgrade.
- The additional ideas provided by those respondents who left comments will be considered by the project team for the final design.
- This community engagement report will be provided to Council for final consideration of the plan, and if stimulus funding is secured, the development application process will commence.



**6.5 Provision of Showers in Public Toilet Developments**  
**File Ref: F20/49783**

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Report of the Program Leader Projects and Assets, the Manager Parks and Recreation and the Director City Amenity of 8 October 2020.

Delegation: Council



**REPORT TITLE: PROVISION OF SHOWERS IN PUBLIC TOILET DEVELOPMENTS**

**REPORT PROVIDED BY:** Program Leader Projects and Assets  
Manager Parks and Recreation  
Director City Amenity

**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report to respond to a Council request for a report on the future inclusion of showers within public toilet facilities.

**2. Report Summary**

- 2.1. The Council, at its meeting held on 17 June 2019 resolved *inter alia*

*A further report be provided that considers the inclusion of showers within future public toilet developments.....*

- 2.2. The City currently provides public shower facilities at Franklin Square, Kemp Street (Argyle Street Car Park) and Long Beach.

- 2.3. The inner City showers tend to get a lot of usage by people that are homeless or sleeping rough.

The Long Beach toilets are used by visitors to the beach and visitors in campervans particularly over the warmer months.

- 2.4. Public showers provide a very important service to people who are in need of it and do not have personal showering facilities available to them to access.

- 2.5. The report recommends that options for further showers in high use areas continue to be explored as opportunities arise.

- 2.6. Dialogue with developers of public facilities in these areas continues with a view to looking at opportunities within new developments.

**3. Recommendation**

***That:***

- 1. The City continue to explore opportunities to provide additional public showering facilities across the city, in support of the implementation of the City's key strategies:***

***(i) Public Toilet Strategy 2015-2025;***

***(ii) Social Inclusion Strategy; and***

***(iii) Housing and Homelessness Strategy.***

- 2. *The City continue to engage and partner with its external community support providers to improve accessibility to public showering facilities to the community.***

**4. Background**

- 4.1. The Council, at its meeting held on 17 June 2019 resolved *inter alia*

*A further report be provided that considers the inclusion of showers within future public toilet developments and also considers a policy relating to the provision of unisex toilets*

- 4.2. The City currently provides public showers in the following locations:

4.2.1. Franklin Square – 24 hours;

4.2.2. Long Beach Reserve – 24 hours; and

4.2.3. Kemp Street (Argyle St Car Park) - 7am – 10pm.

- 4.3. In response to the City's Public Toilet Strategy 2015-2025, redevelopment of the Kemp Street (Argyle Street Car Park) public facilities has been completed, as well as the refurbishment of the Franklin Square facilities.

- 4.4. Sporting related changerooms, including showers, are available at many of the City's sporting facilities

- 4.5. The City provides public showers to service the community and visitors.

- 4.6. It is understood that in general terms, the predominant users of public showers can be broadly categorised as the following:

4.6.1. People without a home, or those without reliable access to private showers.

4.6.2. Active transport commuters (cyclists, runners etc) without access to showering facilities at place of work.

4.6.3. Recreation/sporting or travel related users.

- 4.7. The provision of public showers meets an essential human need for those without access to private facilities or housing.

- 4.8. Showering facilities ensure those without reliable housing are still able to attend school, jobs and to socially and economically engage within the community.

- 4.9. The inner city showering facilities cater more to this demographic.

- 4.10. The consideration of any locations for showers should consider locations where there are existing public toilet facilities to minimise associated costs with cleaning, and the likelihood a toilet would require to be included with any shower facility.
- 4.11. The City continues to receive feedback from the homelessness support sector that there is an ongoing need for showering facilities noting the increasing numbers of people without a home.
- 4.12. It is noted that the Safe Night Space and Safe Day Space do not include shower provisions requiring users of these services to utilise public facilities.
- 4.13. It is the City's experience that public showers attract higher incidence of vandalism, anti-social behaviour and misuse than experienced with its changerooms and showers related to its sporting facilities, requiring increased maintenance, repair or cleansing intervention responses and costs.

## **5. Proposal and Implementation**

- 5.1. It is considered that public showers be investigated on a case by case basis when a public toilet facility is up for renewal particularly if that development is for a new facility.
- 5.2. In determining if a shower should be progressed, it needs to be considered if the location is suitable as well as if it is economically viable to include the facility, particularly in the case of toilet refurbishments.

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

- 6.1. The proposal is noted in the Capital City Strategic Plan 2019-29 as follows:
  - 7.1 *Hobart has a diverse supply of housing and affordable homes.*
    - 7.1.1 *Work in collaboration with government bodies and the not-for-profit sector to identify and address issues of homelessness and housing affordability, diversity and supply.*
    - 7.1.2 *Advocate for people at risk of housing stress and homelessness.*
    - 7.1.3 *Encourage recognition and understanding of the issues that contribute to homelessness and develop effective partnerships to enhance interactions with homeless people.*

- 6.2. Both the City of Hobart Housing and Homelessness Strategy and the Social Inclusion Strategy recommend as follows:

*As part of the upgrading and development of the City, provide appropriate infrastructure for homeless people, in particular showers, water bubblers / refill station, recharge stations for mobile phones and Wi-Fi hot spots.*

## **7. Financial Implications**

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

7.1.1. There is no impact foreseen on the current operating result.

- 7.2. Impact on Future Years' Financial Result

7.2.1. The provision of public shower facilities will require new capital expenditure funding and a corresponding increase to funding for operational expenditure.

- 7.3. Asset Related Implications

7.3.1. Whilst generally these showers are likely to be included within Council assets, there should also be discussions with external providers to gauge what opportunities there might be in privately owned facilities.

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

- 8.1. Public showers can be a haven for anti-social activities as such areas where there is ample passive surveillance are considered preferable.

## **9. Social and Customer Considerations**

- 9.1. The City provides public showers to service the community and visitors.

- 9.2. It is understood that in general terms, the predominant users of public showers can be broadly categorised as the following:

9.2.1. People without a home, or those without reliable access to private showers.

9.2.2. Active transport commuters (cyclists, runners etc) without access to showering facilities at place of work.

9.2.3. Recreation/sporting or travel related users.

- 9.3. It is clear that the provision of public showers meets an essential human need especially for those without access to private facilities or housing.

- 9.4. Showering facilities ensure those without reliable housing are still able to attend school, jobs and to socially and economically engage within the community.



## 10. Delegation

10.1. The matter is delegated to the Council.

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



Shannon Avery  
**PROGRAM LEADER PROJECTS AND  
ASSETS**



Lee Farnhill  
**MANAGER PARKS AND RECREATION**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 8 October 2020  
File Reference: F20/49783

**6.6 Established Pest Animals and Weeds Management Pipeline  
Program – Advancing Pest Animal and Weed Control Solutions -  
City Support  
File Ref: F20/105411**

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Report of the Manager Bushland and the Director City Amenity of  
8 October 2020.

Delegation: Council

**REPORT TITLE: ESTABLISHED PEST ANIMALS AND WEEDS  
MANAGEMENT PIPELINE PROGRAM – ADVANCING  
PEST ANIMAL AND WEED CONTROL SOLUTIONS -  
CITY SUPPORT**

**REPORT PROVIDED BY:** Manager Bushland  
Director City Amenity

**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to seek approval for of the City's participation in a research program and trial with the goal of seeking to stem the ongoing loss of biodiversity in urban areas caused by cats (domestic, stray and feral) that present a major threat to native fauna.
- 1.2. The value of the support would utilise the City's existing resourcing in activities wholly congruent with the purpose of the City's biodiversity program, and the goals of the City's Biodiversity Action Plan.

**2. Report Summary**

- 2.1. The Australian Government through the Commonwealth Department of Agriculture, Water and the Environment funds the '*Established Pest Animals and Weeds Management Pipeline Program*' to combat some of Australia's worst established pest animals and weeds in order to reduce their impact on Australian farmers, communities and the environment.
- 2.2. The project meets the requirements of the Commonwealth funding by utilising existing industry in partnership with stakeholders to develop emerging technology to deliver improvement and efficiencies in pest and weed control programs.
- 2.3. The City has provided in-principal support towards a grant application by the not-for-profit organisation Thylation R&D that proposes to trial new technology to drive improvements in domestic cat management through a project that enables monitoring and assessment of cat containment regulations.
- 2.4. The City is not eligible to apply for the grant in its own right but can provide support for a research program with direct operational application to address the problem of feral and stray cats.
- 2.5. It is further proposed that the City provide in-kind support through access to its parks and bushland reserves, and by utilising its existing programs of community engagement activities, site selection for sentinel devices and data retrieval.
- 2.6. The value of the support is estimated at \$20,000, however utilises the City's existing resourcing in activities that are wholly congruent with the purpose of the City's biodiversity program.

### 3. **Recommendation**

***That approval be provided for the City to participate in a trial proposed by the not-for-profit company Thylation R&D, with the goal of seeking to stem the ongoing loss of biodiversity in urban areas caused by cats (domestic, stray and feral) that remain a major threat to native fauna.***

- (i) In-kind support be provided by City using existing resourcing wholly congruent with the purpose of the City's biodiversity program, and the goals of the City's Biodiversity Action Plan.***

### 4. **Background**

- 4.1. The Australian Government through the Commonwealth Department of Agriculture, Water and the Environment funds the 'Established Pest Animals and Weeds Management Pipeline Program' to combat some of Australia's worst established pest animals and weeds to reduce their impact on Australian farmers, communities and the environment.
- 4.2. The City has recently provided in-principal support to partner in a grant application under this program that proposes to trial new technology to drive improvements in domestic cat management through a process of enabling monitoring and assessment of cat containment regulations.
- 4.3. As a key component of the City's Biodiversity Action Plan, the City is working hard to stem the ongoing loss of biodiversity, especially in urban areas caused by cats (domestic, stray and feral) that remain a major threat to native fauna.
- 4.4. This proposed project will develop and trial:
  - 4.4.1. Secure coded Bluetooth tags capable of lasting at least 12 months;
  - 4.4.2. Links to pet registration databases matching Bluetooth tags to cat microchip numbers;
  - 4.4.3. Automated notification to council and pet owners when a tagged cat is detected in designated area;
  - 4.4.4. Calculation of ratios of registered to unregistered cats at different localities.
- 4.5. In light of the contribution this trial could make to peri-urban cat management across the country, the City has provided in-principal support to be a partner in this grant application.
- 4.6. It is further proposed that the City provide in-kind support through access to its parks and bushland reserves, and by utilising its existing programs through community engagement activities, site selection for sentinel devices and data retrieval.



The value of the support is estimated at \$20,000, however utilises existing resourcing in activities that are wholly congruent with the purpose of the City's biodiversity program.

### **Thylation R&D**

- 4.7. The City's support is to the not-for-profit company Thylation R&D to support its attempt for grant funding from the Australian Government under its 'Established Pest Animals and Weeds Management Pipeline Program'.
- 4.8. Thylation is established to develop, incubate and commercialise conservation innovations and source grants and donations to this end.

## **5. Proposal and Implementation**

- 5.1. It is proposed that the City provide in-kind support to the value of \$20,000 towards a research program and trial with the goal of seeking to stem the ongoing loss of biodiversity in urban areas caused by cats (domestic, stray and feral) that remain a major threat to native fauna.
  - 5.1.1. The value of the support would utilise the City's existing resourcing wholly congruent with the purpose of the City's biodiversity program, and the goals of the City's Biodiversity Action Plan.
  - 5.1.2. The City is one of a number of sites around Australia where the technology will be trialled and the results will provide guidance to future use of the technology to control feral animals.

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

- 6.1. The City's Capital City Strategic Plan 2019-29 includes the following:
  - 6.1.3 *Protect and enhance Hobart habitats and ecosystems, in partnership with stakeholders, including wildlife corridors and waterways*
  - 6.1.4 *Protect and enhance Hobart's biodiversity and manage invasive species.*
- 6.2. The City's Biodiversity Action Plan (bushland and reserves) includes the following:
  - 5.3.3 *Pest Animals – Cats*

*Feral cat management programs are implemented as a priority in areas containing high value biodiversity asset management units and/or threatened fauna species.*

*Scientific data collection required to determine the extent of feral cats, stray cats and domestic cats in areas containing high value biodiversity asset management units and/or listed fauna threatened species. Collaboration with research institutions and government agencies on the extent and possible impact of cats on native fauna.*

**7. Financial Implications****7.1. Funding Source and Impact on Current Year Operating Result**

7.1.1. The City's existing programs of activities can support this initiative, which is valued in the order of \$20,000 and the in kind support will not impact upon the City's own programs.

**7.2. Impact on Future Years' Financial Result**

7.2.1. Not applicable.

**7.3. Asset Related Implications**

7.3.1. Not applicable.

**8. Environmental Considerations**

8.1. Refer above.

**9. Delegation**

9.1. 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.*



John Fisher  
**MANAGER BUSHLAND**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 8 October 2020  
File Reference: F20/105411

**6.7 13 Marine Terrace, Battery Point - Proposal to Install Boat-Slip  
Track/Rails Across City Foreshore Land  
File Ref: F20/104130**

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Report of the Manager Bushland and the Director City Amenity of  
8 October 2020.

Delegation: Council

**REPORT TITLE: 13 MARINE TERRACE, BATTERY POINT -  
PROPOSAL TO INSTALL BOAT-SLIP TRACK/RAILS  
ACROSS CITY FORESHORE LAND**

**REPORT PROVIDED BY:** Manager Bushland  
Director City Amenity

**1. Report Purpose and Community Benefit**

- 1.1. The purpose of the report is to seek in-principle approval for a future licence over the City's foreshore land adjoining 13 Marine Terrace, Battery Point to potentially accommodate the installation of 'boat-slip tracks' from the boundary of 13 Marine Terrace, across the City's land, into the River Derwent.
- 1.2. The General Manager has a discretion pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993* to grant consent to the lodgement of a development application involving the land. One of the factors the General Manager may consider is the Council's position as landlord.

**2. Report Summary**

- 2.1. The applicant on behalf of the owners of 13 Marine Terrace, Battery Point is intending to lodge a development application involving the construction of a new boat house and related 'boat-slip tracks' into the River Derwent.
- 2.2. The proposed 'boat-slip tracks' would traverse City-owned land for a short section between the boundary of 13 Marine Terrace and the River.
- 2.3. As the proposed development involves the use of City-owned land, pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*, the General Manager holds the sole authority as to whether to grant consent on behalf of the Council, as the owner/administrator of the land, to allow the applicant to make application to the City for a planning permit for the development.
  - 2.3.1. As the proposal would result in a new use for this particular parcel of land, the view of the Council as land owner as to whether this use is wanted on its land is sought, with the in-principle approval of a conditional licence.
- 2.4. The Council has previously proposed the development of the Battery Point Foreshore Public Access Way project (Stage 1), to provide shared-use access from Marieville Esplanade through to the Battery Point Slipyards, then by extension through to AJ White Reserve (near the CSIRO).



- 2.5. With existing jetties in place along this section of foreshore, it is the view of Officers that the installation of 'boat-slip tracks' as proposed (with the 'rails' to be approximately 20cm across the natural lay of the foreshore land), would not unduly impact the City's future consideration of a walkway in the future, nor the current capacity of the public to 'scramble' along the foreshore.
- 2.6. The report recommends in-principle approval of a future licence over the land to accommodate the installation of the boat slip rails.

### **3. Recommendation**

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

1. ***The Council provide in-principal approval for a future licence over the City's foreshore land adjoining 13 Marine Terrace, Battery Point to potentially accommodate the installation of boat-slip tracks from the boundary of 13 Marine Terrace, across the City's land, into the River Derwent, on the grounds that:***
  - i. ***The proponent secures all statutory approvals from all applicable agencies, including the Crown for the development.***
  - ii. ***The licence conditions for the use of the land:***
    - (a) ***Ensure continuation of public access across the site (noting the new infrastructure may further impede walking access but to no greater an impact as resulting from existing infrastructure located in the wider crown foreshore reserve area);***
    - (b) ***Include an annual rental as determined by a registered-valuer;***
    - (c) ***Other terms and conditions to the satisfaction of the General Manager.***
2. ***It be noted that the General Manager may consider the Council's decision when determining as to whether to grant consent to the lodgement of a development application involving the land, under his sole authority pursuant to Section 52 of the Land Use Planning and Approvals Act 1993.***

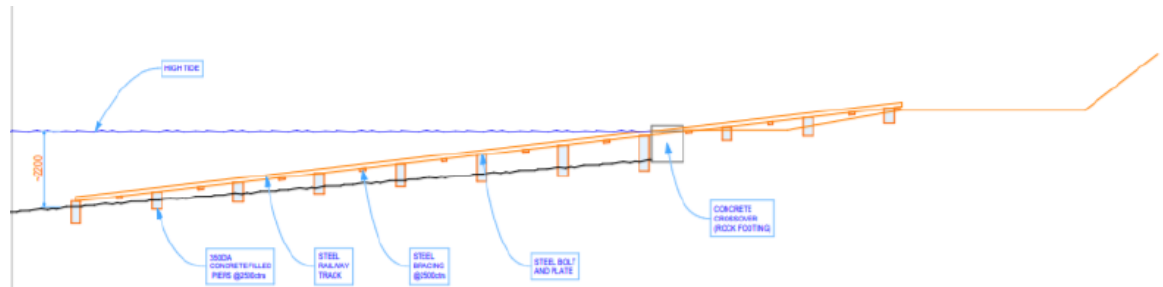
#### 4. Background

- 4.1. The applicant on behalf of the owners of 13 Marine Terrace, Battery Point is intending to lodge a development application, involving the construction of a new boat house and related boat-slip tracks into the River Derwent.
- 4.2. The proposed 'boat-slip tracks' (indicated in purple in the below image) traverse City-owned land (indicated within the yellow area).



*\*proposed rails to run parallel in-front of the neighbouring jetty.*  
*\*Circled section indicates the current infrastructure's impact on public access across the foreshore reserve area.*

- 4.3. The proponent anticipates the proposed 'rails' to be approximately 20cm across the natural lay of the foreshore land.



- 4.4. The City's land was acquired in 2007 due to an unusual historical title when the substantive private land titles extended beyond the low water mark (typically, titles only extend to the high water mark).



Green – CoH Land  
Brown – 11 Marine Terrace  
Blue – 13 Marine Terrace

- 4.5. As the proposed development involves the use of City-owned land, pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*, the General Manager holds the sole authority as to whether to grant consent on behalf of the Council, as the owner/administrator of the land, to allow the applicant to make application to the City for a planning permit for the development.
- 4.6. As the proposal would result in a new use for this particular parcel of land, the view of the Council as land owner as to whether this use is wanted on its land is sought, with the in-principle approval of a conditional licence.

### Proposed Battery Point Walkway

- 4.7. The Council has previously proposed the development of the Battery Point Foreshore Public Access Way project (Stage 1), to provide shared-use access from Marieville Esplanade through to the Battery Point Slipyards, then by extension through to AJ White Reserve (near the CSIRO).
- 4.7.1. A previous attempt at securing a planning permit for the first stage of the project was unsuccessful.
- 4.8. With existing jetties in place along this section of foreshore, it is the view of Officers that the installation of 'boat-slip tracks' as proposed, would not unduly impact the City's future consideration of a walkway in the future, nor the current capacity of the public to 'scramble' along the foreshore.



### 5. Proposal and Implementation

- 5.1. The Council provide in-principal approval for a future licence over the City's foreshore land adjoining 13 Marine Terrace, Battery Point to potentially accommodate the installation of boat-slip tracks from the boundary of 13 Marine Terrace, across the City's land, into the River Derwent, on the grounds that:
- 5.2. The proponent secures all statutory approvals from all applicable agencies, including the Crown for the development.
- 5.3. The licence conditions for the use of the land:
  - 5.3.1. Ensure continuation of public access across the site (noting the new infrastructure may further impede walking access but to no greater an impact as resulting from existing infrastructure located in the wider crown foreshore reserve area).
  - 5.3.2. Include an annual rental as determined by a registered-valuer.
  - 5.3.3. Other terms and conditions to the satisfaction of the General Manager.



- 5.4. It be noted that the General Manager may consider the Council's decision when determining as to whether to grant consent to the lodgement of a development application involving the land, under his sole authority pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*.

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

- 6.1. The City's Strategic Plan is silent on a proposal as that proposed.

## **7. Financial Implications**

- 7.1. Funding Source and Impact on Current Year Operating Result
- 7.1.1. Should the proponent receive approvals to undertake the works, an agreement with suitable 'rental/fees' would be negotiated to the satisfaction of the General Manager.
- 7.2. Impact on Future Years' Financial Result
- 7.2.1. Ongoing annual income would be received.
- 7.3. Asset Related Implications
- 7.3.1. Not applicable.

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

- 8.1. Pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*, the General Manager holds the authority as to whether to grant consent on behalf of the Council, as the owner/administrator of the land, for the lodgement of a development application that involves the City's land.
- 8.2. Should the development progress, an agreement would be developed to protect of the City from any liability issues.

## **9. Environmental Considerations**

- 9.1. The small foreshore area associated with the proposal holds no environmental or biodiversity values.

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

- 10.1. The installation of 'boat-slip tracks' as proposed, would not unduly impact the City's future consideration of a walkway in the future, nor the current capacity of the public to 'scramble' along the foreshore.

## **11. Community and Stakeholder Engagement**

- 11.1. Any development application for the proposal would be advertised in accordance with *Land Use Planning and Approvals Act 1993* and the City's existing established protocols.

## 12. Delegation

12.1. 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.*



John Fisher  
**MANAGER BUSHLAND**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 8 October 2020  
File Reference: F20/104130

## **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 Actions - Status Report

## PARKS AND RECREATION COMMITTEE - STATUS REPORT

### OPEN PORTION OF THE MEETING

November 2014 to September 2020

Ref.	Detail	Report / Action	Action Officer	Comments
1	<p><b>HARRINGTON STREET, HOBART - FORMER PUBLIC TOILET SITE</b></p> <p>Open Council 25/5/2015, Item 15</p> <p>Open Council 21/9/2020, item 13</p>	<p>That the site of the former toilets located in Harrington Street, Hobart (being a remnant concrete slab) not be pursued for development as public open space or a leased area.</p> <p>An allocation in the order of \$75,000 be considered in a future capital works program for the demolition of the remnant slab and installation of an improved barrier at the heritage wall to allow public viewing of the open rivulet, and if appropriate, be reviewed in 12 months' time.</p> <p>The neighbouring property owners be advised of this decision.</p>	Director City Amenity	The Council decision is being actioned.
2	<p><b>SOLDIERS MEMORIAL AVENUE – MANAGEMENT PLAN REVIEW</b></p> <p>Open Council 25/1/2016, item 13</p> <p>Open Council 23/5/2016, item 18</p>	<p>A review of the Soldiers Memorial Avenue Management Plan 2004 be undertaken with the development of a new management plan, at an estimated cost \$15,000 to be funded from the Open Space Planning Function.</p> <p>(i) The management plan consider the utilisation of the 'Tree Widows' material for the interpretation and promotion of the Soldiers Memorial Avenue.</p> <p>The Friends of Soldiers Memorial Avenue be advised of the Council's decision.</p>	Director City Amenity	A report is being finalised on the matter



Ref.	Detail	Report / Action	Action Officer	Comments
3	<b>BATTERY POINT SHARED ACCESSWAY</b>  Open Council 25/1/2016, item 17	<p>That a report be prepared that details options available as a means of facilitating movement in and around Battery Point and its foreshore, and addresses the following:</p> <ol style="list-style-type: none"> <li>1. The implementation, in the short term, of the formalisation of an existing road route through Battery Point.</li> <li>2. Analysis of the options include detail on the following:               <ol style="list-style-type: none"> <li>(i) estimated financial implications;</li> <li>(ii) planning and legal implications; and</li> <li>(iii) how the proposal relates to the City of Hobart Strategic Plan 2015-2025.</li> </ol> </li> <li>3. Analysis of any opportunity costs in respect to proceeding or not proceeding with a shared access way, including its impact with other planned projects.</li> <li>4. Details on engaging the local and wider community in respect to the options.</li> </ol>	Director City Planning	A review of the City's Capital Works Program is underway in light of the impact COVID-19 on the City's financial position

Ref.	Detail	Report / Action	Action Officer	Comments
4	<p><b>kunanyi/Mount Wellington - Organ Pipes</b></p> <p>Open Council 19/12/2018, item 12</p> <p>Open Council 19/3/2019, item</p>	<p>The below report was deferred at the Council meeting on 19 March 2019 to allow an opportunity to discuss with the State Government its level of support for the proposed listing of the eastern face of kunanyi / Mount Wellington onto the National Heritage Register.</p> <p><i>That a report be prepared to consider the merits or otherwise;</i></p> <p>(i) <i>Of seeking national heritage listing for the Organ Pipes of kunanyi/Mount Wellington and/or</i></p> <p>(ii) <i>An extension of the South West World Heritage area to include the Wellington Park; and</i></p> <p>(iii) <i>The report to also investigate and ascertain who is the correct party to formally make the nomination to seek a national heritage listing or inclusion in the South West World Heritage area.</i></p>	Director City Amenity	<p>The Council decision is being actioned with advice sought from the Minister to confirm the State government position on a nomination.</p>

Ref.	Detail	Report / Action	Action Officer	Comments
5	<p><b>Review of the Dog Management Strategy 2014-2018</b></p> <p>Open Council 19/12/2018, item 19</p> <p>Open Council 20/5/2019, item 29</p> <p>Open Council 19/9/2019, item</p>	<p>Further discussions be undertaken between Council officers and the Hobart Dog Training Club into the possible promotion of the free dog training classes for new dog ownership in certain circumstances.</p> <p>A review of the dog walking area maps, currently available on the City of Hobart website be undertaken and ascertain if improvements can be implemented to provide a more interactive and user friendly resource for dog owners.</p> <p><b>Council 23 August 2019</b></p> <p>That pursuant to section 24 of the Dog Control Act 2000, the Council notes the public submissions received during the public consultation period and provided under separate cover.</p> <p>Pursuant to section 20 of the Dog Control Act 2000 the Council declare the areas in Attachment B as modifications to the areas already declared contained in Attachment A.</p> <p>The Council endorse notification of the declared areas in Attachment B, pursuant to section 25 of the Dog Control Act 2000 by public notice on 24 August 2019 to take effect on 23 September 2019 and to remain in force until 23 June 2023.</p>	Director City Planning	The Council decision is being actioned.
6	<p><b>Bicycle and Pedestrian Bridge over Brooker Avenue - Proposed Name 'Rose Garden Bridge'</b></p> <p>Open Council 18/3/2019, item 18</p> <p>Open Council 19/8/2019, item 16</p>	<p>That 'Rose Garden Bridge' be submitted as the Council's recommended name for the new bicycle and pedestrian bridge across Brooker Avenue, located between Bathurst Street and the University Rose Gardens on the Queens Domain, to the Nomenclature Board of Tasmania, pursuant to the Survey Co-ordination Act 1944 (Tasmania).</p> <p>The City explore ways to commemorate persons and groups of significance with strong connections to the development of the University Rose Gardens, including Kitty Henry and TT Flynn.</p>	Director City Planning	The Nomenclature Board has accepted the name for the Bridge

Ref.	Detail	Report / Action	Action Officer	Comments
7	<b>Franklin Square Amenities Building - Proposal to Install Luggage Lockers</b> Open Council 17/6/2019, item 28	<p>That the proposal to provide luggage lockers for the travelling public be endorsed.</p> <p>Approval be provided for the General Manager to enter negotiations with 'ezy Lockers' for a partnership facilitating the provision of lockers at Franklin Square on a revenue sharing arrangement.</p>	Director City Innovation	<p>Safe secure storage would help commuters, shoppers, visitors, tourists and students spend more time in the city, bringing vibrancy and economic benefit to the CBD.</p> <p>Product / Result:</p> <p>Facilities for commuters, including CPTED-compliant smart lockers and services.</p> <p>Enhanced national and international reputation as an inviting and convenient place to spend time.</p> <p>The project aligns with the Connected Hobart Action Plan Initiative: CVI05 Smart Locker Trials.</p>
8	<b>Waterworks Reserve - Master Plan Development</b> Open Council 19/8/2019, item 17	<p>That the draft Waterworks Reserve Master Plan be reviewed to guide future development and asset replacement in the Waterworks Reserve.</p> <p>A community engagement process and collation and review of relevant survey and user data be undertaken to determine the values and user experiences of the Waterworks Reserve.</p> <p>The draft Waterworks Reserve Master Plan be presented back to the Council in 2021 for endorsement to release for public exhibition and feedback.</p>	Director City Amenity	<p>Planning is underway to undertake the review, however develop of the master plan will be subject to identification of future internal or external funding opportunities.</p>



Ref.	Detail	Report / Action	Action Officer	Comments
9	<p><b>Proposal to Lease Crown Land - Ross Rivulet, South Hobart and Rear of Summerhill Road, West Hobart</b></p> <p>Open Council 19/8/2019, item 19</p>	<p>That approval be granted for the Council to enter a 30 year lease agreement with Crown Land Services (Department of Primary Industries, Water and Environment ) for public and recreational purposes of the following properties:</p> <ul style="list-style-type: none"> <li>a. An approximate area of 945m<sup>2</sup> of Reserved Road that is un-granted Crown land located between 51A Summerhill Road and Knocklofty Reserve</li> <li>b. An approximate area of 1,000m<sup>2</sup> of Reserved Road that is un-granted Crown land located between Lot 1, Stevens Farm Drive, West Hobart (folio reference CT 173390/1) owned by the Council as public open space (folio reference CT 171950/1), and the adjacent eastern portion of the Ross Rivulet creek bed vested in the Crown</li> </ul> <p>The General Manager to be authorised to negotiate the terms and conditions of the lease agreements.</p> <p>Transfer of the title of these Crown land parcels to the Council be pursued in the longer term.</p>	Director City Amenity	<p>The lease in respect to land located between 51A Summerhill Road and Knocklofty Reserve is being progressed.</p> <p>In respect to the portion of land adjacent to Ross Rivulet, further detailed investigations and design analysis has determined the site remains impractical to deliver a suitable pathway across the land.</p> <p>The City will therefore cease progress to acquire a lease of that land.</p>
10	<p><b>Queens Walk, New Town - Request for Lease Renewal - The Friends School</b></p> <p>Open Council 21/10/2019, item 24</p>	<p>That approval be granted for The Friends School to renew its lease over 3,217m<sup>2</sup> of City-owned land, located adjacent to the Brooker Highway within the Queens Walk precinct, New Town for a period of five (5) years, at a nominal annual rental.</p> <ul style="list-style-type: none"> <li>(i) Should a new lease be approved, the value of the reduced rental to the Friends School be recorded in the City's Annual Report in accordance with the Council Policy 'Grants and Benefits Disclosure'.</li> </ul> <p>The General Manager be authorised to negotiate and finalise the terms of the lease including addressing weed management of the site.</p>	Director City Amenity	<p>The lease is finalised.</p> <p>Complete</p>

Ref.	Detail	Report / Action	Action Officer	Comments
11	<p><b>188A Lenah Valley Road, Lenah Valley - Lease Renewal - Lenah Valley RSL and Community Club Over Parts of Haldane Reserve</b></p> <p>Open Council 18/11/2019, item 19</p>	<p>That a new lease be executed with the Lenah Valley RSL and Community Club over portions of the City's Haldane Reserve, Lenah Valley, as shown as Lot 1 and Lot 2 on Plan F-930-40 marked as Attachment A to item 6.4 of the Open Parks and Recreation Committee agenda of 7 November 2019.</p> <p>(i) The lease include a licence for unrestricted access to Area 1 and Area 2, and a licence to use Lot 3 for overflow parking on special occasions with prior approval of the General Manager.</p> <p>(ii) The lease term be for 5 years (with the option of for a further 5 years) at nominal rental value.</p> <p>Community engagement be undertaken pursuant to Sections 178 and 179 of the Local Government Act 1993.</p> <p>(i) Upon conclusion of the community engagement process;</p> <p style="padding-left: 20px;">(a) Should no objections be received, the General Manager be authorised to finalise the terms and conditions of the lease; or alternatively</p> <p style="padding-left: 20px;">(b) Should objections be received, a further report be provided to the Council on the matter.</p> <p>Should a new lease be approved, the value of the reduced rental to the Club be recorded in the City's Annual Report in accordance with the Council Policy 'Grants and Benefits Disclosure'.</p> <p>The Club be encouraged to negotiate with the Department of Health to access the rear of the adjoining Child Health Clinic property at 186 Lenah Valley Road, for potential development of additional car parking.</p>	Director City Amenity	Advertising of the proposed lease, in accordance with the Act is underway

Ref.	Detail	Report / Action	Action Officer	Comments
12	<b>Draft City to Gardens Way Connectivity and Wayfinding Plan - Community Engagement</b> Open Council 16/12/2019, item 20	<p>That the Draft City to Gardens Way Connectivity and Wayfinding Plan, marked as Attachment A to item 6.2 of the Open Parks and Recreation Committee agenda of 5 December 2019, be endorsed for release for community engagement for a four week period commencing early 2020.</p> <p>A further report be provided detailing the outcome of community engagement and presenting the final City to Gardens Way Connectivity and Wayfinding Plan, including an implementation plan.</p> <p>(i) The implementation plan to outline future and ongoing maintenance funding requirements.</p>	Director City Amenity	A report is attached to the agenda
13	<b>Tolmans Hill Park - Concept Plans for Public Toilets and Barbecue Facilities - Community Engagement</b> Open Council 16/12/2019, item 23	<p>That the Concept Plans for the development of new toilets and barbecue facilities at Tolmans Hill Park, Tolmans Hill, marked as Attachment A to item 6.5 of the Open Parks and Recreation Committee agenda of 5 December 2019, be endorsed for public release to enable community engagement to be undertaken.</p> <p>A further report be provided to the Council following community engagement for approval of the plan, to allow a development application to be lodged.</p>	Director City Amenity	A report is attached to the agenda
15	<b>Ember Attack Strategy</b> Open Council 28/1/2020, item 11	<p>That the Council requests a report on whether there is value in the City developing an 'Ember Attack Strategy' for Hobart.</p> <p>As a prerequisite to the preparation of the report, the Tasmania Fire Service be consulted in respect to strategies that it currently has in place in relation to ember attacks.</p> <p>The report also address other appropriate actions that the City of Hobart could take to build maximum resilience in respect to bushfire preparedness through changes to planning schemes and local area plans.</p> <p>An elected member briefing be convened to provide an update on bushfire preparedness, at the appropriate time.</p>	Director City Amenity	<p>A briefing was provided to the March meeting.</p> <p>A report is being prepared.</p>

Ref.	Detail	Report / Action	Action Officer	Comments
16	<b>Proposed Mountain Bike Network for the foothills of kunanyi / Mount Wellington</b> Open Council 23/3/2020, item 15	<p>That the Council endorse the community consultation process for the mountain bike network including the release of the report titled 'kunanyi / Mount Wellington Foothills MTB Project', marked as Attachment C to item 6.2 of the Open Parks and Recreation Committee agenda of 12 March 2020 and the City of Hobart 'summary report', marked as Attachment A to item 6.2 of the Open Parks and Recreation Committee agenda of 12 March 2020, to inform the development of a final mountain bike network plan.</p> <p>A further report be provided on the outcome of community engagement process and subsequently proposed 'Mountain Bike Network Plan' for the foothills of kunanyi / Mount Wellington.</p>	Director City Amenity	A report is attached to the agenda
17	<b>kunanyi / Mount Wellington - Halls Saddle Visitor Hub - Feasibility Study – Update</b> Open Council 22/6/2020, item 17	<p>That consideration by Council on this item be deferred for six months on the following basis:</p> <ol style="list-style-type: none"> <li>1. That due to its sole purpose being to alleviate the burden of excessive traffic on the road network in the Fern Tree area which is a high demand state tourism destination external funding be sought for the full cost of construction.</li> <li>2. That State Government be approached to consider joint planning on the infrastructure required only for the purpose of providing car parking for those using the recreational facilities around Fern Tree and to accommodate overflow car parking associated with mountain visitation, and</li> <li>3. That a more detailed design of the proposed car park be developed once funding has been sourced.</li> </ol>	Director City Amenity	Progress on the matter is deferred in accordance with the Council's decision
18	<b>Petition - Closure of Pinnacle Road to allow safe access for walkers, cyclists and others</b> Open Council 6/7/2020, item 6.1	<p>A report be prepared in response to the Petition calling for the Council to regularly close Pinnacle Road to motor vehicles, allowing walkers, cyclists and others safe enjoyable use of the road.</p> <p>There were 1320 signatories to the petition.</p>	Director City Amenity	The Council decision is being actioned.

Ref.	Detail	Report / Action	Action Officer	Comments
19	<b>Australian Government Local Roads and Community Infrastructure Program - Grant Funding - Project Identification - Intercity Cycleway Extension</b> Open Council 24/8/2020, item 16	<p>That the Council utilise the Australian Government's Local Roads and Community Infrastructure Program grant funding allocation of \$685,000 towards the \$1.25M Intercity Cycleway Extension and Regatta Ground Car Park and stormwater upgrade project.</p> <p>(i) Balance funding to complete the project, in the order of \$485,000, be considered in the development of the City's 2021-22 CAPEX Program.</p>	Director City Amenity	Tenders for the works will be advertised shortly
	<b>West Hobart Recreation Ground, Lansdowne Crescent Primary School- Licence Amendment and Landscape Plan</b> Open Council 21/9/2020, item 14	<p>That the licence agreement between the City of Hobart and the Department of Education, dated 25 February 2014, covering the Lansdowne Crescent Primary School's playground area located within the adjoining West Hobart Recreation Ground, be amended to increase the footprint of the licenced area in order for the School to incorporate new landscaping to improve connectivity across the steep site.</p> <p>The Council approve the landscape plan for the area to be funded and undertaken by the School, to the satisfaction of the General Manager.</p>	Director City Amenity	The Council decision is being actioned.



**8. RESPONSES TO QUESTIONS WITHOUT NOTICE**

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

**The General Manager reports:-**

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

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

**8.1 Hobart Rivulets - Impact on Flora and Fauna**  
**File Ref: F20/101683; 13-1-10**

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Memorandum of the Director City Amenity of 5 October 2020.

Delegation: Committee

*That the information be received and noted.*



City of **HOBART**

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

## **Response to Question Without Notice**

### **HOBART RIVULETS - IMPACT ON FLORA AND FAUNA**

**Meeting:** Parks and Recreation Committee      **Meeting date:** 10 September 2020

**Raised by:** Deputy Lord Mayor Burnet

**Question:**

Could the Acting Director please provide the Committee with an update on the status of Hobart's main rivulets – including Sandy Bay, Hobart, Maypole, Brushy Creek and New Town Rivulets - relating to impacts on flora and fauna from development and any water sampling results?

**Response:**

In meeting its obligations under the State Policy on *Water Quality Management 1997* and the *Urban Drainage Act 2013* the City operates a waterway monitoring program.

The City currently undertakes monthly sampling of 20 sites across its catchments for E. Coli (sewerage) contamination and Enterococci (water way organic health), with data recorded since 2004, with some site variations.

The results inform the City as to potential other locations for further targeted testing and investigation. Subsequent investigations are undertaken in consultation with TasWater and the Derwent Estuary Program.

The City is currently reviewing its testing sites' program in consultation with community and government partners, including the Derwent Estuary Program and TasWater, with the intent to strengthen focus on areas of high ecological/recreational value.

The City is also working at improving how it engages with the community around water sampling, including investigation methods for publicising a rolling 3/5 year result on the City website.

As is commence national trend for urbanised catchments, the City does not currently meet water quality standards in all areas, predominantly due to historical infrastructure, long term settlement and current catchment usages that hinder potential longer term improvements.

It is noted however that water quality is measured against Australian Water Quality Guidelines that were established as an aspirational target under the Federal State of Environment report structure.

Despite this, the City remains committed to working collectively with its partners, community and developers to improve the City's urban catchment.

The City requires developers undertaking construction activities to have in place Soil and Water Management Plans to prevent sediment from entering nearby waterways.

The City's own construction and repair works recently undertaken in close proximity to its rivulets has significantly reduced due to the completion of the 2018 Flood repair works in July 2020.

Refer for information.

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



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 5 October 2020  
File Reference: F20/101683; 13-1-10

## **9. QUESTIONS WITHOUT NOTICE**

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

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the General Manager or the General Manager's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
  - (i) offer an argument or opinion; or
  - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Members, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
  - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
  - (ii) a written response will be provided to all Elected Members, at the appropriate time.
  - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

## 10. CLOSED PORTION OF THE MEETING

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### RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Leasing of Council land.

The following items are listed for discussion:-

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