



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 25 November 2020

at 5:15 pm

THE MISSION

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

THE VALUES

The Council is:

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

ORDER OF BUSINESS

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

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**City Infrastructure Committee Meeting (Open Portion) held Wednesday,
25 November 2020 at 5:15 pm.**

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

COMMITTEE MEMBERS

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

Apologies:

Leave of Absence: Nil.

NON-MEMBERS

Zucco
Briscoe
Sexton
Thomas
Dutta
Sherlock
Coats

**1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A
VACANCY**

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the City Infrastructure Committee meeting held on [Wednesday, 23 September 2020](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Members of the Committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the Committee has resolved to deal with.

5. TRANSFER OF AGENDA ITEMS

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A Committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the Committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

6. REPORTS

6.1 City Infrastructure Committee - COVID-19 Format File Ref: F20/124244

Memorandum of the General Manager of 19 November 2020.

Delegation: Committee

City of **HOBART****MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE****City Infrastructure Committee - COVID-19 Format**

At its meeting of 9 November 2020, the Council resolved to resume physical Council meetings in the Council Chamber from the 23 November 2020, subject to conditions and in accordance with Public Health advice.

The General Manager noted that an item would be placed on each Council Committee agenda to enable each Committee to determine if they wish to return to physical meetings or remain on the Zoom format.

If physical meetings are to resume then the Lady Osborne Room will be configured to ensure the Public Health recommendations of 1.5m physical distancing and 1 person per 2m² is maintained.

A Covid Safe Plan for the return to physical meetings will be circulated to elected members as soon as practicable.

RECOMMENDATION

That the matter be considered by the City Infrastructure Committee.

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

N D Heath
GENERAL MANAGER

Date: 19 November 2020
File Reference: F20/124244

**6.2 Elizabeth Street (Midtown) Retail Precinct - Proposed Streetscape
Concept
File Ref: F20/105829**

Report of the Senior Advisor - Place Making, the Executive Manager City Place Making and the Director City Planning of 20 November 2020 and attachments.

Delegation: Council

**REPORT TITLE: ELIZABETH STREET (MIDTOWN) RETAIL PRECINCT -
PROPOSED STREETSCAPE CONCEPT****REPORT PROVIDED BY:** Senior Advisor - Place Making
Executive Manager City Place Making
Director City Planning**1. Report Purpose and Community Benefit**

1.1. The purpose of this report is to:

1.1.1. Present results of feedback recently collected from broad community engagement on the proposed streetscape concept design for Elizabeth Street, between Melville and Warwick Streets.

1.1.2. Recommend revisions to the draft concept based on this feedback.

1.2. If implemented, the development would provide benefits for the long term in this growing activity corridor, including:

1.2.1. An improved active travel environment on Elizabeth Street, including wider footpaths, improved crossing points, and an uphill bicycle lane;

1.2.2. Support for the business community by providing a more attractive street environment, with more space for outdoor dining, trade and activities; and

1.2.3. A more comfortable and welcoming street environment that encourages people to stay, spend time and interact, with seating, greening, poster pole and public art.

2. Report Summary

2.1. The draft concept design (**Attachment A**) was developed with consideration of the community-based Project Action Team's principles, desired outcomes and recommendations.

2.2. The concept was tested with key stakeholders in August 2020, and results were reported to the City Infrastructure Committee at its September 2020 meeting.

- 2.3. In October 2020, the plans were shared with the broader community for feedback which was collected via online survey on YourSay.
- 2.4. The draft concept was developed just prior to COVID-19 and therefore the scope reflects the highest priority needs across the three blocks of the project area, with the scope reflecting the pre-COVID budget allocation that was notionally \$2.35 million.
- 2.5. Although the City is not currently positioned to provide the capital funding to implement the streetscape upgrade, project planning is continuing, including the recent broad community consultation, so that implementation can occur as and when future funding opportunities arise.
- 2.6. 183 surveys were completed, in this stage, with about 71% of respondents being supportive of the overall concept design.
- 2.7. The level of support is consistent with the previous 'key stakeholder' engagement stage, in which 70% of respondents were supportive of the draft concept.
- 2.8. Among those that were not satisfied with the concept, the chief concerns are the reduction of car parking and the design of the bicycle lane.
- 2.9. Should the Council be supportive of the proposed concept, a further report would be provided next year with an implementation outline, including funding sources, cost estimate, financial implications and proposed timing of works.
- 2.10. UTAS has indicated an intention to contribute to the streetscape upgrade of Block 1, generally in line with the proposed concept.
- 2.11. This funding opportunity is being worked through currently, and will be reported to the Council in the first quarter of 2021, as part of the implementation plan.

3. Recommendation

That:

1. ***The draft concept design for Elizabeth Street Midtown Retail Precinct project, be generally endorsed as a framework for future streetscape development in the project area, noting that the Council is not in a position to fund the implementation at this time.***
2. ***That any decision on the final uphill bike lane treatment be determined following the trial of uphill bike lane as part of the 12 month 'Ready for Business' pilot project.***

3. ***A further report be provided to the Council in the first quarter of 2021, outlining an implementation plan including cost estimates, financial impacts, funding source/s and proposed timing.***
4. ***A detailed report addressing the potential loss of car parking within the Elizabeth Street Precinct be referred to the Finance and Governance Committee at the appropriate time.***

4. Background

- 4.1. The City has invested in streetscape upgrades in recent years, with developments in Sandy Bay, the Waterfront, Lenah Valley, South Hobart, New Town, Salamanca Place and the Elizabeth Bus Mall.
- 4.2. The improved streetscapes encourage economic vibrancy; enhance community pride; and improve the safety, walkability and amenity of Hobart's activity streets.
- 4.3. The Council has considered the Elizabeth Street Retail Precinct upgrade project at various stages:
 - 4.3.1. March 2019, briefing – street analysis: land use and development including UTAS future consolidation into the city, transport and movement data, infrastructure, strategic alignment, walkability assessment.
 - 4.3.2. June 2019, report: Recommendations of the community-based Project Action Team (PAT).
 - 4.3.3. December 2019, briefing: Key design directions based on street analysis and recommendations of the PAT.
 - 4.3.4. September 2020, report: Draft concept design and results of key stakeholder engagement.
- 4.4. At its meeting of 12 October 2020, the Council adopted the following recommendations, that (inter alia):
 - 4.4.1. *Broader community consultation now be undertaken on the draft concept design for the Elizabeth Street Retail Precinct upgrade, followed by a further report to include a summary of all feedback received, officer responses to the feedback and a revised draft concept including any proposed changes in response to feedback received.*

- 4.4.2. *A detailed report addressing the potential loss of car parking within the Elizabeth Street Precinct be referred to the Finance and Governance Committee at the appropriate time.*
- 4.5. The draft concept design has now been tested with the broader community, and included in this report is:
 - 4.5.1. An engagement summary report from the broad community consultation stage (**Attachment B**).
 - 4.5.2. Officer responses to the key themes raised in the feedback.
- 4.6. Should the Council endorse the concept, a further report will provide information around implementation, including financial impacts, funding sources, cost estimates and programming of works.

5. Proposal and Implementation

- 5.1. Elizabeth Street connects the Waterfront to North Hobart, and is appreciated by the community as Hobart's historic 'main street' movement and activity corridor.
- 5.2. Despite high pedestrian use, conditions for walking vary along the corridor, and are relatively poor through the Midtown area.
- 5.3. **Attachment A** shows the draft concept, prepared in response to recommendations of the community-based Project Action Team.
- 5.4. The draft concept was developed prior to COVID-19, and at that time the project was included on the City's capital works program with implementation notionally programmed for 2020-21.
- 5.5. The draft concept has been shared with key stakeholders (in August 2020) and the wider community (in October 2020), accompanied by an explanation that while funding was not currently available, feedback was being sought in order to get 'shovel ready' for any external funding that may eventuate.
- 5.6. Given the previous capex budget of \$2.35 million, the draft concept does not propose works covering the whole project area, but presents the highest priorities across the three blocks, based on use and activity, and community feedback, with most of the change proposed in the block between Brisbane and Melville Streets.

- 5.7. The survey asked respondents to indicate their level of approval for each block, with opportunities for elaborating with free text boxes. More information is provided about the engagement methods in Section 13 of this report.
- 5.8. 183 surveys were completed during the October engagement stage, with about 71% of respondents being supportive of the overall concept design.
- 5.9. The level of support is consistent with the August 'key stakeholder' engagement stage, in which 70% of respondents were supportive of the draft concept.

Feedback received during broad community consultation

- 5.10. The key outcomes of the feedback received are presented below, block by block, and then across the whole project area, as follows:

Responses to Block 1 – Melville and Brisbane Streets

- 5.11. The majority of respondents were happy / very happy with the draft concept for Block 1.
- 5.12. 52.2% were happy, 34.6% were unhappy, 8.2% felt neutral.
- 5.13. Among the unhappy / very unhappy cohort, the top concerns were:
 - 5.13.1. Reduction in on-street car parking – 31 people want more parking retained in block 1.
 - 5.13.2. The design of the bike lane – 12 people call for a fully separated lane not just line marking, in block 1.
 - 5.13.3. Less-frequently raised issues included - against provision of a bike lane altogether (8), fears about traffic congestion (6), not wanting to see any outdoor dining (4).
- 5.14. Among those who were happy or very happy with the design, the features receiving the most comments of support were (in order): the uphill bike lane, trees and greenery, and wider footpaths.

Responses to Block 2 – Brisbane to Patrick Streets

- 5.15. About 50% of respondents were satisfied with Block 2 (indicating either happy or very happy) about 30% were unsatisfied (either unhappy or very unhappy) and the remainder were neutral.

- 5.16. The bike lane design is the big issue in Block 2. Parking received half the number of mentions as Block 1, indicating that while it is still a concern for some, the retention of more on-street parking in Block 2 is appreciated.
- 5.17. Among the unhappy / very unhappy cohort in Block 2, the top concerns were:
- 5.17.1. The design of the bike lane –15 people called for a fully separated lane and not just line marking through block two.
 - 5.17.2. 14 people requested Block 2 be left as it is - no development.
 - 5.17.3. 13 people mentioned that retaining more on-street parking was important.
 - 5.17.4. A smaller number of people called for no bike lane at all (5), removal of more parking to widen footpaths (4) and calls for more greening (3).
- 5.18. Among those who are happy with the concept in Block 2, the features that received most favourable comments were:
- 5.18.1. The inclusion of an uphill bike lane.
 - 5.18.2. Cultural garden (potential collaboration with Tasmanian Aboriginal Centre).
 - 5.18.3. Wider footpaths.

Responses to Block 3 – Patrick to Warwick Street

- 5.19. About 49% of respondents were satisfied with Block 3 (indicating either happy or very happy) about 35% were unsatisfied (either unhappy or very unhappy) and the remainder were neutral.
- 5.20. The bike lane design is the top concern in Block 3, with 14 respondents calling for a separated lane in this block.
- 5.21. However, amongst the satisfied respondents, 30 mentioned appreciation for inclusion of an uphill bike lane.
- 5.22. Leaving the block 'as it is for now' was mentioned 13 times by unsatisfied respondents. Some feel any investment in the streetscape is unwarranted given potential property redevelopment and change of use in the future.

5.23. Retaining on-street parking was mentioned by 10 respondents.

5.23.1. A smaller number of unsatisfied respondents called for no bike lane at all (5), removal of more parking to widen footpaths (3), more greening (5) and no outdoor dining (2).

Conclusions - feedback across the whole project area

5.24. Over all three blocks, installation of an uphill bike lane is the most popular feature, with over 100 positive mentions.

5.25. However, negative comments about the design of the lane, with preference for a separated lane, were recorded 41 times.

5.26. Safety of bicycle riders was the rationale for those who commented about the design of the lane.

5.27. There were 67 positive mentions for greenery, street planting and trees.

5.28. There were 60 positive mentions about wider footpaths.

5.29. There were 27 mentions where respondents were against the proposed changes to the streetscape (this was all concentrated in Blocks 2 and 3).

5.30. After taking respondents through each block, the survey then asked about overall support for the project going ahead.

5.31. 71% of respondents were very or somewhat supportive of the overall concept being implemented. 38.3% were very supportive and 32.8% were somewhat supportive.

5.31.1. Of those who were somewhat supportive, the main concerns related to the bike lane design (preference for separated) and reduction in on-street parking.

5.32. 12% of respondents do not want any change at all.

5.33. 16.4% would like something different.

Other feedback about the concept (not included in survey analysis above)

5.34. Written submissions and conversations have added to the feedback from the survey, with comments received from organisations including RACT, University of Tasmania (UTAS), Cycling South, Country Women's Association, Heart Foundation, Metro Tasmania, Bicycle Network, these are shown in the Engagement Summary Reports from this and the previous consultation stages. **(Attachment B)**.

- 5.35. During the course of this engagement period, local business operator Louise Bloomfield, conducted her own 'SurveyMonkey' poll, relating to the Midtown draft concept design.
- 5.36. Ms Bloomfield also submitted a letter referring to her poll results and this is included in the Engagement Summary Report (**Attachment B**).
- 5.37. In this letter Ms Bloomfield's notes that the majority of her poll respondents do not want to see a bike lane installed at all, want an increase in parking, and wouldn't use outdoor café seating.
- 5.38. These specific themes raised by Ms Bloomfield are discussed in this report.

Key themes discussion

- 5.39. Analysis of the survey responses has revealed that the majority of respondents (71%) want the project to proceed.
- 5.40. The most commented upon features amongst those who support the project relate to:
 - 5.40.1. Uphill bike lane.
 - 5.40.2. Greenery and street trees.
 - 5.40.3. Wider footpaths and a greater pedestrian focus.
- 5.41. Smaller numbers of positive comments were received around outdoor dining, the cultural garden (block 2), pleasant environment, reduced impact of vehicles, seating and street art.
- 5.42. 28.4% of respondents don't support the project, they either want nothing to change (12%) or want a different proposal (16.4%).
- 5.43. Amongst those who were unhappy or very unhappy (across each of the blocks) the key themes related were:
 - 5.43.1. Concerns the proposed bicycle infrastructure (some preferring no lane at all, but most calling for a higher level of separation from vehicles).
 - 5.43.2. Concerns about the loss of on-street car parking spaces.
 - 5.43.3. A preference to 'leave it as it is'.
 - 5.43.4. Other minor themes include: wanting more greenery, wanting more parking removed, more footpath widening, and being against outdoor dining.

- 5.44. The main concerns (bicycle infrastructure and loss of car parking) are detailed further below, with staff commentary.

Bicycle infrastructure

- 5.45. The uphill bike lane was the most commented upon feature of the draft concept, with 100 positive comments welcoming the provision, but 41 comments requesting a higher level of safety in the design – generally calling for physical separation between bicycles and motor vehicles.
- 5.46. A smaller number of comments (18) did not want to see a bike lane included at all.
- 5.47. Improving conditions for riding bikes in Hobart is a strategic objective that is shared by the Council and the Tasmanian Government, and captured both in the City Deal and the Capital City Strategic Plan.
- 5.48. Hobart's Capital City Strategic Plan includes strategies to:
- 5.48.1. Prioritise opportunities for safe and integrated active transport.
 - 5.48.2. Support and encourage more people to ride bicycles through the development of safe paths and streets, separated cycleways, end of trip facilities and related infrastructure.
- 5.49. The City Deal, through the Greater Hobart Transport Vision, aims to develop the active transport network of infrastructure in the City's roads.
- 5.50. Elizabeth Street as an active travel corridor is a strategic direction that is shared by the Tasmanian Government in its Transport Vision for Greater Hobart.
- 5.51. Given the significant concerns raised about the bicycle lane design, an independent design review and options analysis was undertaken by transport planners CDM Research.
- 5.52. The CDM report evaluates options according to safety, rider comfort and constructability in the Elizabeth Street corridor. The report is shown at **Attachment D**.
- 5.53. This report evaluates six options, these being:
- Mixed traffic (no bicycle lane).
 - Uphill bicycle lane (as proposed in the draft concept).
 - Central median (as is found between Warwick and Burnett Streets).

- Two-step protected uphill bicycle lane (providing separation).
- Buffered bicycle lane (as proposed in draft concept but with a 0.6m wide painted chevron buffer).
- Bicycle lanes in both directions.

5.54. An extract from the report showing the relative scores achieved by each option against three performance criteria (safety, rider comfort and constructability) is provided below:

Option	Safety	Rider comfort	Constructability	TOTAL
1: Mixed traffic	••	••	•••••	9
2: Uphill bicycle lane	•••	•••	••••	10
3: Central median, no bicycle lane	•	•	••••	6
4: Two-step protected bicycle lane	•••••	••••	•	10
5: Buffered bicycle lane	••••	•••	••••	11
6: Bicycle lane in both directions	••	••••	••••	10

- 5.55. Of the options, the buffered lane was the highest ranked, when safety, rider comfort and constructability were taken into account. It scored 4/5 for safety, 3/5 for rider comfort and 4/5 for constructability.
- 5.56. The two-step protected lane was the highest scoring option for safety with a 5/5 score, and equal highest for comfort with 4/5. But it scored only 1/5 for constructability, being an expensive and technically more difficult solution.
- 5.57. The painted uphill lane (no buffer) that was included in the draft concept scored 3/5 for safety, 3/5 for comfort and 4/5 for constructability.
- 5.58. The buffered bike lane scored equally well for constructability as the painted lane, but provides a safety improvement.
- 5.59. The CDM report has been shared and discussed with representatives of Cycling South and Bicycle Network, and if the Council is supportive in general of moving to detail design, discussions with these stakeholders would continue as the concept is developed.
- 5.60. A number of stakeholders including the RACT, Cycling South, Bicycle Network and many community members, view the retention of parking on both sides of the street as an unfavourable compromise, making it more difficult to achieve a safe bicycle lane.

- 5.61. The Project Action Team included a separated uphill lane in its list of recommendations.
- 5.62. Elizabeth Street (particularly in Block 1) is relatively narrow for the functions it performs, and a bicycle lane adjacent to parked cars requires additional width to avoid placing the rider in the car door zone; a high risk position for crashes.
- 5.63. It is considered that CDM's recommendation, for the painted bike lane with chevron buffer, is an improvement on the painted lane without buffer in the draft concept, but it is unlikely to satisfy those who are advocating for physically separated provision, or a kerbside lane.
- 5.64. If the Council is supportive, there is an opportunity to install the CDM recommended design – painted uphill lane with chevron buffer – as part of the Ready for Business dining deck pilot.
- 5.65. This would allow for the design to be trialled, providing valuable information for detail design.

Concerns about loss of parking

- 5.66. The second strong theme revealed in the feedback is a concern about car parking spaces being reduced in number along the street.
- 5.67. The CWA Gift Shop, and some other retail businesses in Midtown are concerned about any loss of on-street car parking in the first block (from Melville Street to Brisbane Street), with this being underpinned by a perception that there is a parking shortage in the area.
- 5.68. The bike shop and sewing machine shop trade in bulky, heavy goods and feel that a short term car parking space is important to be very close to those business. CWA has explained the importance of elderly volunteers delivering baked goods to the shop, as a key reason for needing a short term space.
- 5.69. The draft concept responds to these particular concerns and the different needs of various traders in the block by retaining the parking adjacent to CWA Gift Shop, Ken Self Bikes and Easy Sew Sewing Centre.
- 5.70. The concerns about the availability of car parking in the block are potentially due to a lack of awareness about the actual provision of car parking in the precinct.
- 5.71. In Block 1, 15 on street parking spaces are proposed to be removed to widen footpaths and provide space for people.

- 5.72. 6 on-street spaces would remain, four of which are positioned close to businesses who have a strongly expressed preference for on street spaces to remain due to the specific nature of their business and customers' needs.
- 5.73. 100 metred public spaces are located in the Melville Street Car Park. It is approximately 25 metres, step-free, from the undercover facility to the middle of Block 1.
- 5.74. This facility is currently underutilised with pre-COVID average useage data showing more than 50% of spaces are available in the middle of the day (the busiest time of the day).
- 5.75. The facility includes three dedicated accessible parking spaces.
- 5.76. Pricing is currently at \$2 per hour for a maximum of 3 hours between 9am-6pm Monday-Saturday, and is unmetered at other times. Parking is available 24/7.
- 5.77. The 'visibility' of the Melville Street parking facility has been previously raised as an issue by traders, and social media and radio ads were deployed last year to raise awareness leading up to Christmas.
- 5.78. Feedback in the recent survey and associated social media commentary indicates that despite these efforts, Midtown has developed something of a reputation for lack of parking that doesn't reflect the existing off street parking provision.
- 5.79. The City's Communications and Parking Operations staff are working together on an awareness campaign to increase the profile of the car park, including the use of signage, the City's website and filming of the arrival experience to share on social media, all designed to make it easier for people to 'discover' the facility.
- 5.80. A suggestion has also been made to change the name of the car park to 'Midtown Car Park'. Currently known as the 'Melville Street Carpark', it is often confused with the Hobart Central Carpark which is also on Melville Street.
- 5.81. While Block 1 would see a significant change to the amount of on street parking, Blocks 2 and 3 would be less impacted overall.
- 5.82. Block 2 would retain 19 spaces, with a proposed reduction of 3 spaces. Block 3 would retain 18 with up a proposed reduction of 5 spaces.
- 5.83. With regard to loading arrangements and time limits of on-street spaces, work would still need to be done in consultation with the stakeholders to determine their needs and the optimal balance of parking type.

Preference for no upgrade

- 5.84. A smaller theme was a preference for no upgrade. This was concentrated in Blocks 2 and 3, and was responding to the perception that there was less activity warranting the investment required.
- 5.85. It is acknowledged that Blocks 2 and 3 would be considered lower in priority compared with Block 1. This is because Block 1 has a greater number of pedestrian attractions and activities, whereas Blocks 2 and 3 have more of a movement corridor function at the current time.
- 5.86. The exception to this priority assessment is Patrick Street intersection, which is un-signalised and has qualified for 'Black Spot' funding to improve pedestrian safety.

6. Implementation

- 6.1. Should the Council be supportive of the proposed concept, a further report would be provided next year with an implementation outline, including funding sources, cost estimate, financial implications and proposed timing of works.
- 6.2. In light of the changed circumstances, the delivery approach would pivot towards pursuing funding opportunities for smaller, individual projects that strongly align with the community's priorities for the precinct, under a broader umbrella of the Elizabeth Street Retail Precinct, rather than developing a streetscape upgrade as one large project.
- 6.3. A number of smaller projects are already being progressed, to deliver aspects of the Project Action Team's vision for the future street, including:
- 6.4. Vibrance Festival, 2021:
 - 6.4.1. Several COVID scenarios are planned and the festival is expected to go ahead in February 2021.
 - 6.4.2. Vibrance was a successful recipient of the Creative Hobart grants program (2019) with a number of murals in Midtown being funded by the Council (in 2019) and more recently, by UTAS.
- 6.5. Reduction of speed limits, to 40km in the city streets, including Elizabeth Street to Brisbane Street. This has recently been approved and was a key recommendation of the Project Action Team.
- 6.6. Improved pedestrian crossing facility at the Patrick and Elizabeth Street corner:

- 6.6.1. A raised threshold is being designed for the corner of Patrick and Elizabeth Streets with implementation planned for the first half of 2022.
- 6.6.2. This project is recipient of Commonwealth Government funding (the Black Spot program).
- 6.7. Temporary outdoor dining decks – ‘Ready for Business’:
 - 6.7.1. Elected Members have received a memorandum outlining a 12 month trial which will see four outdoor dining decks installed in Elizabeth Street between Melville and Brisbane Streets, with \$80,000 funding from the Tasmanian Government’s ‘Ready for Business’ program.
 - 6.7.2. The purpose of the program is to provide space for COVID-safe service of food and beverages to support local businesses in the sector.
 - 6.7.3. The trial will provide opportunities to test and evaluate impacts on the street resulting from the removal of seven on street car parking spaces, the addition of 64m² of space for staying activities, and the effectiveness of the bike lane design.
 - 6.7.4. Should the pilot be successful, there would be an opportunity for the City to develop a policy and framework for extending the program, enabling traders in other streets and precincts to provide their own infrastructure (subject to meeting various suitability criteria).
- 6.8. Block party – Christmas activations:
 - 6.8.1. Midtown traders are staging their own block party on 5th December, with funding and officer support being provided by the City of Hobart (Grants and Activation team).
 - 6.8.2. The block party will see a temporary closure of Block 1 to allow for a Christmas celebration designed and delivered by the business community in the block.
- 6.9. Melville Street public parking facility - raising awareness:
 - 6.9.1. Staff are progressing a campaign to improve the visibility of the Melville Street parking facility.
 - 6.9.2. Temporary signage, City of Hobart and Hello Hobart Social Media posts and communications around the Block Party will help the facility be more widely known about.

6.10. The potential delivery of streetscape upgrade of Midtown Block 1

- 6.10.1. It is understood that the UTAS is highly supportive of the proposed permanent improvements in Midtown Block One (Melville Street to Brisbane Street), given the proximity of the current UTAS student residential facility (PBSA1), and the next stage residential (PBSA2) and teaching/support (Podium Building) facilities in Melville Street, to be open in 2021.
- 6.10.2. To support this, and subject to further discussions, UTAS has indicated that it wishes to use the rates equivalency mechanism agreed in the 2019 Heads of Agreement between the Hobart City Council and the University of Tasmania, to contribute to the construction of the proposed permanent treatment of Block One, as detailed in this report.
- 6.10.3. It is understood that subject to next stage design development, costings and Council final approval, this UTAS investment would allow for the delivery of many of the elements detailed in the current design concept for Block One, including footpath widening, uphill bicycle lane, tree plantings and furniture provision.
- 6.10.4. In terms of timing, taking account of the 12 month 'Ready for Business' pilot, and time needed for design, any construction in Block One would take place in 2022.
- 6.10.5. This would support the optimal coordination of streetscape works with a planned TasWater water main upgrade, to avoid two periods of construction-induced interruption in the block.
- 6.10.6. Opportunities would also be sought, as part of the infrastructure project, to install conduit to assist with delivery of Connected Hobart outcomes.

7. Strategic Planning and Policy Considerations

- 7.1. Investment in Hobart's local retail precincts is an action of the Hobart City Deal – Key focus area 6: smart, liveable and investment-ready city.
- 7.2. Pillar one of the Capital City Strategic Plan underpins the retail precinct projects, including:
 - 7.2.1. "1.2.1 In collaboration with communities and stakeholders, continue and extend the program of city improvements and precinct upgrades".

8. Financial Implications

8.1. Funding Source and Impact on Current Year Operating Result

- 8.1.1. No City capital expenditure funding is being sought for implementation at this time, and no impacts on the current year operating results are expected.
- 8.1.2. The cost associated with the trial of a painted uphill bike lane, with the addition of a painted chevron buffer, would be met out of current City Planning budget allocations.
- 8.1.3. UTAS has indicated an intention to contribute to the streetscape upgrade of Block 1, generally in line with the proposed concept. This opportunity is being worked through currently, and will be reported to the Council in the first quarter of 2021, as part of an implementation plan.
- 8.1.4. As requested by the Council in its report of 8 July 2019, a further report will be provided around forecasted financial impacts due to proposed removal of on street car parking spaces.

8.2. Impact on Future Years' Financial Result

- 8.2.1. The anticipated future operational costs or income impacts would be provided as part of next stage reporting to the Council in the first quarter of 2021.

8.3. Asset Related Implications

- 8.3.1. Asset related implications (write offs, depreciation, maintenance costs, etc.) would be provided in a future report prior to the commencement of capital works.

9. Legal, Risk and Legislative Considerations

- 9.1. There are none at this time.

10. Environmental Considerations

- 10.1. No specific environmental considerations are associated with the proposal.
- 10.2. Generally, the project supports low emissions transport and increased residential density in the city, which are considered sustainable planning outcomes.

11. Social and Customer Considerations

- 11.1. Consultation has been undertaken in accordance with the City's Engagement Framework and Policy.
- 11.2. The draft concept has been developed in response to the recommendations of the community-based project action team.

12. Marketing and Media

- 12.1. Radio and press have reported on the project in this recent engagement stage, to increase awareness and encourage participation in the survey.
- 12.2. As aspects of the project be implemented, should this be approved by the Council, media and marketing opportunities would be considered.

13. Community and Stakeholder Engagement

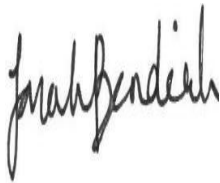
- 13.1. The project has been developed from the start using contemporary engagement practices based on IAP2 core principles and with a range of engagement methods to provide many opportunities for any interested party to participate.
- 13.2. The results of previous engagement stages have been previously reported to the Council, in July 2019 and September 2020.
- 13.3. The purpose of the current engagement was to seek broader community feedback on the draft concept design, and to gauge the level of support.
- 13.4. The objectives for the engagement were to:
 - 13.4.1. Inform interested community members about the current status of the project, including the journey so far and the current status of funding.
 - 13.4.2. Invite participation by the broader community into the engagement process.
 - 13.4.3. Encourage participation by new and previously un-engaged community members.
 - 13.4.4. Consult with the wider community to understand the level of support for the concept design.
- 13.5. The following methods were used to reach and invite participation:
 - 13.5.1. Draft concept design information sheet (as for key stakeholder engagement).

- 13.5.2. Your Say Hobart project page – contained draft concept designs and online survey.
- 13.5.3. Facebook posts.
- 13.5.4. Media release (Mercury article, ABC Radio interviews).
- 13.5.5. E news (project bulletin emailed to registered stakeholders).
- 13.6. Many previously ‘un-engaged’ community members were provided feedback in this stage which was a key objective for this exercise.
- 13.7. Demographics and respondents’ previous levels of engagement can be examined in the summary report (**Attachment B**). In short:
 - 13.7.1. 183 people completed the online survey.
 - 13.7.2. 10,006 people were reached on Facebook, with 319 reactions (like, etc), 803 post clicks, 169 comments and 13 shares.
 - 13.7.3. There were 1825 visits to the Your Say Hobart Midtown project page between 13 October and 2 November.
 - 13.7.4. The draft concept plan was downloaded 637 times.
- 13.8. In addition to the broad community engagement and survey, key agency stakeholders have been consulted including UTAS, Department of State Growth, Metro Tasmania, Cycling South, Bicycle Network Tasmania, RACT, CoH Access Advisory Committee.
- 13.9. Many City of Hobart staff have also contributed to the project, representing City Mobility; Community Engagement; Parking Operations; Design Services; City Planning Administration; Communications; Roads; Smart Cities; Assets; Activation and Grants; Parks; Stormwater; Public Art; Cleansing and Solid Waste; Legal Services and City Placemaking.

14. Delegation

14.1. This is a matter for the Council to determine.

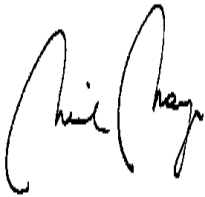
As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Sarah Bendeich
SENIOR ADVISOR - PLACE MAKING







Philip Holliday
EXECUTIVE MANAGER CITY PLACE MAKING



Neil Noye
DIRECTOR CITY PLANNING

Date: 20 November 2020
File Reference: F20/105829

Attachment A: Draft Concept Design - Information Sheet ↓ 
Attachment B: Engagement Summary Report - Community Consultation ↓ 
Attachment C: Engagment Summary Report - Key Stakeholders ↓ 
Attachment D: CDM Research Technical Note - cycling provision in Elizabeth Street (Midtown) Streetscape improvements ↓ 

ELIZABETH STREET RETAIL PRECINCT

Midtown Streetscape Upgrade Project DRAFT CONCEPT FOR CONSULTATION

BACKGROUND

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

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

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

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

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



New footpath paving and repurposing some road space for street life

Uphill bicycle lane improves active mobility choices

Kerb extensions enhance informal midblock crossing

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

For more information and register for updates: yoursay.hobartcity.com.au/midtown

WE WANT TO HEAR FROM YOU

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

WHEN WILL THE PROJECT BE BUILT?

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

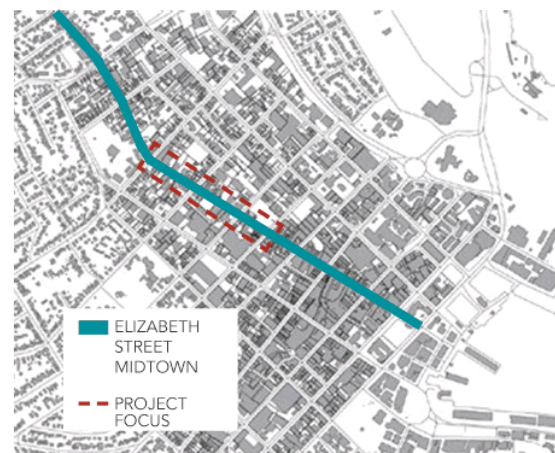
HOW YOU CAN GET INVOLVED

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

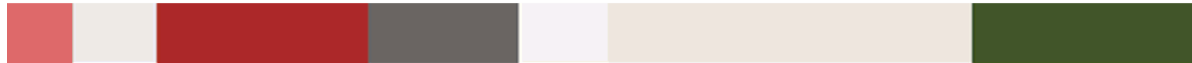


Or scan this code with the camera on your phone or tablet to be taken directly to the online survey.

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



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



VISION - MDTOWN IS A MAIN STREET THAT IS:

INCLUSIVE

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

ACTIVE

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

GREENER

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

VIBRANT

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

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



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

LAYERS OF HISTORY

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

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

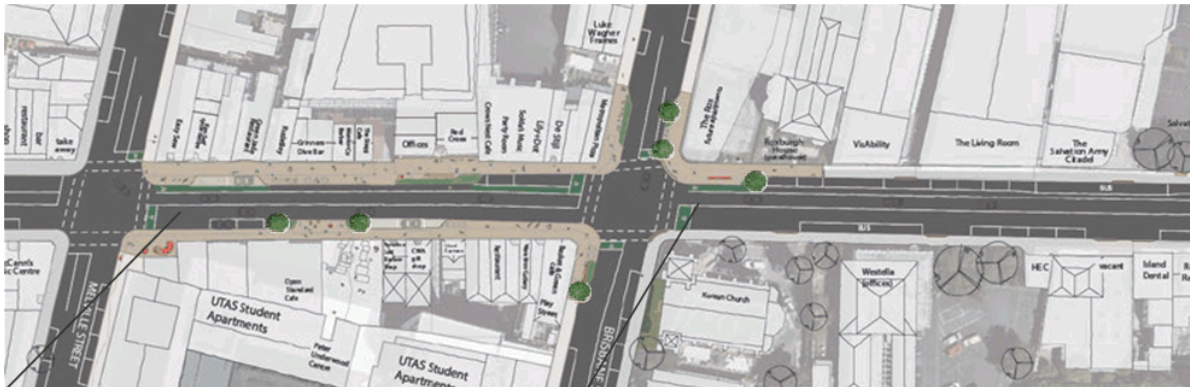
In 1832, the Aboriginal survivors of the Tasmanian frontier wars were marched down Elizabeth Street, from the home of George Augustus Robinson (near the garden on the Warwick Street corner), to Franklin Square, to be taken to Wybalenna, Flinders Island.

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

STREETSCAPE IMPROVEMENTS - CONCEPT PLAN

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

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



BLOCK 1 MELVILLE STREET TO BRISBANE STREET

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

What it needs most:

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

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

BLOCK 2 BRISBANE STREET TO PATRICK STREET

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

What it needs most:

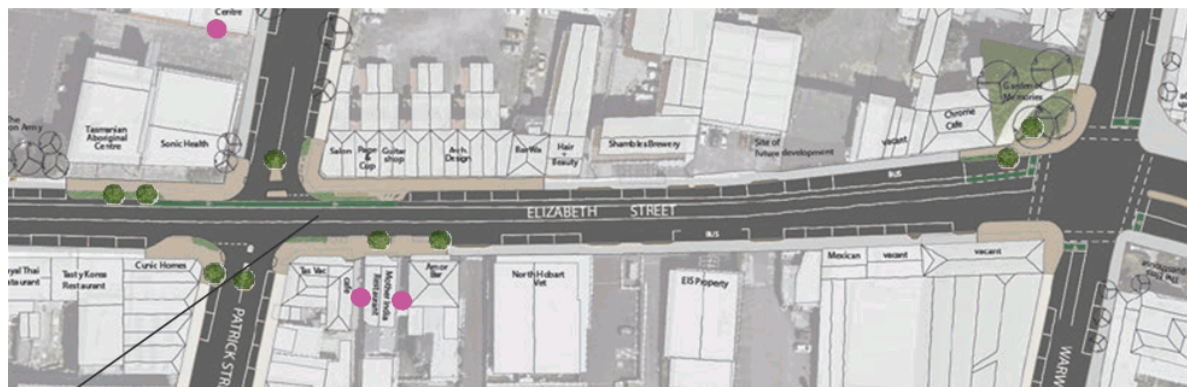
Focus on improving accessibility and walkability of the principle walking route

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

ACTIVATION IN MIDTOWN

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

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



BLOCK 3 PATRICK STREET TO WARWICK STREET

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

What it needs most:

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

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

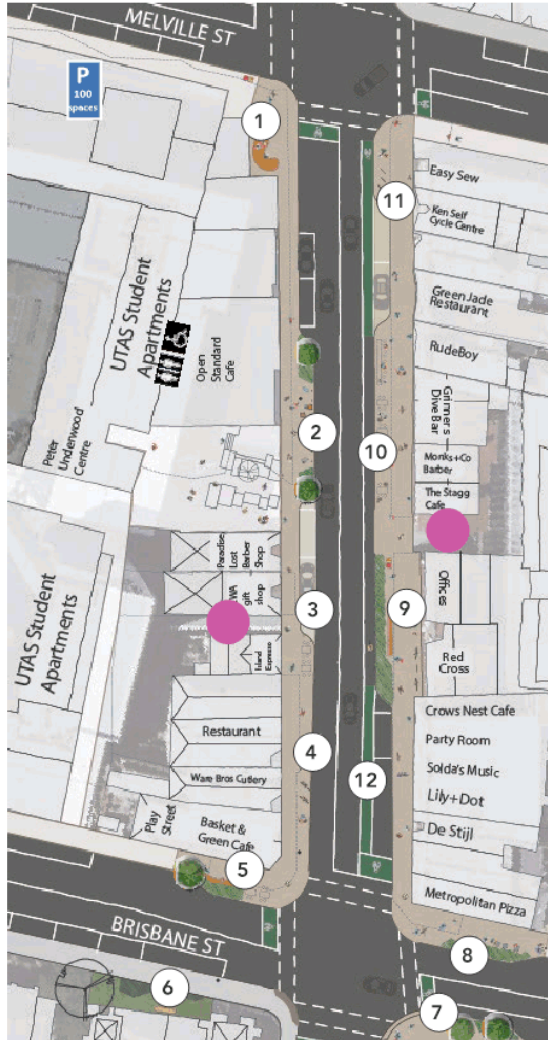
CREATIVE HOBART

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

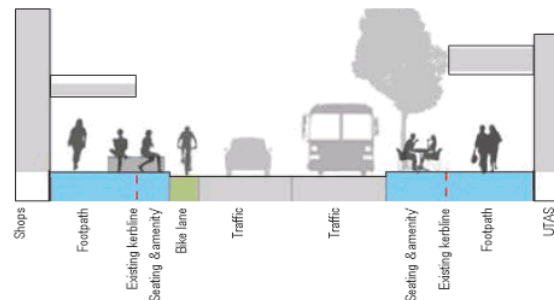
The City of Hobart will work with Vibrance Festival to deliver a series of 5–6 street art murals within Midtown. These public art commissions will be a part of Vibrance's larger festival program that will see Midtown come to life across 7 days in February 2021 with additional murals, events, music and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

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

More information on how to participate can be found at www.vibrancefestival.com

BLOCK 1 MELVILLE STREET TO BRISBANE STREET

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

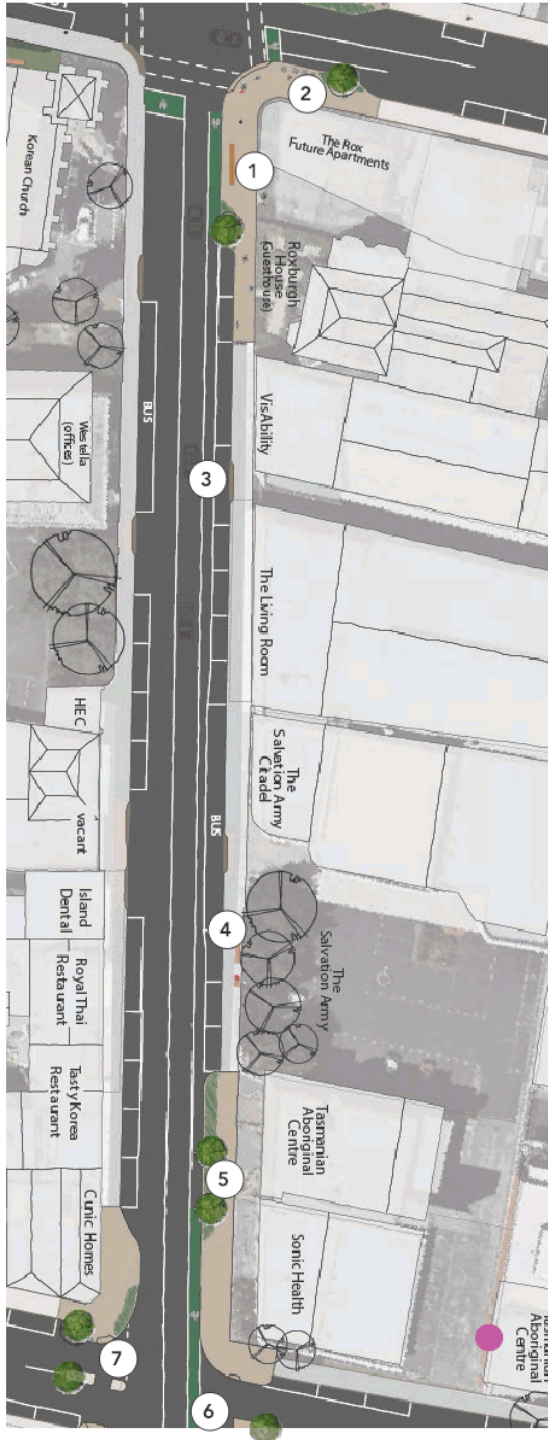
**Proposed new street tree****Existing trees****Art wall** - potential site for street art for possible inclusion in the Vibrance Festival program - to be confirmed subject to consultation and approvals**RECOMMENDATION #4**

"Reduce the speed limit"

RECOMMENDATION #10

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



BLOCK 2 BRISBANE STREET TO PATRICK STREET

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



Artist impression

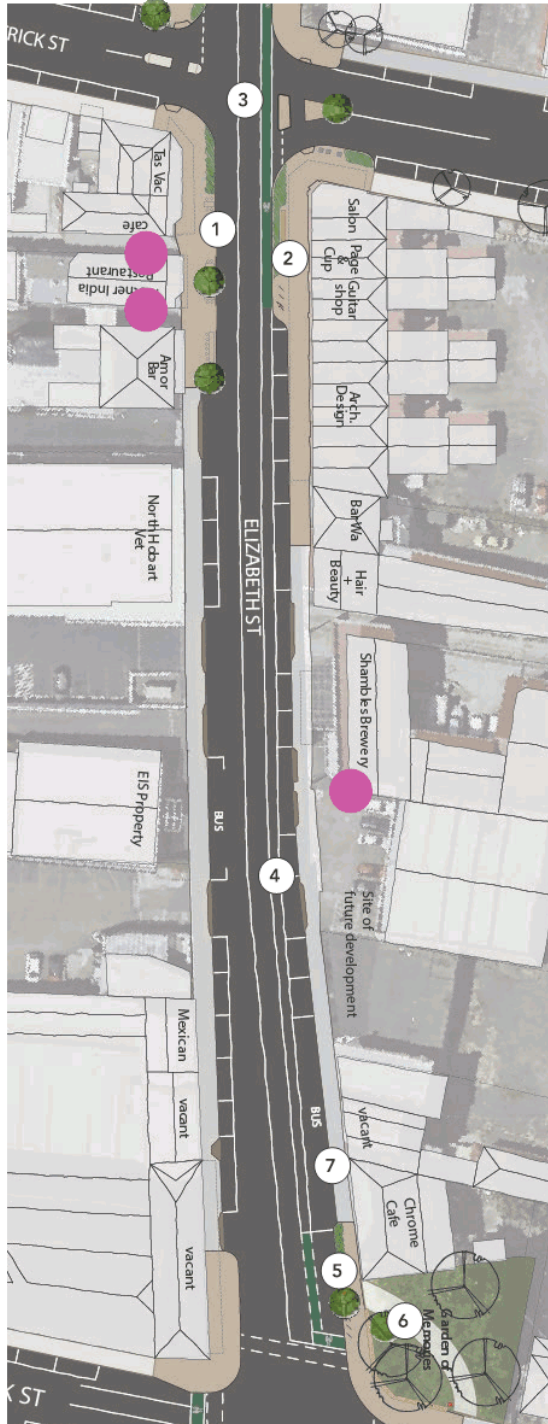
RECOMMENDATION #9

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

RECOMMENDATION #15

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



BLOCK 3 PATRICK STREET TO WARWICK STREET

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



Artist impression

**RECOMMENDATION #1**

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



Proposed new street tree



Existing trees



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



ENGAGEMENT SUMMARY REPORT - v2

Elizabeth Street Retail Precinct – Midtown Streetscape Design
Community consultation

18 November 2020



yoursay.hobartcity.com.au

Prepared by



City of **HOBART**

Project Background



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

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

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

Following Council endorsement in July 2019, a draft streetscape concept masterplan was developed in response to the community's vision. This concept masterplan reimagines Elizabeth Street, Midtown as a more welcoming, accessible and people-focused main street.

Targeted consultation on the draft concept design with key stakeholders, property owners, and traders in Midtown took place during August and September 2020. A report went to Council on 12 October 2020 reflecting the outcomes of the key stakeholder engagement. At this meeting the Council resolved to proceed with broader community engagement on the draft concept design. This engagement launched on 13 October and ran until 2 November. The outcomes of this engagement are summarised in this report.



Engagement Methodology



This consultation period represents the fourth stage of engagement on the Midtown Project which first started in early 2019.

Methods used in previous stages of engagement have been place-based and collaborative to assist individual stakeholders to come together with others to develop a shared vision for Midtown. The outcomes of each stage have previously been reported back to Council. Previous engagement stages have included:

Stage 1 – Issues and Vision

Community survey, postcard poll, and workshops with youth, traders, active commuters and community (March 2019)

- 157 survey contributions received
- 83 postcard polls returned
- 64 workshop participants

Stage 2 – Project Action Team

Formation of dedicated project action team to develop priorities for the project. (April-June 2019)

- 4 facilitated workshops
- 28 diverse stakeholders involved

Stage 3 – Draft concept – key stakeholders

Consultation with Elizabeth St businesses and property owners on draft streetscape concept (September 2020)

- 163 stakeholders directly contacted by mail
- 18 written submissions and completed surveys
- 16 workshop participants

The current stage of engagement is focused capturing feedback on the draft concepts from the broader community in order to gauge overall level of support for the project and refine the final design.

Engagement methods chosen to achieve the set objectives for this stage (shown in the blue box opposite) include:

- detailed project information and the draft streetscape concept designs provided on the City's engagement platform - Your Say Hobart.
- An online survey guiding people through the stages of the project that led to the development of the draft concept, and asking a series of questions to gain feedback
- Promotional campaign to raise awareness of the project and the current engagement opportunity. This consisted of a media release picked up by the Mercury and ABC Hobart. The Engagement was also promoted via CoH online channels including facebook page, and YourSay newsletter, and project newsletter.

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

Seek broader community feedback on the draft concept designs for Elizabeth Street (Midtown) to gauge level of support..

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

1. 'Inform' interested community members about the current status of the project, including the journey so far, current status of funding.
2. Invite participation by the broader community into the engagement process.
3. Encourage participation by new and previously un-engaged community members.
4. 'Consult' with the wider community to understand the level of support for the draft concept designs.



How we engaged



Concept design info sheet



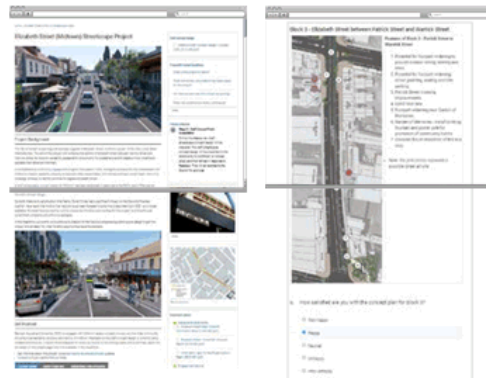
Facebook posts



Media release



YourSay Hobart project page and online survey



eNews



Engagement Snapshot



eNews unique open rate 197



Completed surveys 183



Posts on CoH Facebook 2
Reach 10006
Reactions (like etc) 319
Post clicks 803
Comments 169
Shares 13



Visits to the Yoursay Hobart Project page between 13 Oct – 2 Nov

Downloads of the draft concept designs (during 13/10-2/11) 637



City of HOBART



Survey Results



yoursay.hobartcity.com.au

Prepared by



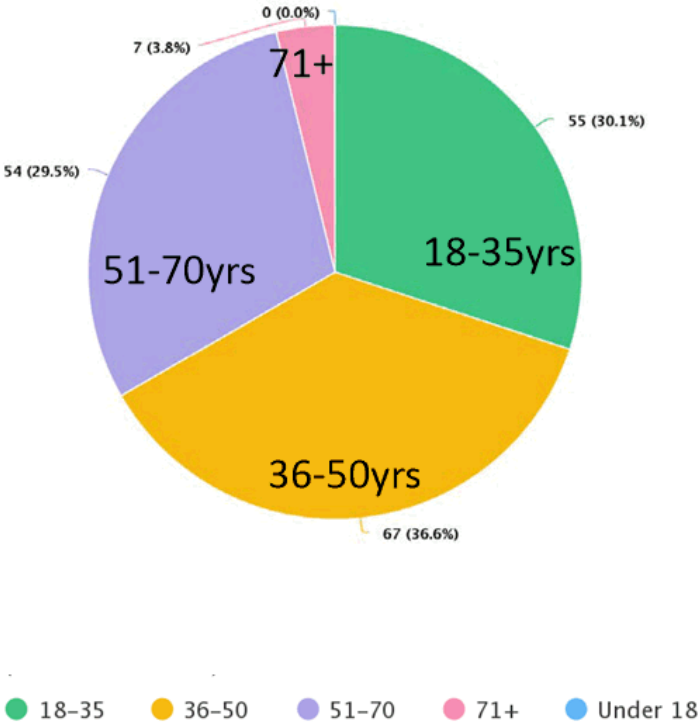
City of **HOBART**

Survey Results

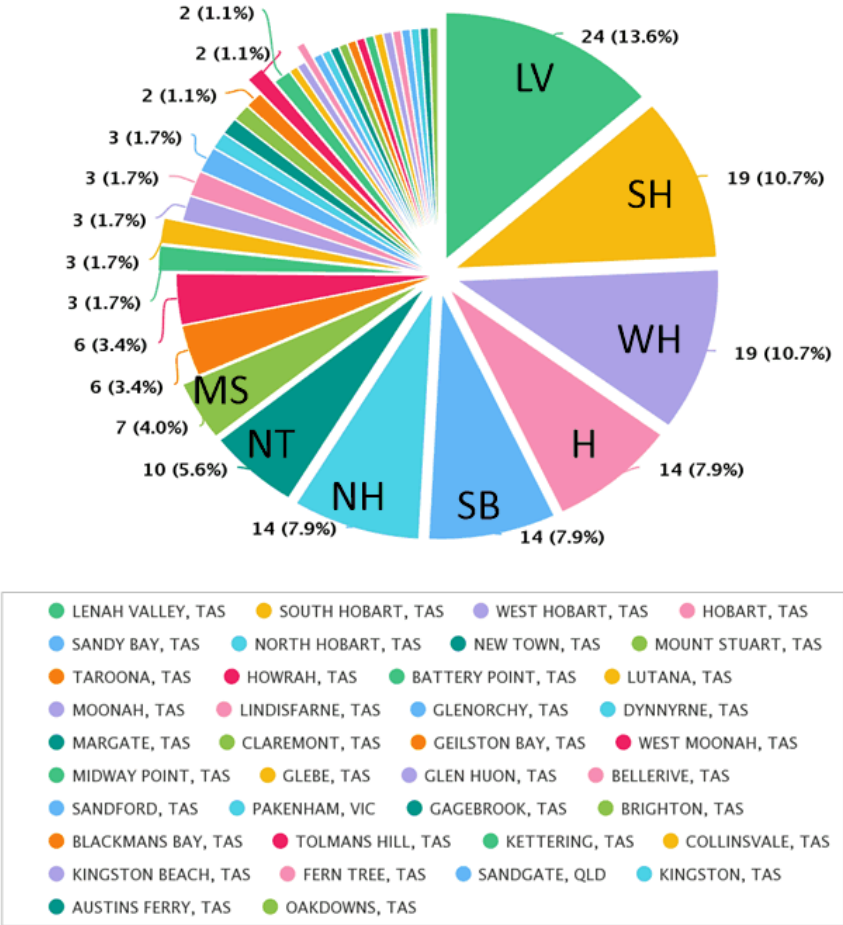


Demographics

Age profile of survey participants



Suburb of residence



A broad cross-section of the community were represented in the results, with around two thirds being City of Hobart residents, and the remainder largely from Greater Hobart.

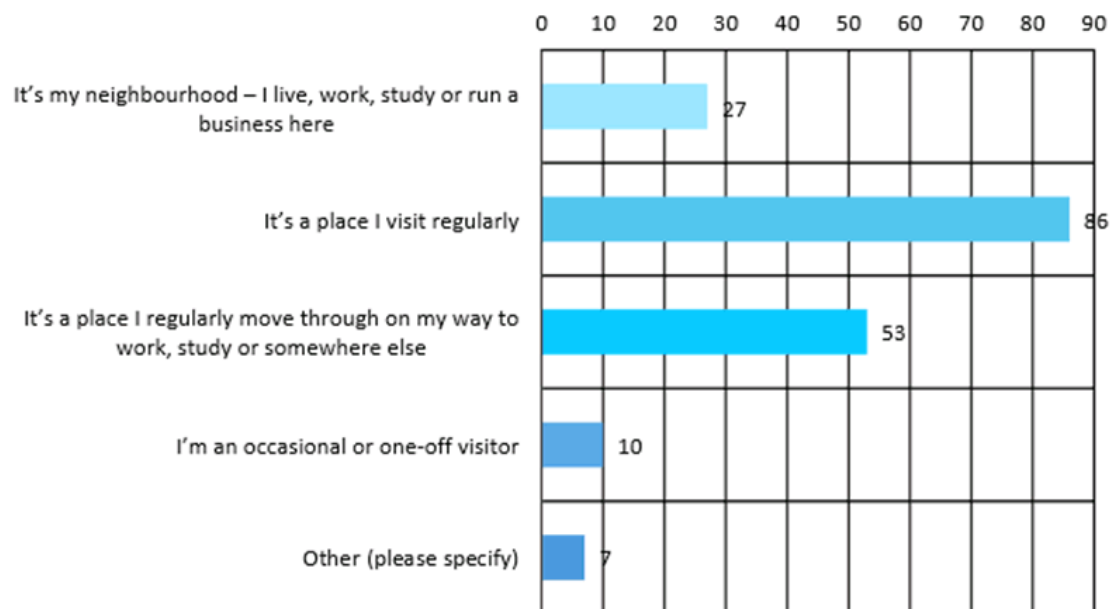


Survey Results



Demographics

Relationship to midtown



- Approx 15% listed Midtown as their neighbourhood
- 47% listed Midtown as a place they visit regularly
- 29% listed Midtown as a place they regularly move through going to work, study, etc

A large majority of respondents are regular visitors to Midtown, or regularly travel through Midtown. It is therefore assumed most survey respondents are very familiar with the area.

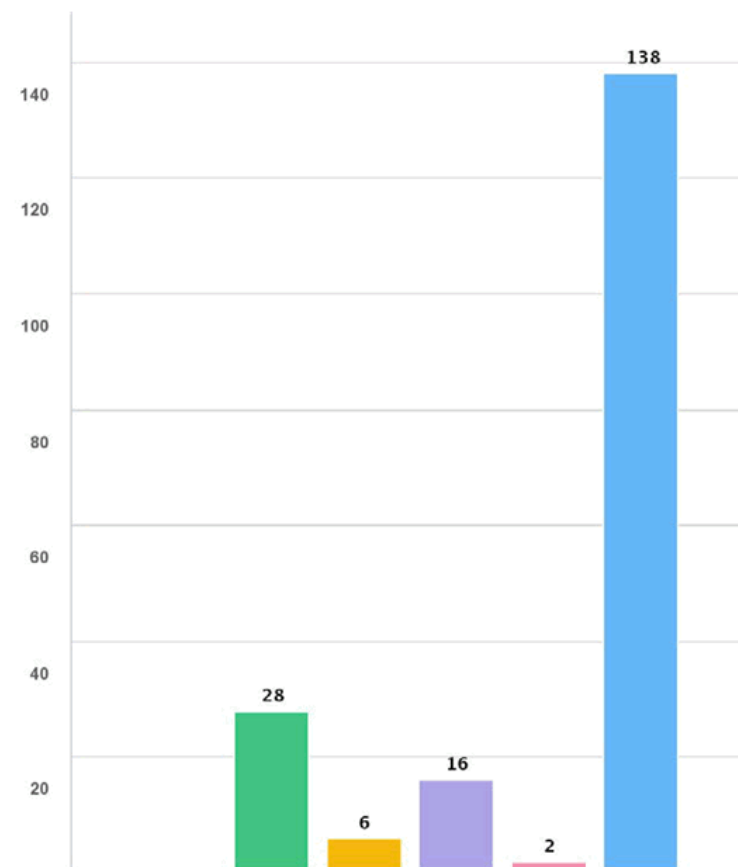
Survey Results



Q4 | Have you previously participated in this project?

Have you previously participated in this project?

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



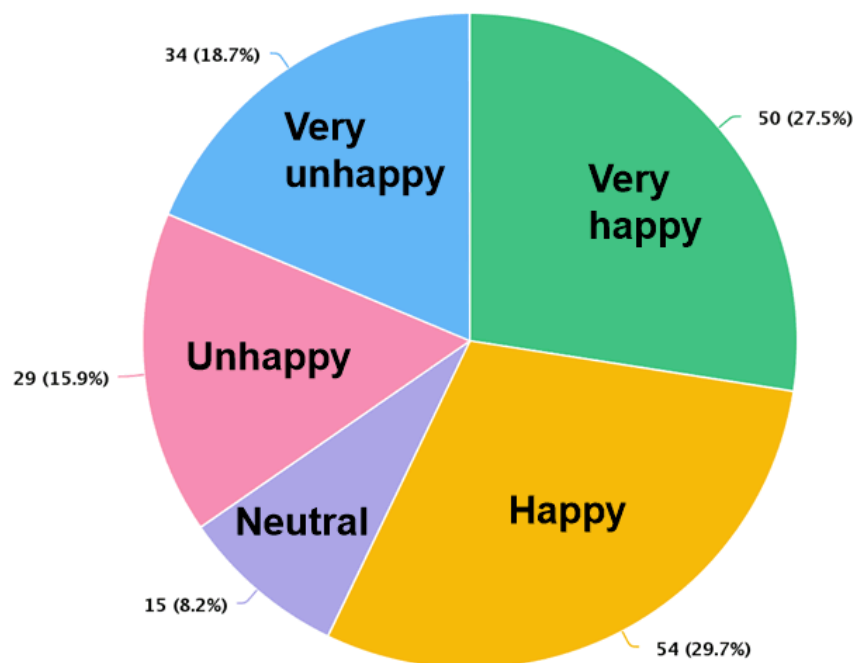
A large percentage of the respondents (138 individuals) indicated they had not previously participated in this project. This is viewed as a particularly positive outcome of the engagement. 'Encourage participation by new and previously un-engaged community members' was one of the set objectives.

Survey Results



Q5 | How satisfied are you with the concept plan for Block 1?

Satisfaction with Block 1 concept



- 52.2% of respondents were either 'very happy' or 'happy' with the draft concept presented for Block 1
- 34.6% indicated they were 'very unhappy' or 'unhappy' with the draft concept presented for Block 1
- 8.2% felt neutral about the draft concept presented for Block 1

The majority of respondents were happy or very happy with the draft concept for Block 1

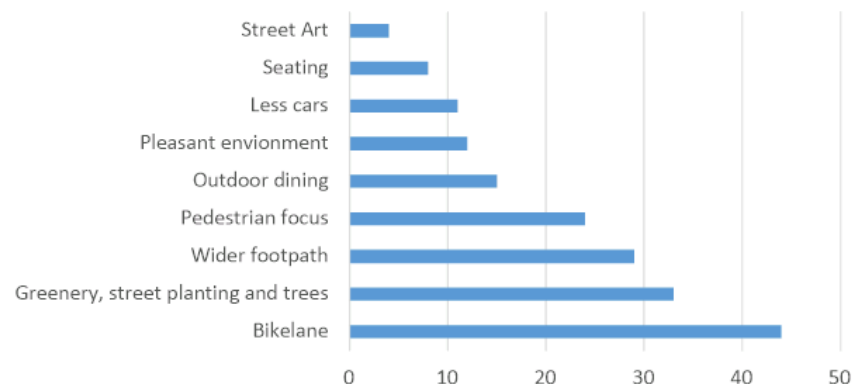
Survey Results



Q6 | What do you like most about the concept for block 1 (Question shown if “very happy” or “happy” selected at Q5)

Q6 | What would you prefer to see? (Question shown if “very unhappy” or “unhappy” selected at Q5)

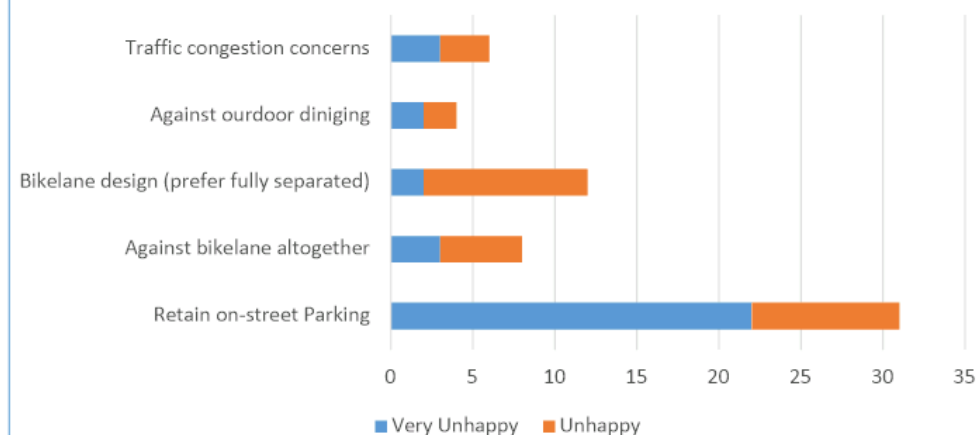
What do you like most about the concept design
for Block 1



- The top 3 features most liked features in Block 1 were:
 1. Uphill Bikelane
 2. More greenery, street planting and trees
 3. Wider footpaths

Inclusion of the uphill bike lane was the most liked feature followed by more greenery, street planning and trees.

What would prefer to see - Block 1



- The top concern for people who were ‘**very unhappy**’ with Block1 was reduction of on-street parking. They want more to be retained.
- The top concern for people ‘**unhappy**’ with Block 1 was the design of the bikelane (many want to see a fully-separated lane not just line marking)
- Loss of on-street parking in Block 1 was seen as the biggest issue with 51 mentions (approximately 28% of respondents overall)

Loss of some on-street parking in Block 1 was the biggest concern.



Survey Results



Q6 | What do you like most about the concept for block 1 (Question shown if “very happy” or “happy” selected at Q5)

Below is a sample of the comments received relating to the top 3 features people like about Block 1.



1. Uphill bikelane

“I love the uphill bike lane and bike parking, slower traffic, and humanizing of the landscape. Pretty simple.”

“Addition of a bike lane, bike rack is great. Street art a great idea. Prioritising pedestrians great for business and ‘vibe’. More bike racks possible, given the number of interesting businesses to stop at.”

“Gives the city back to the people a bit, not cars. Bike lane is nice.”

“I like the Bicycle lane so I can safely ride with my children.”

2. More greenery, street planting and trees

“I love the green spaces and bike lanes. I think they should be included in all future designs. Tasmania and Hobart have potential to be such a world leader in renewable green living, with hydro power, amazing cycling and plentiful green spaces. This is a great start in the right direction.”

“The spaces dedicated to planting trees, I always think cities look better when they combine nature and technology.”

“Greenery. We need more outdoors in the city.”

“Additional trees and green space, bike lane. Less car centric”

3. Wider footpaths

“Fantastic use of the streetspace, the focus on greenery, wider footpaths, pedestrian access and bicycle lanes is excellent.”

“Footpath widening just because it will support pedestrian movement between all the other concepts.”

“Wider footpaths to allow street dining. Cycle path. No parking. Trees & art.”

“I like the wider footpaths, and outdoor seating for summer.”



Survey Results



Q6 | What would you prefer to see? (Question shown if “very unhappy” or “unhappy” selected at Q5)

Below is a sample of the comments received relating to the top 3 issues identified from people who were unhappy or very unhappy with Block 1.



1. On-street parking should be retained

“There is virtually NO way I will be patronising these stores because it will mean having to go to one of the multi-storey car parks first. What was once a 5-10 minute exercise will now poke a hole in half an hour.”

“I am really worried about the reduction in space for cars to drive through and park. Although I like the shops on Elizabeth Street, I simply won’t bother to come into the City to shop on this street if I can’t find an easy spot to park. I also won’t visit the surrounding area if I can’t drive through it easily”

“No one wants to sit and look at a random garden in the middle of a street. Parking is more important!!! People won’t visit the city if parking is removed!”

2. Bikelane design needs to be enhanced

“I would like to see bike lanes separate from traffic lanes to encourage riders of all abilities to cycle and leave their car at home”

“The bike lane needs to be protected. As a cyclist who regularly uses Elizabeth St, having an unprotected bike lane between traffic and parked cars would be more dangerous than the current situation.”

“I want to see Fully protected bike lanes, which are best practice”

3. Against bikelane

“Bikelane is unused and a waste of money and does not improve traffic flow or amenity

No bikelane causing traffic problems”

“It DOES NOT NEED A CYCLE LANE!!!! There are plenty other sources for cyclists”

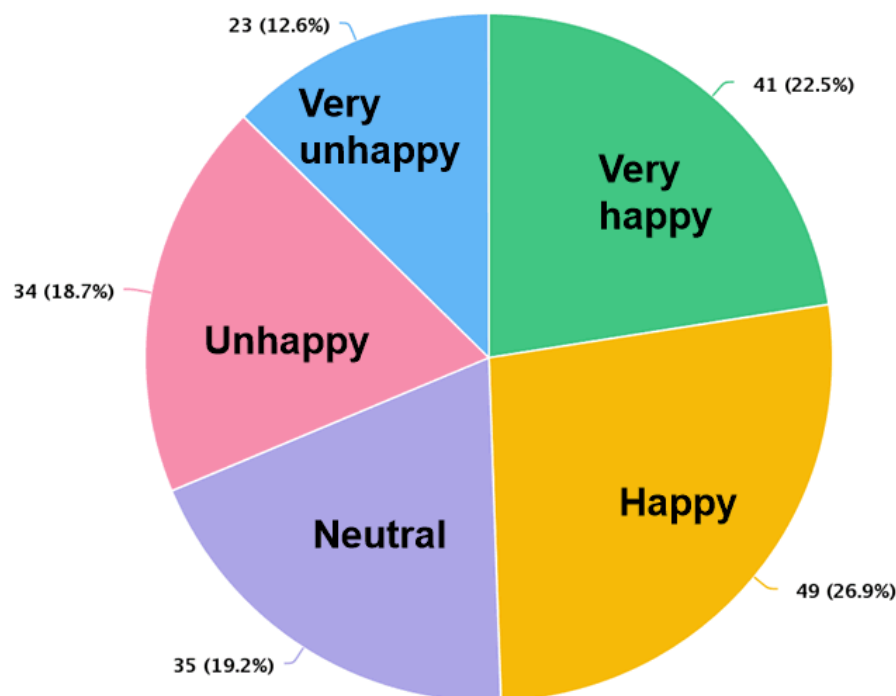


Survey Results



Q7 | How satisfied are you with the concept plan for Block 2?

Satisfaction with Block 2 concept



- 49.4% of respondents were either 'very happy' or 'happy' with the draft concept presented for Block 2
- 31.3% indicated they were 'very unhappy' or 'unhappy' with the draft concept presented for Block 2
- 19.2% felt neutral about the draft concept presented for Block 2

Almost half the respondents were happy or very happy with Block 2.
There was an increase in the number of people feeling neutral about block 2 compared with block 1.

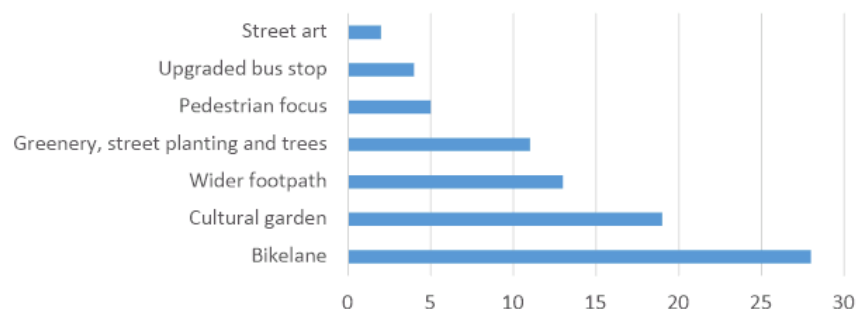
Survey Results



Q8 | What do you like most about the concept for block 2 (Question shown if “very happy” or “happy” selected at Q7)

Q8 | What would you prefer to see? (Question shown if “very unhappy” or “unhappy” selected at Q7)

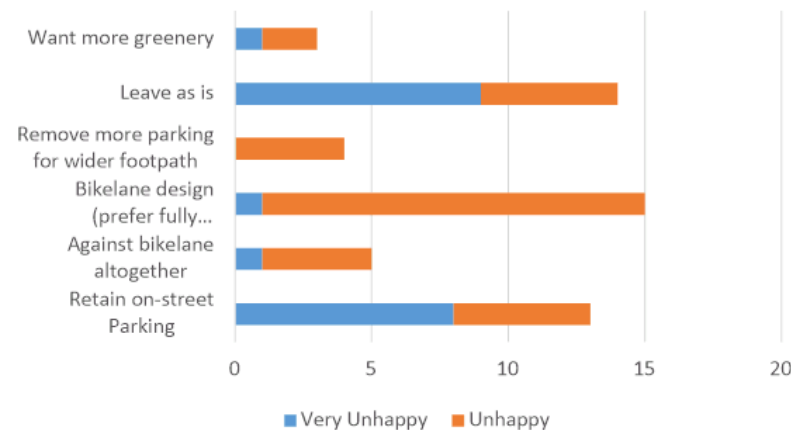
What do you like most about the concept design for Block 2



- The top 3 features most liked features in Block 2 were:
 1. Uphill Bikelane
 2. Cultural garden
 3. Wider footpaths

The potential for a new Tasmanian cultural garden collaboration with Tasmanian Aboriginal Centre gained a lot of interest.

What would you prefer to see - Block 2



- Bikelane design was the top concern in Block 2 with preference for a fully-separated lane. (15 mentions)
- There were 14 mentions from people wanting block 2 left as is with no redevelopment
- There were 13 mentions to retain more on street parking in the block

Bikelane design is the big issue in Block 2. Parking in Block 2 received half the number of mentions as Block 1 indicating that while it is still a concern for some, the retention of more on-street parking in this block is appreciated.



Survey Results



Q8 | What do you like most about the concept for block 2 (Question shown if “very happy” or “happy” selected at Q5)

Below is a sample of the comments received relating to the top 3 features people like about Block 2.



1. Uphill bikelane

“This is great use of bike lanes.”

“I love the uphill bike lane and bike parking, slower traffic, and humanizing of the landscape.”

“I like the uphill bike lane. I feel bad when I ride up now at how much I slow down the traffic.”

“Bike lane and footpath improvements encouraging people to come and stay.”

2. Cultural garden

“The cultural garden concept will be awesome.”

“Improved streetscape and cultural garden a great idea!”

“I like the Cultural garden and Indigenous Australian inclusions.”

“Bicycle lane and potential Tasmanian Cultural Garden in collaboration with TAC - would improve that particular space significantly.”

“The idea of a cultural garden in consultation with the Aboriginal centre is a wonderful idea! “

3. Wider footpaths

“I like the wider paths and better pedestrian access to cross”

“The footpath widening and the cultural garden are nice touches”

“I like the footpath extensions at intersections.”

“Widening of the footpath area. Improved area for pedestrians “



Survey Results



Q8 | What would you prefer to see? (Question shown if “very unhappy” or “unhappy” selected at Q5)

Below is a sample of the comments received relating to the top 3 issues identified from people who were unhappy or very unhappy with Block 2.



1. Bikelane design needs to be enhanced

“A bi-directional protected bike lane is needed, along with wider footpaths. 15 car parking spaces are being given priority over the safety of people walking and cycling.”

“There is no safe infrastructure for cycling. Paint is not magic. It does nothing to protect cyclists and studies have shown it is of no benefit to safety.... It is so short-sighted to do a second rate design and then wonder why cyclists still perceive riding to be dangerous.”

“As a regular cyclist on this route I think the bike lane is too narrow and will cause problems with dooring. A better solution is for the bike lane to be located between parked cars and the footpath.”

2. Leave as is

“Do not restrict access for vehicular traffic. Do not widen footpaths. Do not reduce on-street parking availability. Do not create a bike lane.”

“It's pretty on paper, unfortunately Hobart doesn't have wide enough streets to support it. This will also affect deliveries to businesses on the street and reduce street parking necessary for businesses.”

“This plan is very plain and the things that have been suggested seem pointless. A street tree planted just before a crossing and intersection! That's not going to end well. Why extend the kerbs at Patrick Street? It's not Bourke Street Mall. Just seems to be making everything more dangerous in order to spend money on useless things.”

3. Parking

“Parking should be improved NOT reduced. Its a disgrace that no bonafide consultation with the current business community happened. We have not been approached, even once. This will negatively impact our business and those around us.”

“There still needs to be parking available in this stretch of street.”

“If you continue to remove parking and add to congestion all you do is kill the cbd.”

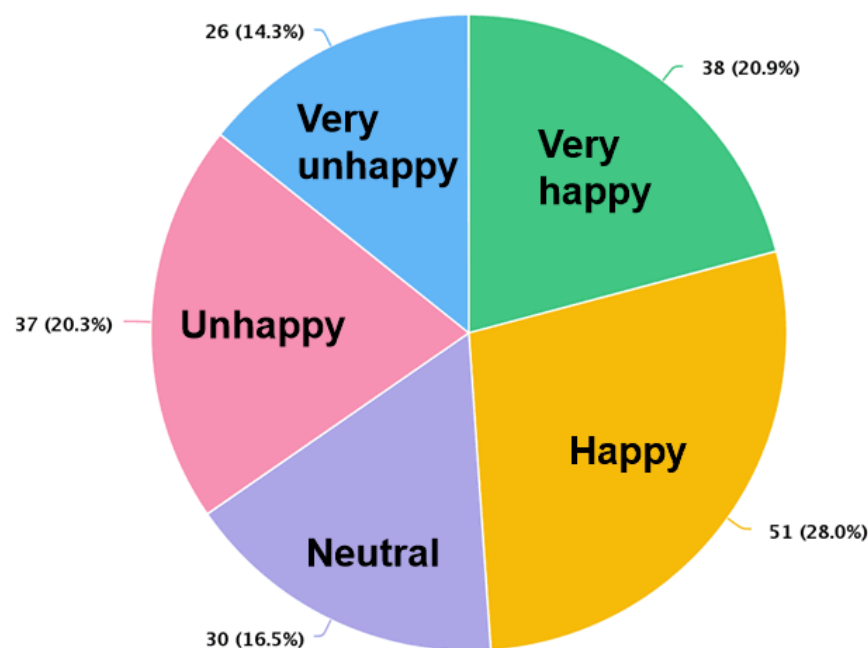


Survey Results



Q9 | How satisfied are you with the concept plan for Block 3?

Satisfaction with Block 3 concept



- 48.9% of respondents were either 'very happy' or 'happy' with the draft concept presented for Block 2
- 34.6% indicated they were 'very unhappy' or 'unhappy' with the draft concept presented for Block 2
- 16.5% felt neutral about the draft concept presented for Block 2

There are mixed views about this block with approximately two thirds of respondents very happy, happy or neutral towards the concept design. Unhappy or very unhappy responses are similar in number to the same sentiment across the other two blocks.

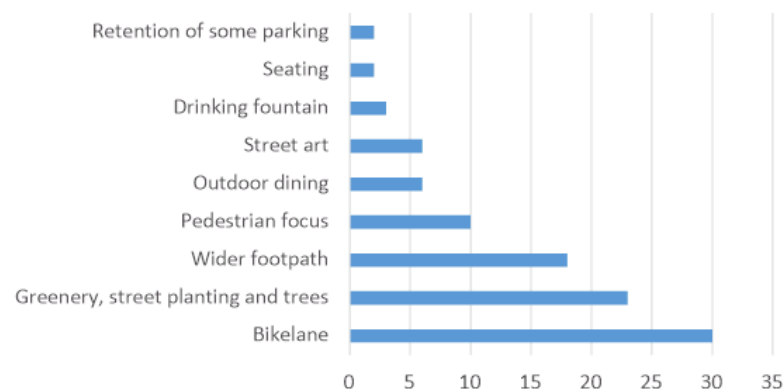
Survey Results



Q10 | What do you like most about the concept for block 3 (Question shown if “very happy” or “happy” selected at Q9)

Q10 | What would you prefer to see? (Question shown if “very unhappy” or “unhappy” selected at Q9)

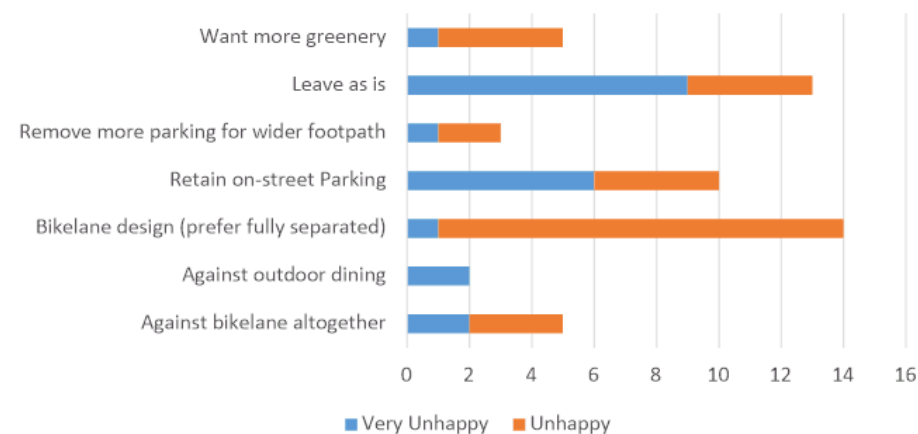
What do you like most about the concept design for Block 3



- The top 3 features most liked features in Block 3 were:
 1. Uphill Bikelane
 2. More greenery, street planting, and trees
 3. Wider footpaths

Most liked features are consistent with those in Block 1

What would prefer to see - Block 3



- Bikelane design remains the top concern in Block 3 with preference for a fully-separated lane. (14 mentions)
- Leaving the block unchanged, and retaining more parking were the other top responses.

Bikelane design is the consistent concern in Block 3. Some others feel any change to the streetscape is unwarranted given potential property redevelopment / change of use in the future.



Survey Results



Q10 | What do you like most about the concept for block 3 (Question shown if “very happy” or “happy” selected at Q9)

Below is a sample of the comments received relating to the top 3 features people like about Block 3.



1. Uphill bikelane

“Bike lane. Would prefer to see something on the downhill as well.”

“would be good to see separated two way bicycle lanes”

“Bike lanes and green space will be great for this area.”

“I like the uphill bike lane.”

2. More greenery, street planting, and trees

I like the greening of the space and hope the art concept comes to fruition

Improvements to the Garden of Memories, wider footpath

This block very much invites the footpath widening and extra greenery as it already a good vibe without excess traffic passing through so those additions will make the hospitality venues even more accessible and potentially encourage more businesses to the area.

That enormous intersection will look so much nicer when it's filled with trees!

3. Wider footpaths

Wider footpaths are fantastic, and the traffic islands on Patrick St will make crossing that very wide street a lot easier.

I like the footpath extensions at intersections.

I like the wider footpaths and landscaping



Survey Results



Q10 | What would you prefer to see? (Question shown if “very unhappy” or “unhappy” selected at Q9)

Below is a sample of the comments received relating to the top 3 issues identified from people who were unhappy or very unhappy with Block 3.



1. Bikelane design needs to be enhanced

“A bi-directional protected bike lane is needed, and wider footpaths. Small amounts of parking is being prioritised over people walking and cycling.”

“Bicycle lane should be separated from traffic lane, bike boxes at crossings to encourage riders of all abilities and improve rider safety”

There is potential on both block 2 and 3 for the bike lane to be physically separated from traffic and car parking (probably on the inside of the parked cars, to improve cyclist safety and encourage active transport)

2. Leave as is

“Keep it as it is.”

“This isn't the location for widening the footpaths AND adding bike lanes. You can't have both, it'd lead to accidents at peak hour with the sheer volume of people, cars and bikes. Surely an under utilised side street would work better.”

“What is the obsession with footpath widening and bike lanes ? No this is a very very bad idea. Do NOT build this it is a monumental waste of ratepayers money.”

3. Parking concerns

“As with block 1, the removal of parking spaces is problematic. Unless the HCC has some plan to replace all the lost parking spaces, my concern is people will simply find it too difficult to bother coming out to this area.”

“I disagree with removing parking.”

“More car parks, or an alternate car park within this block to replace the spaces that have been taken away”

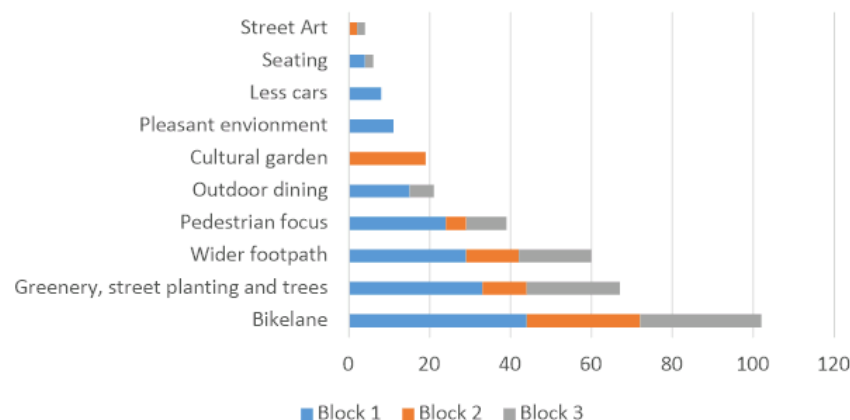


Survey Results



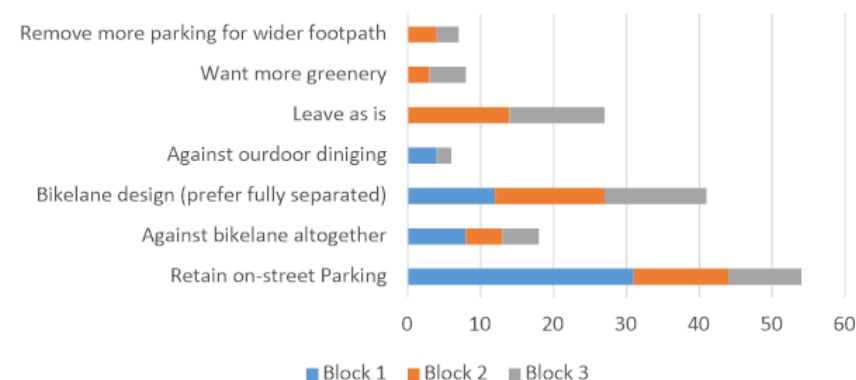
Comments received from each of the three blocks have been categorised and combined to show overall most liked and disliked features from the concept designs

Most popular features across all blocks



- The **uphill bikelane** is the most popular feature overall with over 100 positive mentions
- There were 67 mentions for **greenery, street planting and trees**
- There were 60 positive comments about the **wider footpath**

Unhappy/very unhappy comments across all blocks

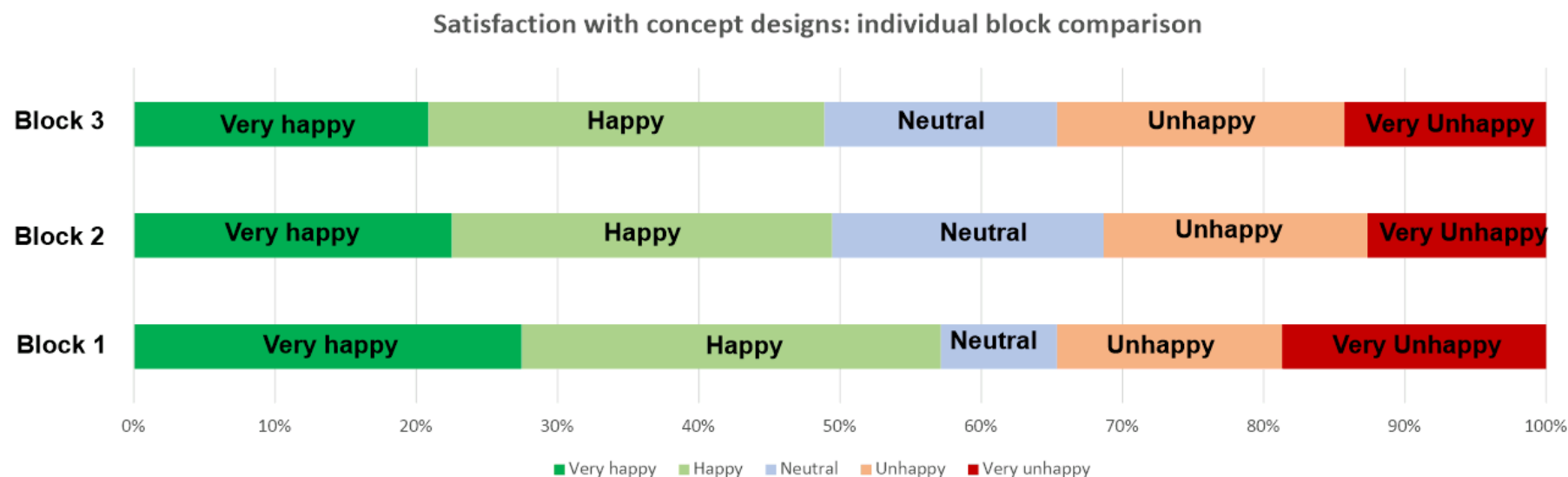


- Concern about reduction in **on-street parking** across the three blocks was mentioned 54 times with the more than half of the comments relating to Block 1
- **Bikelane design** was mentioned 41 times with most wanting to see a fully separated lane
- There were 27 mentions where people were **against the proposed changes to the streetscape**. This was all concentrated in Block 2 and 3

Survey Results



Satisfaction levels for each block have been combined to allow for comparisons between blocks to be made.



Concept design for Block 1 is the most popular of the three blocks, with more than half very happy or happy with the design, however Block 1 is also the most polarising of the three blocks, attracting the most “Very Unhappy” responses predominately to do with concern around loss of on-street parking.

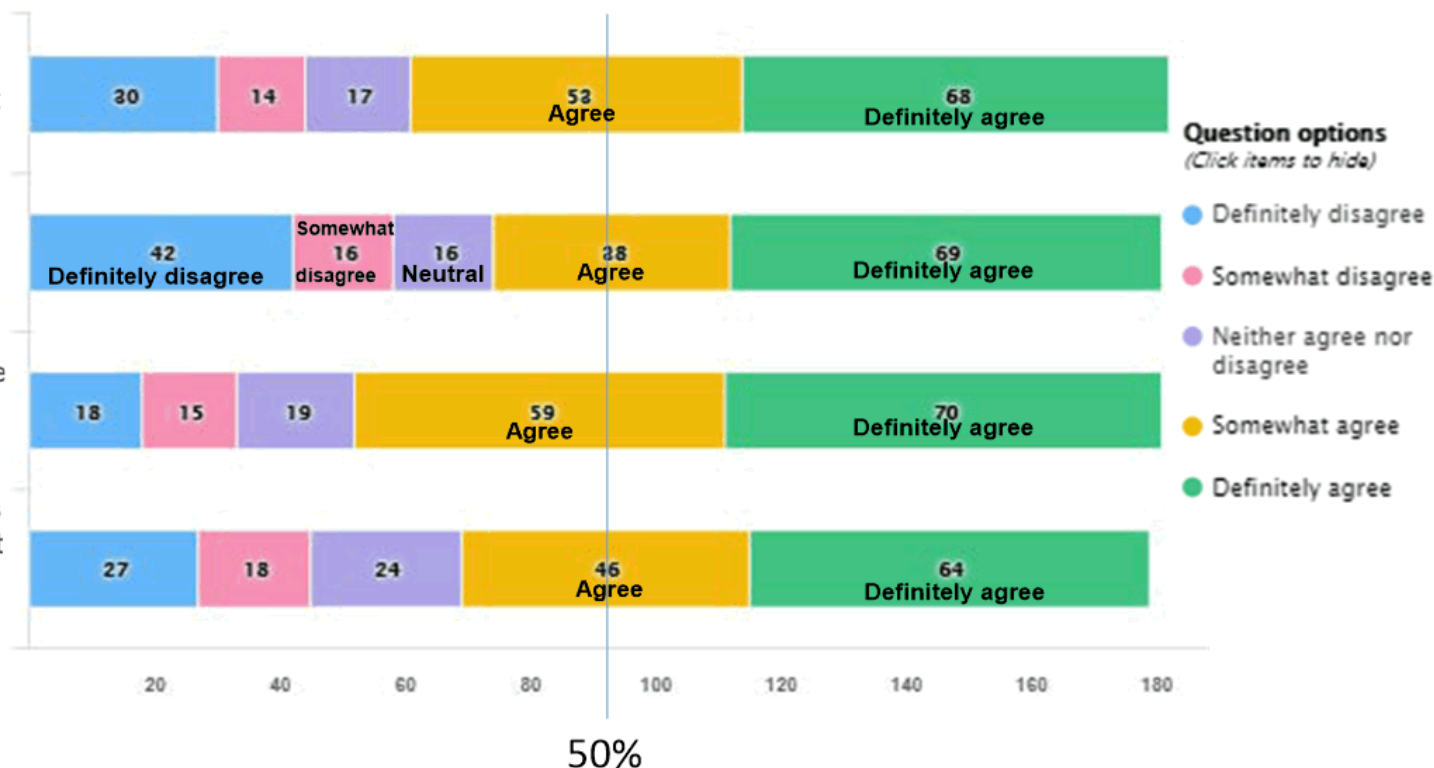
Survey Results



Q11 | How much do you agree with the following statements related to the Midtown shared vision ?

If implemented, the draft concept design will contribute to making Elizabeth Street (Midtown) a main street that is more...

- **Inclusive** - A welcoming and authentic historic main street that retains its urban soul
- **Active** - An accessible and active street a place where walking, cycling and public transport are easy.
- **Green** - A green street where the seasons are reflected - it's a nicer place to be.
- **Vibrant** - A place where lives are lived, where people meet and where positive and meaningful experiences are shared

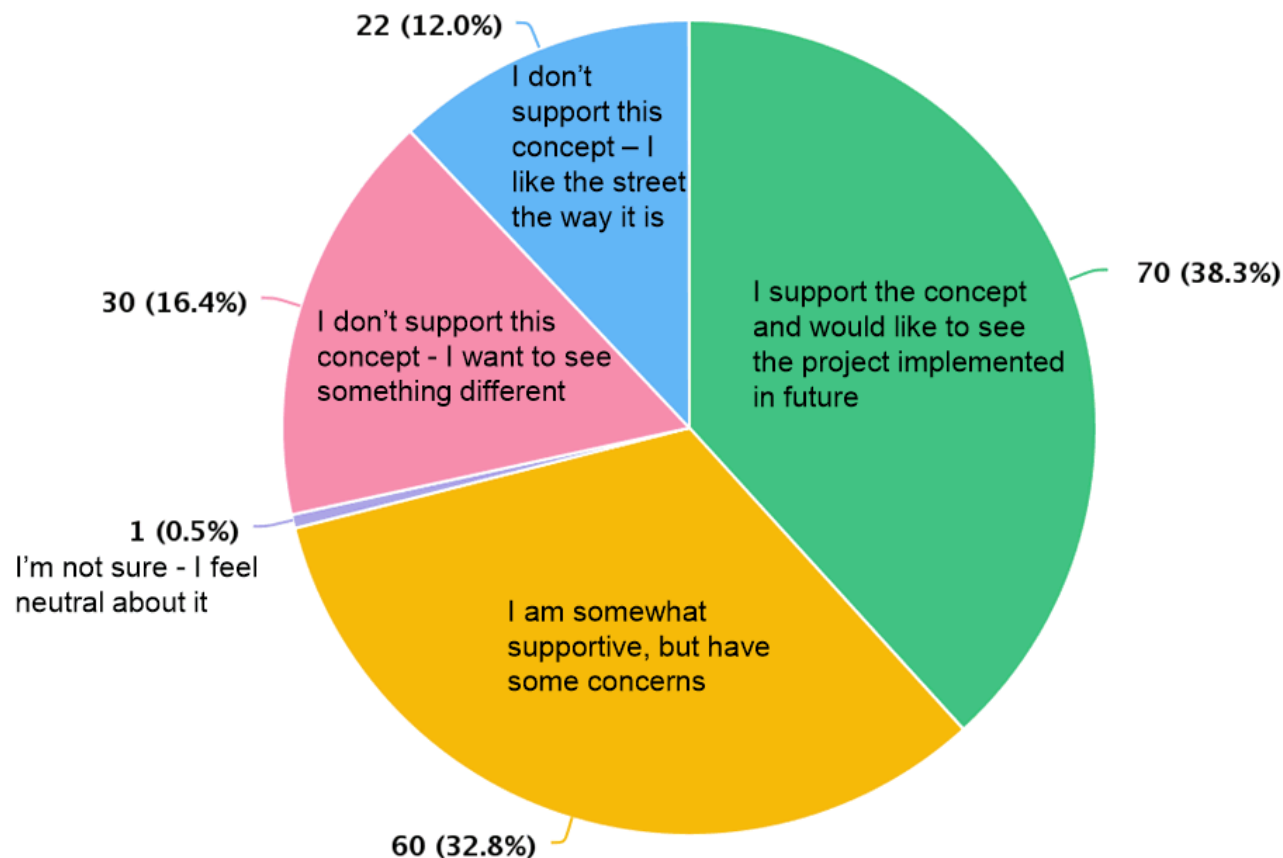


A large majority of respondents indicated that the concept design contributes to achieving the four pillars of the shared vision for Midtown developed by the community-led project action team.

Survey Results



Q12 | Having reviewed the draft concept for Elizabeth Street, midtown Retail Precinct, what best describes your view?



71% are supportive or somewhat supportive of the concept overall.
Of those who are supportive but have some concerns, the main concerns relate to bike lane design (preference for fully separated) and reduction in on-street parking.

Survey Results



Q12 | Having reviewed the draft concept for Elizabeth Street, midtown Retail Precinct, what best describes your view?

38.2% said... "I support the concept and would like to see the project implemented in future"

"It improves the experience dramatically for pedestrians and cyclists, which will draw more people to and through the area."

"It is a well considered plan and would add significantly to ambience and amenity in central Hobart"

"I own a business in this area and feel it will just encourage more foot traffic to the area, people out of cars and walking means more potential customers to stop in my shop"

"The concept will enhance opportunities for cycling, walking and just lingering longer. It acts to calm the road-space while, importantly, seemingly still allows a free-flow of vehicle traffic which can add to thing like passive-surveillance."

I think overall the concept is absolutely fantastic, it's really great to see a focus on greenery, pedestrians and bike use on a major street, rather than the usual obsession with parking cars. The use of those widened footpath areas by cafes and local retailers will do a huge amount for enhancing the vibrancy of the area.

"I know some people may say where's the car parks, but I say I'm prepared to walk a little further to get to the businesses and utilise the space. Maybe even catch a bus."

"I am a resident of the area (1 block away) and see this as a brilliant way to make Elizabeth street a more vibrant and liveable space. I believe making the spacemore comfortable and appealing for pedestrians is key to drive engagement with businesses in this area"

"Hits a good balance of all of the things I think an area of this kind requires - pedestrian friendly, green, seating, multi travel options, creative spaces"

"Hobart (and especially Elizabeth st) is long overdue for this kind of revitalization. "

"Beautiful vision! Aside from aesthetic and cultural value, the greening and pedestrianising of these blocks will enhance the amenity of Elizabeth st in a future dominated by changing environmental demands. Creating green and welcoming hubs will enhance social cohesion. Love the idea of this aesthetic area being filled with street art and festival, and more walk/bike friendly rather than car-dominated."

38% are supportive of the concept as is. People like the pedestrian and active transport focus that will encourage people to dwell in the area rather than just move through it. It is seen as a 'balanced' concept that attempts to manage all competing interests and demands on the public space.



Survey Results



Q12 | Having reviewed the draft concept for Elizabeth Street, midtown Retail Precinct, what best describes your view?

32.8% said... "I am somewhat supportive, but have some concerns"

"Bike lanes should be next to the footpath, not between moving and parked cars."

"Great ideas overall, am all for it, however concern is the proximity of bike lanes to the dooring zone"

"Its a great concept but you must find a way to replace the parking you are removing. There is not enough parking in this area as it is."

"My main concern is that it will look lovely but will be devoid of people for some parts of the year. I'm supportive of the plan, but how can it be cosy in winter so these businesses still get people walking by?"

"I like the plans but please apply a similar people-first lens to on-road priority as well. I think more can be done to reduce car movement and parking in deference to public and active modes of transport.
Buses move 25,000 people a day through these three blocks, why does council facilitate disruption to this by permitting a handful of car owners to store a car on the side of the road?
Prioritising public and active transport access and flow will make Midtown specifically and Hobart generally, far more inclusive, active and vibrant - metrics you acknowledge as critical."

The overall concept is great, but it needs a protected bike lane. Painted bike lanes next to parking in narrow streets are worse than useless"

"I like the outdoor tables and trees but I think a few more car parking spots is needed"

"I have concerns about the parking for cars! It seems that people who cannot walk long distances are no longer welcome in the city. I find that if I am unable to park reasonably close to my favourite shops I stop patronizing them because some days I am unable to walk a lot and these new concepts are pushing my age group out of the city we have loved for many years. You are making the city available only for the young and for tourists!!"

"I support almost all of it, and think it represents a great improvement on the current streetscape, but am concerned about putting an un-separated bike lane right in the 'dooring zone' of parked cars. I would support removing on-street parking altogether along that strip, so that cyclists can ride more safely. I believe there is sufficient parking on side streets/in the UTAS Melville apartments without the few spaces that would be lost."

"I think the first block (Melville to Brisbane) will have the desired outcomes but the other blocks still favour a lot of on-street car parking. As businesses and the streetscape evolve, I can envision a more ambitious plan for Elizabeth St between Brisbane and Warwick, providing a higher level of service for walking, cycling and public transport rather than a street to drive along looking for a car parking spot."

"My main concern is with the removal of street parking as there isn't much on offer to just park elsewhere. The Hobart parking towers fill up extremely quickly at various times throughout the year, particularly on weekends and summer periods. There needs to be more options for parking in that area - another parking tower off Patrick or Warwick to allow more people to utilise the area better. Otherwise, it's just going to lessen business in the area because no-one can park nearby."

Nearly 33% of people said they were 'somewhat supportive but had some concerns'. These concerns were varied but predominately fell into two categories: the perceived safety risk of the bike lane design presented in the draft concept; and concerns around the reduction in on-street parking.



Survey Results



Q12 | Having reviewed the draft concept for Elizabeth Street, midtown Retail Precinct, what best describes your view?

16.4% said... "I don't support this concept. I want to see something different"

"I want less emphasis on bikes as only a small sector of people can ride them"

"Personally if I can't park out the front of a retail store, I won't consider going there. Some will lose business and struggle to keep customers."

"The Midtown project was initiated on the back of UTAS moving to the city. With UTAS backing out of that move the project should be delayed until everyone has a better understanding of who will be using the area."

"I have mobility issues and limited access to public transport. These proposed changes will drive me further out of the city for dining etc."

"I'd like to see if anything more parking available to encourage people to come to the city. As mentioned previously, most of my friends don't have much interest coming to the city, as it's just too much bother."

"There needs to be some short / medium term parking available on this street - it is not provided anywhere else in the precinct. It is over expectational for short term visits to have to park in a parking facility such as Melville Street or the UTAS building. ON street parking must be available for people that have poor mobility and for person that need to pick up or drop off items. Those businesses will lose considerable business without it"

"This concept is so fragmented. Elizabeth Street is a thoroughfare for those of us working in the CBD. We want to walk down in the morning and up at night. The fragmented placement of trees, street furniture, street cafes and changing footpath widths just make it a nightmare to negotiate. It's the side street that need developing, not the main thoroughfare."

"For myself and many others like me who are older and/or have limited mobility, removing on street parking also removes our opportunity to visit these businesses. I have had four occasions in the last week where I was unable to make my intended visit to eat and/or drink in businesses in the three subject blocks, both in the day and in the evening, because I could not access close parking. Larger car parks such as the one behind businesses in North Hobart are far too expensive for regular visits which likely take between 30 minutes and an hour... short term parking for 15-20 minutes is not long enough to enjoy a quick cup of coffee and something to eat.. Making parking meters operate till 8pm is similarly stopping older people from eating at restaurants as they often like to eat earlier. As a consequence businesses miss out on our custom."

"I don't feel the need for the out door seating and gardens. there is one cafe in the street, so I don't know why people would chose to come up into midtown to sit out side when it is not really a food hub. They will be sitting in these gardens looking at empty businesses, as myself and many others won't survive with out parking."

16% of people said they 'don't support this concept and want to see something different'. Familiar themes were expressed here, with most comments reiterating concerns about loss of some on-street parking.



Survey Results



Q12 | Having reviewed the draft concept for Elizabeth Street, midtown Retail Precinct, what best describes your view?

12% said...“I don’t support this concept. I like the street the way it is”

“I love the concept, it's forward thinking and would make a part of our beautiful city even greater. But I just believe it is the wrong location. I think you could even shut down a side street if you want lots of outdoor space for people. But please don't make an already tight and bust street busier. I really believe that this plan would have the opposite effect and that it would add to a reduced quality of living for many Hobartians. Thankyou for seeking such in depth community feedback.”

“This plan is outdated. Autonomous electric vehicles will address most of our issues in the future. Please don't ruin the unique character and vibrancy of Hobart. You will regret it as the City becomes a ghost town focused on late night drinking and students.”

“This is already an inclusive vibrant and active area. It just needs to be regularly cleaned and spruced up without reducing parking. These plans will have the opposite affect to those stated, I have seen it happen in other cities. It will make access to the businesses in Elizabeth Street even more difficult than it is now. I agree with CWA statements.”

“Please prioritise projects that are within reach rather than spending even more money on a project that is going to be shelved due to financial constraints (for the consultation and planning etc process to be completed and paid for all over again). What a waste of my rates.”

“It will not make it “welcoming” or “accessible”. It sure as hell will not make it better for public transport. The removal of right-hand turning lanes will block-up the intersections in peak-hours. It is not a “green” solution. It will significantly increase fuel consumption and car-fumes in the area because people will spend far more time idling at traffic lights behind people who want to turn right.”

12% of people said they ‘don’t support this concept and like the street the way it is’. Reasons given include: wrong location for this project, project too expensive and will never happen, the project wont make the area more welcoming and accessible, and concerns there will be undesired outcomes for some businesses (because of limited parking), and too much focus on ‘late night drinking and students’



Survey Results



Q12 | Having reviewed the draft concept for Elizabeth Street, midtown Retail Precinct, what best describes your view?

Cross-tab analysis – understanding the level of support

Question 12 had somewhat surprising results with **71%** indicating they were 'supportive' or 'somewhat supportive' of the concept overall. This is in contrast to the lower "level of satisfaction" (happy vs unhappy) when people were asked about each individual block.

	<i>'Supportive' or 'somewhat supportive'</i>		<i>'happy' or 'very happy'</i>
Overall	71%	Vs	
		Block 1	57%
		Block 2	49.4%
		Block 3	48.9%

One hypothesis that explains this difference is that some people may be 'unhappy' or 'very unhappy' with elements of an individual block but they may have still been 'supportive' or 'somewhat supportive' of the concept overall. In other words ***"Level of happiness with the draft concept for each block is not an accurate indicator for level of overall support for the concept."***

To test this theory a cross tab analysis was performed to identify if there were people who were "unhappy" or "very unhappy" when asked about each block, but then said that overall they were "supportive" or "somewhat supportive"

The table below shows the results of this analysis:

	Supportive	Somewhat supportive
Block 1		
Unhappy		12
Very Unhappy		3
Block 2		
Unhappy	1	14
Very Unhappy		1
Block 3		
Unhappy	3	14
Very Unhappy		1
Total	4	45

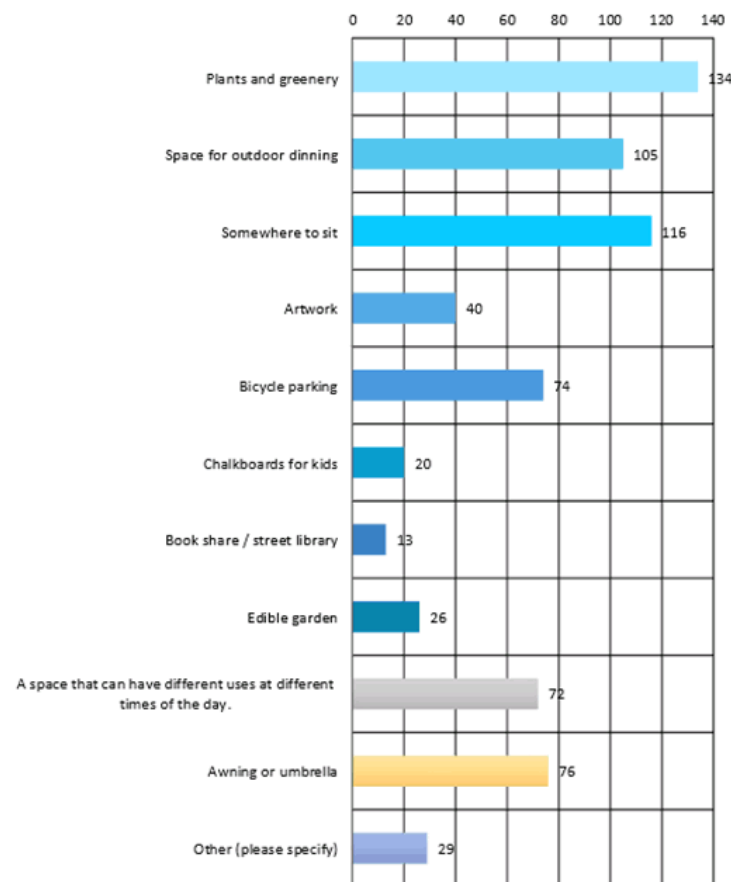
- There were 49 people who when asked about their satisfaction with each block were "unhappy" or "very unhappy" but then went on to answer that overall they were "supportive" or "somewhat supportive"

Whilst some people were not satisfied with some design decisions in individual blocks, for many that felt this way this was not a "show-stopper", and they went on to say they were still supportive of somewhat supportive of the concept overall.

Survey Results



Q14 | If the City was to proceed with installation of trial dining decks in Midtown, what design features do you think should be included in their design?



The top 5 most popular features people would like to see in the trail dining decks are:

- Plants and greenery (73%)
- Somewhere to sit (63%)
- Space for outdoor dining (57%)
- Awning or umbrella (41%)
- Bicycle parking (40%)

'Other' suggestions included:

- "Shelter from the wind"
- "Heating. It's cold in Hobart, even in "summer"
- "These areas must be unconditionally publicly accessible without the need for purchases, and shared between businesses. At night, they should be accessible to patrons of bars"
- "Historic photos of the area on interpretive panels"

A minority of comments were against this proposal

- "All terrible suggestions. None benefit the economy and small businesses"
- "I have never seen a random on street dining spot utilised in Tasmania."
- "I don't support these"

Elements that beautify the decks (plants and greenery), and encourage people to dwell (seating and outdoor dining) are popular. Some people were concerned about weather protection and ensuring the decks were 'public' space and remained accessible to all.



Discussion and Conclusion



- **This engagement attracted a new audience to the project.**
138 responses (75%) were from people who were not involved in the previous consultation phases.
- **The majority (71%) of respondents were supportive or somewhat supportive of the concept design.**
This is consistent with the feedback received from the previous consultation conducted in September 2020 with key stakeholders, Elizabeth Street traders and property owners
- **The feature that was most liked across all three blocks was the bikelane**
This was followed by more greenery and wider footpaths. The inclusion of the cultural garden in collaboration with the TAC was a popular feature in block 2
- **Block 1 was the most polarising – positive and negative**
This block attracted the highest number of 'happy' or 'very happy' responses, but also had the highest number of "very unhappy" responses. People liked the bike lane and wider footpaths that had been more extensively included in this block – stating that these would make the area more accessible and inviting, but the counter concern was that the reduction in on-street parking would turn some people away altogether and negatively impact some businesses as a result. There was commentary that businesses would be positively or negatively affected based on the demographic of their customer base.
- **There is a concern that the bike lane in its current design will not improve safety for cyclists.**
Many feared it would lead to car door collisions, and a fully-separated lane was preferred.
- **Their appeared to be a general lack of awareness of the UTAS midtown carpark.**
This was evident in some survey responses and comments on social media. Some didn't know it existed. Misinformation about the opening hours and costs of this carpark were also evident. Some believing it was a 'multi-story' carpark (similar to Melville St /Argyle St/Centrepoint); that closed at 6pm; not open on weekends, and too expensive for a short 1 hr shopping trip.
- **The majority of the concerns raised by people related to the bikelane design and loss of some on-street parking.**
Potential options that the City may want to consider to ameliorate some of these concerns could be to:
 - Raising awareness of alternative parking options such as the UTAS midtown carpark. (Survey results indicate lack of awareness)
 - Address some of the misconceptions about operations of UTAS midtown carpark (Survey results indicate misinformation about hours/costs/access)
 - Consider how to address bike lane design concerns to achieve best long term result given street widths etc
- **There is strong support for change with only 12% of people indicating they "like the street the way it is".**
This survey has shown that everyone has an opinion and it is near impossible to please everyone with every detail, but there is a strong desire to for an enhanced midtown, and strong overall support for this concept.





Comparison between community survey and key stakeholder (Elisabeth street trader/property owner) survey.



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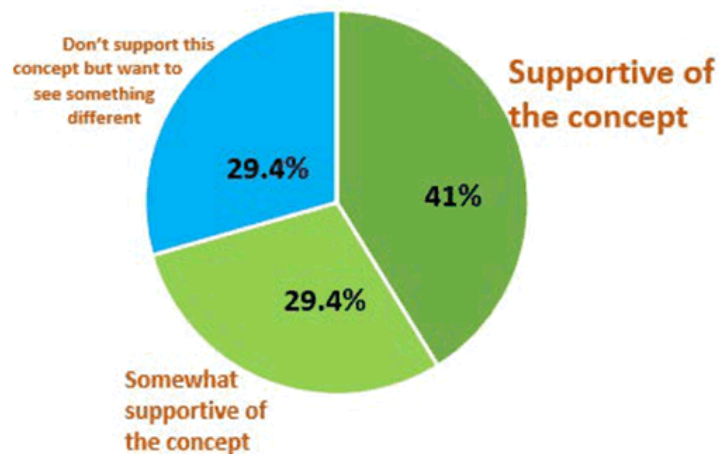
City of **HOBART**

Comparison of results

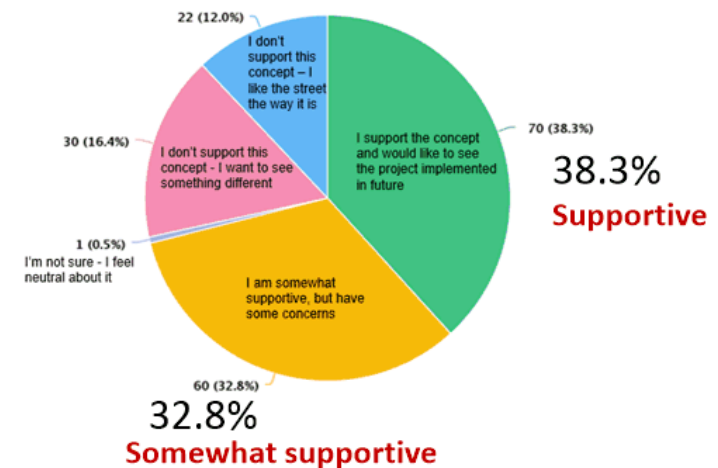


Support for the concept designs

Key Stakeholders/Traders/Property owners (Engagement during Sept 2020)



Wider community (Engagement during October 2020)



Both surveys show around 70% supportive or somewhat supportive of the overall concept design.



Additional written submissions received



yoursay.hobartcity.com.au

Prepared by



City of HOBART

Written submissions



RACT

5 November 2020

Sarah Bendeich
Senior Advisor, City Place Making
City of Hobart
Hobart TAS 7000



The Royal Automobile
Club of Tasmania Limited
ABN 62 009 475 961

RACT House
179-191 Murray Street
Hobart, TAS 7000
Ph: (03) 6232 6300
Email: info@ract.com.au

Post to: GPO Box 1292
Hobart, TAS 7001

ract.com.au | 13 27 22



Dear Ms Bendeich,

I am writing to you to provide feedback to the City of Hobart's Elizabeth Street Streetscape Project.

We firstly wish to provide our support for the concept plans, which are largely in-keeping with the principles of our Greater Hobart Mobility Vision. However, we believe there are some areas for improvement, in line with four actions in our Vision:

- An active transport spine on Elizabeth Street (north and south bound)
- Removal of on-street parking on Elizabeth Street (and Main Road) to facilitate prioritisation measures for public transport, as well as separated cycleways
- Infrastructure projects that reduce interaction between people and vehicles in the CBD
- Create more shared, low speed environments in the CBD

While this project identifies the installation of an uphill cycleway on Elizabeth Street between Melville and Warwick streets, RACT believes that this can be improved in two ways:

- The provision of north and south-bound cycle lanes, facilitated by either a bi-directional cycle lane or cycle lanes on both sides of the road. This can be enabled by the removal of on-street parking. In addition, cycleways in the final design must be physically separated from vehicles
- Secondly, RACT believes that a key element of our Vision has not been realised in these concept plans. This includes the provision of space for public transport prioritisation along Elizabeth Street, facilitated by the removal of on-street parking

However, it is clear this project does address pedestrian safety, with footpath widening and crossing improvements, as well as amenity through increased community spaces, bike racks and parking.

Lastly, we believe many of the elements contribute some way to reducing the vehicle interaction between people and vehicles in the Hobart CBD. Furthermore, these plans will also compliment the proposed CBD speed limit reductions when they are established.

We encourage the City of Hobart to consider incorporating RACT's recommendations into the Elizabeth Street designs and would be happy work with council on achieving this goal.

Yours sincerely,

Stacey Pennicott
Chief Member Experience Officer



Written submissions



Cycling South



Glenorchy Memorial Pool
Anfield St, Glenorchy, Tas 7010
PO Box 708, Glenorchy, Tas 7010
T: 03 6273 4463
E: info@cyclingsouth.org
www.cyclingsouth.org

Submission - Elizabeth St Retail Precinct – Midtown Streetscape Upgrade Project

Cycling South has reviewed the plans and provided feedback and comments below:

Overall comments

Footpaths

Support widening the footpath to create space for walking, outdoor dining and landscaping by removing on-street car parking. Footpath widening should not occur at locations where on-street car parking is retained as this eliminates space for cycling and active travel.

Speed limit

Support the reduction of the speed limit to 30km p/h, as per the recommendations to the City Infrastructure Committee on 24 August 2020.

Uphill Bike lane

In blocks where there are minimal car parking spots and the bike lane is mostly positioned adjacent to the kerb, support the use of a painted uphill bike lane (Melville to Brisbane St) provided it meets the Austroads recommendation of minimum 1.5m wide.

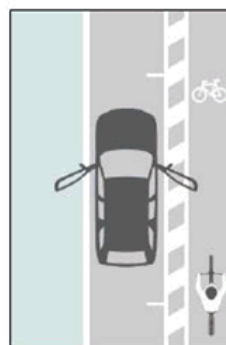
In blocks where there is minimal footpath widening and parking spots are retained on the uphill side of the block (Brisbane to Warwick St) it would be preferable to have a buffer between the parked cars and the bike lane. The City of Melbourne Bike Lane Design Guidelines recommends the use of a chevron alongside frequent turnover car parking.

"The use of a single chevron separation on the 'parking side' of a bike lane has been developed in recent years in response to the high incidence of crashes involving car doors being opened into the path of bike riders (known as 'car-dooring'). Such crashes occur as bike lanes often overlap the door zone (the space taken by the open door of a parked vehicle) and car-dooring is therefore a serious hazard wherever cyclists ride beside parked cars. VicRoads has reported that in Victoria car-dooring is one of the biggest risks to bike riders. The bike rider may swerve out further into the road or collide with the car door, often with serious consequences.... VicRoads also reported that the proportion of car dooring crashes involving bike riders is much higher in the Melbourne CBD and surrounding inner city area. This is likely associated with the prevalence of short-stay parking restrictions and associated high visitation and turnover of parking spaces across the central city. In view of these factors, it is important to pursue bike lane designs that keep bike riders out of the car-dooring zone... this treatment should only be considered in situations where there is insufficient road width to allow the installation of either a kerbside separated bike lane or a double chevron separated bike lane, and where the traffic volumes, speeds and queues are too high to enable a 'shared traffic-bike lane' street to be established. All future bike lane installations in the City of Melbourne should ensure that cyclists are given adequate space to ride without the risk of being car-doored. The car dooring zone is

typically 0.8 to 1 metre from the edge of a car. The single chevron should cover the majority of this width to provide for safe cycling.

Table 4: Single Chevron on the Parking Side of Bike Lane - Key Considerations & Guidance

CONSIDERATIONS	GUIDANCE
Where to install single chevron on parking side of bike lanes	The installation of single chevron bike lanes on the 'parking side' should occur on streets with high turnover of on-street parking (such as shopping streets and streets within activity centres). This design option is generally preferable to single chevron bike lanes on the 'traffic side' when the vehicle volume and operating speeds are comparatively modest (30-40 km/h) and/or the proportion of commercial vehicles is low.
Cyclist Volume	Appropriate for cyclist volumes up to 120 cyclists per hour per direction.
Traffic Volume & Composition	Should not exceed 240 vehicles per hour per direction. Street should preferably have less than 2% commercial vehicles.
Geometry	Bike lane width range is 1.5 metres to 1.8 metres. Chevron Width range is 0.6 to 0.8 metres. Traffic lane adjacent to bike lane is 2.7 metres desirable minimum width (for typically 40 km/h or less). Lane width to be increased up to 2.9 metres where higher speeds prevail.
Speed	Street should preferably be characterised by a speed environment with 85th percentile vehicle operating speeds of less than 40 km/h in each direction.



City of Melbourne Bike Lane Design Guidelines



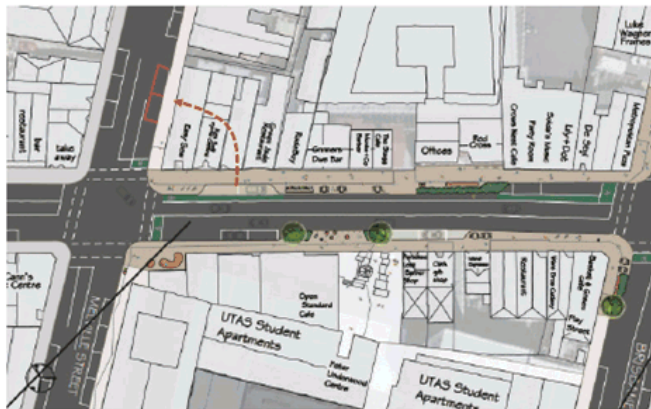
Written submissions



Cycling South (cont.)

Specific comments on each block are outlined below:

Block 1 – Melville St to Brisbane St



BLOCK 1 MELVILLE STREET TO BRISBANE STREET

BL

Footpath

- Support the increase in footpath space, with kerbside 1.5m wide bike lane adjacent.

Bike lane

- The bike lane should meet the Austroads recommendations of 1.5m in width.

On-street car parking

- Consider relocating 2 car parking bays in front of Ken Self and Green Jade Restaurant to Melville St, to reduce the risk of "dooring" to bike riders. The 2 relocated spots would still allow for two traffic lanes on Melville St at the intersection. The laneway behind Ken Self and Green Jade restaurant provides rear access for deliveries (and there is a loading zone on Melville St adjacent to the laneway) and the relocated parking spots still allow for customer pick up of bikes and sewing machines. The wider footpath area on Elizabeth St can be used for bike parking and outdoor dining.

Brisbane St

- To prevent "squeezing" bike riders using Brisbane St as they cross the Elizabeth St intersection, install a kerbside approach and departure bike lane across the intersection.

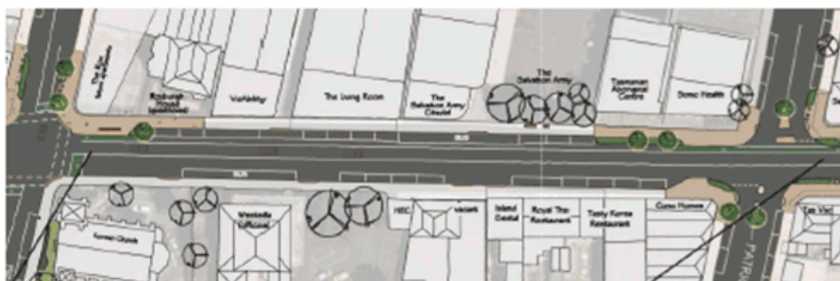


Written submissions



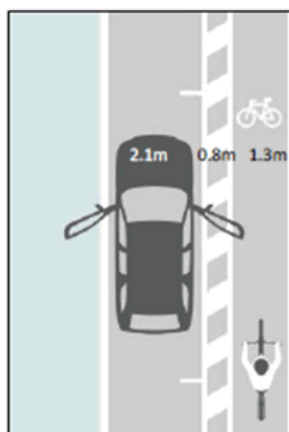
Cycling South (cont.)

Block 2 – Brisbane St to Patrick St



Uphill bike lane

- With 9 car parking spots on the uphill side of this block it would be preferable to have a buffer between the parked cars and the bike lane. A potential configuration of lanes, based on the *City of Melbourne Bike Lane Design Guide* is listed below. Road width is approximately 12.4m.



2.1m parking lane (alongside chevron)

0.8m chevron

1.3m bike lane*

3.0m travel lane

3.1m travel lane

2.1m parking lane

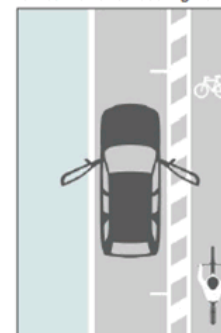
* the bike lane can be narrower than 1.5m if a chevron is painted adjacent.

Block 3 – Patrick St to Warwick St



Uphill Bike lane

- As there are a number of car parking spots along the uphill side of the street, a chevron on the parking side of the bike lane would be appropriate (same treatment as block 2) to reduce the risk of "dooring" to bike riders.



Patrick St intersection

- Support the widening of footpaths at Patrick St end. Since the intersection is unsignalised, the installation of raised crossings at the Patrick St intersection would enhance priority for pedestrians and traffic calm.

Warwick St intersection

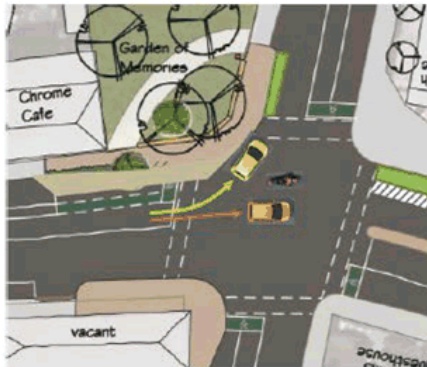
- Is the left turn lane from Elizabeth St into Warwick St necessary by the Garden of Memories? The space allocated for a left turning vehicle could be reallocated to the pedestrian traffic at that intersection, particularly Elizabeth College students waiting for the bus. It would also make the bike lane safer by preventing cars from cutting up the inside and would offer additional space to allow for a lane separator to prevent left turning cars from entering the bike lane. A left turning car can prop at the Warwick St pedestrian crossing without holding up the through traffic on Elizabeth St. Are there many right turning vehicles heading NE onto Warwick St? It may be possible to provide a dedicated right turn lane due to the extra width at the intersection.



Written submissions



Cycling South (cont.)



- There is space on the northern side of the intersection for a departure bike lane on Elizabeth St outside Elizabeth College. This would make the intersection easier to navigate on a bicycle by defining the travel lane and allocating cycling space adjacent to the kerb, with a chevron buffer alongside.



Bus stops

- There is potential to widen the footpath in front of Chrome Café and adjoining shop fronts if the bus stop was relocated so it is directly outside Elizabeth College on the NW side of the intersection. This would require consideration of the concrete median and lane widths so that cycling is accommodated, but is outside the scope of the Mid-town project.

Warwick St

- Any kerb outstands should leave space for bicycle traffic, such as the departure side of the intersection of Warwick St by the Garden of Memories, in the form of a bike lane.

Overall, increasing footpath width and reducing the amount of on-street car parking is supported. The uphill bike lane is safer when there is less on-street car parking. Making Elizabeth St more attractive for people to stroll or roll along it should be prioritised, while the level of service and amenity for people driving along the street should be a secondary consideration.

Yours sincerely,


Mary McParland
Executive Officer



Written submissions



CWA


CWA Gift Shop
 165 Elizabeth Street
 HOBART
 First Established 1951

11 November 2020

Dear City of Hobart Aldermen

I am writing to you today to express my concerns on three matters.

Firstly: - Recently I was TOLD by employees of Sugden and Gee that "THERE ARE GOING TO BE 3 DINING DECKS INSTALLED ON THIS BLOCK BEFORE CHRISTMAS". This is very much weighted to food and beverage and grossly unfair - Has anyone even thought about the effect this is going to have on other businesses? CoH has already announced a voucher scheme for cafes and restaurants and now you want to give those businesses free(?) outdoor dining areas as well - at the expense of other businesses? Many cafes have not even closed during this year as they were able to do takeaways and many people made a point of supporting the businesses that were still trading. We all have social distancing issues not just cafes! What have you got in mind for ALL the other businesses that have suffered or closed? You wont even provide any information to others on the Block - are we just going to turn up to work one day and find "Dining Decks" engulfing the street?

Secondly: - I wish to express my concerns for the future of the CWA Gift Shop should the Elizabeth Streetscape proceed as presented. Although we like the concept, we do not feel this is the correct location for on street dining, and to give advantage to some businesses to the detriment of others is not fair.

As you are aware this Shop has been in this location since 1951. Recently as Midtown has grown, parking for our customers and Members has become harder and harder - often they report they have had to go around the block 3 times before securing a park or driving off empty handed.

We suffered drastically during the UTAS building construction and it took time to get back to our previous trade. We have many regular weekly customers; they come and buy what they want as they pass through the City. Many customers are office workers who drive through the city on their way to work and stop quickly to buy cakes. We also have a lot of customers that visit Hobart from many other locations in Tasmania, they want to be able to run around in their cars and get their chores and shopping done easily and quickly. They don't come by bike or on foot. Many are elderly or have mobility issues as well.

I find it staggering that Council staff think they know the street and our customers better than we do. People spending time on the street doing a survey are not going to get a clear or true indication on who uses the street. We talk with our customers and many have indicated already it is hard to get a park and sometimes they just keep going. People will park in a carpark to go to lunch or a hair cut BUT not to make a quick stop to pick up some jams and a cake.

For years we have been hearing about all the people that no longer come to the CBD because of actions the Council has taken and this concept is going to keep more away.

At the moment the 5 min parking space is a great spot for delivery trucks to pull in to and park (easy access due to the yellow line behind it) - no doubt this would continue under the new plan resulting in next to no on street parking on this side of the road.

Many café customers also use this spot to stop and go and buy coffee.

We strongly disagree this is the right area for on street dining - Elizabeth Street is busy! Emergency service vehicles use it constantly - and at higher speeds - it is a main truck delivery route into the city. It is a main bus corridor as well.

We would assume many of the current cafes are all under lease, so what happens if and/or when these businesses close and are converted into something totally different?

HCC frequently issues day parking permits for tradesmen - get one business doing renovations or works and the available street parking will be drastically reduced to next to nothing.

The UTAS plaza is very rarely used by people walking the street - there is plenty of room there for people to stop and enjoy a coffee, but they don't.

It would be great to see the parking meters on this block reduced to 30 min immediately. This would create a bigger turnover in the spots. People wanting to stay longer can use the car parks.

Ideally there should be a loading zone on each side of the street as well as plenty of metered spots or a couple less spots but all 10min parking.


The draft as it has been delivered will have a severe impact on our business, whilst favouring others and we hope it does not proceed in its current format.

Thirdly: - Park(ING) Day is a complete and utter waste of time and Councils resources - and not to mention a waste of time to businesses. PLEASE DO NOT LET IT HAPPEN IN THIS LOCATION EVER AGAIN.

As Alderman you are elected to represent the Rate Payers. On Park(ing) Day I was disgusted when I was approached by an Alderman who said "isn't it great to see parking spots used for other things" - My response was "I would rather see them used for cars which is their actual purpose" - The Alderman turned and walked away, not even willing to listen to my reasons.

Our wonderful Shop is way more than just another retail shop. It is an outlet for our Members to sell goods which in turn is keeping them busy and giving them a purpose. There are many who Volunteer in the Shop for numerous reasons and all find it incredibly rewarding. And so much more, thank you for taking the time to read this letter and should you wish to discuss further please contact me.

Yours Sincerely


 Johanna Warren
 Manager



Written submissions



Louise Bloomfield

From: Louise Bloomfield [REDACTED]
Sent: Wednesday, 11 November 2020 11:58 AM
To: Nick Heath <heathn@hobartcity.com.au>
Subject: Concerns with Elizabeth Street (Midtown) Streetscape Project

Dear Mr Heath

My small business, along with many others such as the CWA who has been there 75 years, are located in the area of Mid Town Hobart.

We were quite astonished to read about the plans for Elizabeth street, in particular that we were not included in the initial data collection.

I have since been talking to a number of local small businesses, clients and employees that are directly affected by this proposal and ended up doing a small survey to establish just how everyone thinks about it all.

I did do the HCC survey but found it quite biased and I was unable to present my issues/concerns with it - rather I felt railroaded into contributing to ideals I could not agree with.

I have tried to ensure in this small survey the ability for participants to disagree and agree with the points made within it.

What is interesting is that it took just over a week to collect 131 people - I have not had myself nor my staff participate at all.

The resulting information suggests that the support for the suggestions for the bike lane, cafe areas and so forth are not as strong as it has been made out to be.

For instance of 131 responses only 18 (13%) own a bike - and only 2

(1.54%) actually use it to run about Hobart - the bike potential use is not significant.

Only 14.5% feel happy with current parking, 9% don't need parking and a whopping 75% are unhappy with parking - with 31% of people choosing to drive away as it gets impossible to locate a park.

Just 10% actually want a bike lane.

nearly 60% want better access to parking

Well over 50% of people would NOT use outdoor cafe seating if installed.

Disabled access, parking, traffic slowing down and safety are considered big issues with the mid town project. There is also frustration as to why only cafes are getting any benefit at the expense of other businesses.

I will allow you to read the comments that participants included at your leisure - they are many and varied - and all with great interest and passion.

I would love to be included please in any further process regarding Mid Town Hobart. There are a number of small businesses like mine who were profoundly negatively impacted who simply cannot cope with removal of parking facilities and client/supplier access. Mid Town is MORE than just a few cafes - we have hairdressers, architects, accounting firms, retail shops and all manner of alternative businesses to food and beverage - we need to be included and considered.

Sincerely

Louise Bloomfield



Written submissions



Ben Clark

From: ben clark [REDACTED]
Sent: Sunday, 8 November 2020 10:45 PM
To: Records Unit <RecordsUnit@hobartcity.com.au>
Subject: Elizabeth Street (Midtown) Streetscape Project

Attn: Sarah Bendeich, Project Manager, Elizabeth St (Midtown) streetscape project

--

Hi Sarah,

Firstly, I just wanted to say thanks for the great work your team are designing and delivering in terms of streetscape improvements all around the CBD and inner suburbs. It's a shame COVID-19 has impacted the budget and will/may stall some of the future initiatives.

I realise the public consult period for the Midtown plans closed last Monday, but thought I'd email just in case there was still a chance to be considered.

Overall, the plans present a vast improvement to the current condition of the street, and I like the thoughtful touches for pedestrians. One of the box-out elements that could become a real feature is the corner of Warwick and Eliz - opposite the garden of memories. Even though the building that fronts this corner is currently vacant I see great potential for a cafe/micro-brewery to tenant this space. As the street is very wide in this location, to encourage this type of development, Council could increase the width of the box-out, to have enough space for two rows of alfresco tables along the Eliz St frontage - a bit like Salamanca.

I cycle this route on my commute from South Hobart to Glenorchy roughly 4 days a week - in both directions - so my other suggested improvements relate to this aspect of the design.

I was impressed to hear the Project Action Team recommended a fully protected bike lane (uphill), and somewhat disheartened to see the plans only provide a painted lane. I agree that a downhill lane is probably not required given the speed that cyclists often travel is similar to cars.

I advocate that Council consider to protect the bikeway via:

- "Frome Street style solution"
- concrete kerbs or planters where the footpath is to be extended
- placing the bikeway on the inside of the parked cars (because dooring by passengers is much less likely than dooring by drivers)

- a floating bus stop where the bus stop is located.

*I attended a talk by Daniel Bennett from Adelaide last year where he talked through the experience of Frome Street, which went from a basic set of concrete kerbs on the roadway to a fully integrated design that was level with footpath (no doubt you're familiar with it?). It seemed to have won the respect of the traders, cyclists, pedestrians and even the rubbish/recycle truck drivers. It offers a template which could be similarly applied to this street.

I have young boys, who I'd love to be able to ride to North Hobart (i.e. with them on their own bikes), and currently the footpath seems the only safe option. A full protected lane seems like an investment in the independent mobility of the next generation of citizens.

Kind regards
Ben Clark





End of Document



yoursay.hobartcity.com.au

Prepared by



City of HOBART



ENGAGEMENT SUMMARY REPORT - v3 Draft

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

14 September 2020



yoursay.hobartcity.com.au

Prepared by



City of HOBART

Project Background



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

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

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



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

- *A draft concept design for the Elizabeth Street Precinct upgrade be developed with consideration of the Project Action Team's principles, desired outcomes and recommendations, as outlined in Attachment A to item 6.1 of the Open City Infrastructure Committee agenda of 19 June 2019.*
- *The draft concept design for the Elizabeth Street Precinct upgrade be communicated to Elected Members by way of a briefing, prior to further targeted consultation with key stakeholders, landlords and property owners.*
- *A further report be provided to the Council following key stakeholder engagement and prior to broader community consultation on the draft concept design.*
- *A detailed report addressing the potential loss of car-parking within the Elizabeth Street Precinct be referred to the Finance and Governance Committee at the appropriate time.*

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

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

Engagement Objectives & Methodology



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

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

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

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

Engagement Objectives & Methodology



Engagement Methodology

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

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

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



Other Considerations

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

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



How we engaged



Stakeholders Targeted

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



Mailout Package (printed info sheet and feedback form)

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

Emails

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

YourSay Hobart

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

Stakeholder Workshop

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

Engagement Snapshot



Stakeholders contacted directly **163**



Written submissions and completed surveys received **18**



Workshop participants

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



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

Downloads of the draft concept designs **110**



How we engaged



Mailout package

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

City of Hobart

ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE
Draft Streetscape Concept Design

Dear Stakeholder,

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

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

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

You can provide feedback in the following ways:

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

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

City of Hobart

FEEDBACK FORM

ELIZABETH STREET MIDTOWN RETAIL PRECINCT - CONCEPT PLAN DRAFT

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

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

2. What is the address of the property?

3. Name of your business

4. Have you participated in any other consultation?

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

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

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

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

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

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

7. Your name

8. Your email address

9. Your contact number

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

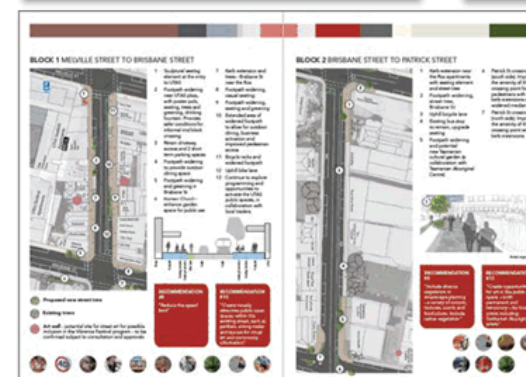
10. Would you be interested in attending this engagement session?

☐ Yes
☐ No

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

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

Send Feedback
Email Address: City Planning
City of Hobart
Phone: 03 6238 2200
Email: feedback@hobartcity.com.au

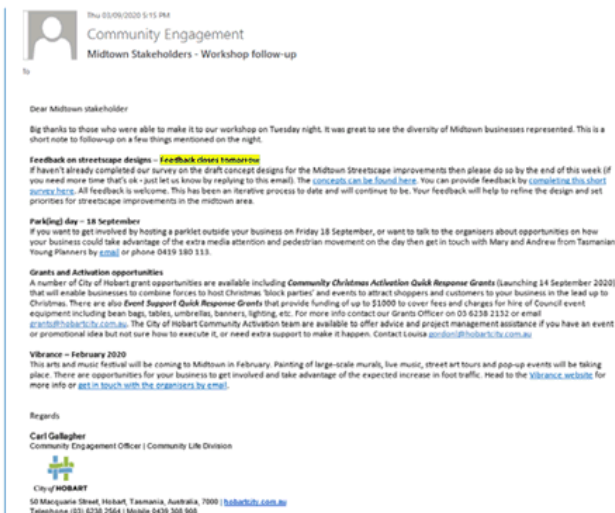
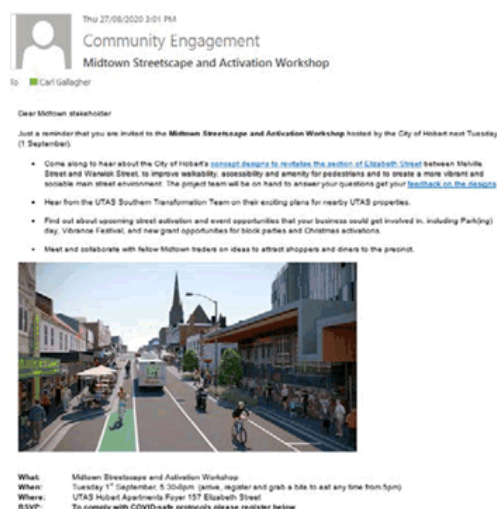
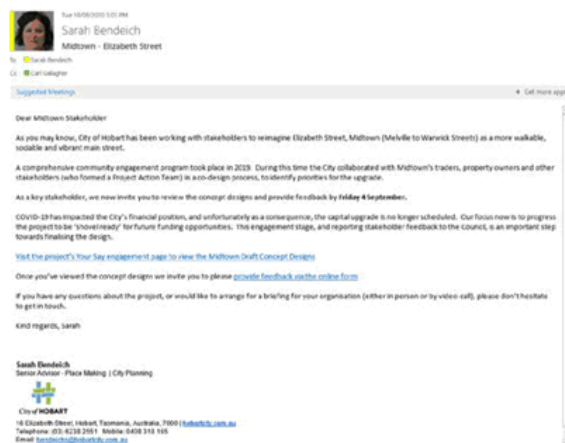


How we engaged



Email communication

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



How we engaged



YourSay Hobart project page

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

Visitors Summary

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

DAILY MONTHLY



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

Elizabeth Street (Midtown) Streetscape Project

Draft concept design
Midtown Draft Concept Designs - August 2020 (1.46 MB) (pdf)

Project Lifecycle
Stage 3 - Draft Concept
During this stage a new draft streetscape concept design will be prepared. The draft streetscape concept design will be presented to the community for comment (in the second half of 2020) and then refined in response to feedback. This will be reported to the Council for approval.

Project Background
The City of Hobart is planning a streetscape upgrade in Elizabeth Street (Midtown) as part of the City's Local Retail Precincts Plan. The aim of the project is to revitalise the section of Elizabeth Street between Melville Street and Warwick Street, to improve walkability, accessibility and amenity for pedestrians and to create a more vibrant and sociable main street environment.
A comprehensive community engagement program took place in 2019. During this process the City collaborated with Midtown's traders, residents, property owners and other stakeholders (who formed a Project Action Team - PAT) in a co-design process, to identify priorities to upgrade Elizabeth Street.
A draft streetscape concept master plan for Midtown was developed in response to the PAT's vision. This plan re-imagines Elizabeth Street as a more welcoming accessible and people-focused main street. We are excited to soon be able to share the concept master plan with key stakeholders and the wider community.
Currently there is no construction time frame. Covid-19 has had a significant impact on the Council's financial position. As a result, the funding that had previously been forecast to build this project starting in 2021 is no longer available. However there is ongoing work to pursue new funding opportunities for the project, including through Government programs and stimulus packages.
In the meantime, our priority is to continue to prepare for the future by progressing planning and design to get this project 'shovel-ready' for when funding opportunities become available.

Community Engagement
Community engagement activities to date have included:
Stage 1 Engagement - Issues and Vision

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

A summary of the outcomes of this stage can be found in the Stage 1 Issues and Vision Engagement Report.
Stage 2 Engagement - Direction and Options

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

A summary of the PAT recommendations can be found in the Midtown PAT Recommendations Report.
Engagement outcomes from Stage 1 and 2 presented to Council
A report outlining the proposed project direction was presented to the City Infrastructure Committee and Full Council in July 2019. PAT members presented their recommendations to the committee in person. You can view the full Council report here.
The following recommendations were endorsed by Council at the meeting on 8 July 2019:
1. A draft concept design for the Elizabeth Street Precinct upgrade be developed with consideration of the Project Action Team's principles, desired outcomes and recommendations, as outlined in Attachment A to Item 6.1 of the Open City Infrastructure Committee agenda of 19 June 2019.
2. The draft concept design for the Elizabeth Street Precinct upgrade be communicated to Elected Members by way of a briefing, prior to further targeted consultation with key stakeholders, landlords and property owners.
3. A further report be provided to the Council following key stakeholder engagement and prior to broader community consultation on the draft concept design.

Document Library

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



City of HOBART

How we engaged



Feedback survey

The feedback survey was made available online and via hardcopy.



Survey Questions

1. What is your relationship to the project area which is Elizabeth Street, between Melville and Warwick Streets?
 - I'm a property owner in the project area
 - I'm an occupier / tenant / leasee in the project area
 - I'm a business operator in the project area
 - Other
2. What is the address of the property?
3. Name of your business or organisation?
4. Have you participated in the Midtown Retail Precinct project in previous stages?
 - Yes, I filled out a post card or responded to a survey
 - Yes, I attended a focus group workshop or attended an information session
 - Yes, I attended a street party or event
 - Yes, as a member of the Project Action Team
 - No, I haven't participated in the project previously
5. Having reviewed the concept designs for Elizabeth Street, Midtown Retail Precinct, what best describes your view?
 - I support the concept and would like to see the project implemented in future
 - I am somewhat supportive, but I have some concerns or questions (please explain)
 - I'm not sure - I feel neutral about it
 - I don't support this concept - I want to see something different (please explain)
 - I don't support this concept - I like the street the way it is
6. What concerns or questions do you have?
7. What would you like to see instead?
8. If this concept were to be implemented, would you anticipate particular impacts or benefits arising – for your business, your property, etc.?
9. Is there any other feedback you would like to share?



How we engaged



Workshop

A stakeholder workshop was held on Tuesday 1 September.

Participants included:

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



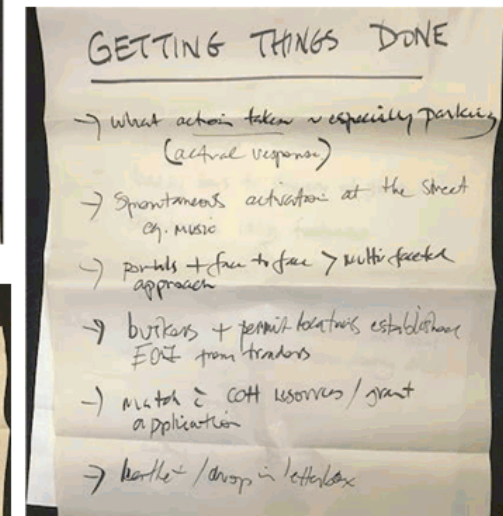
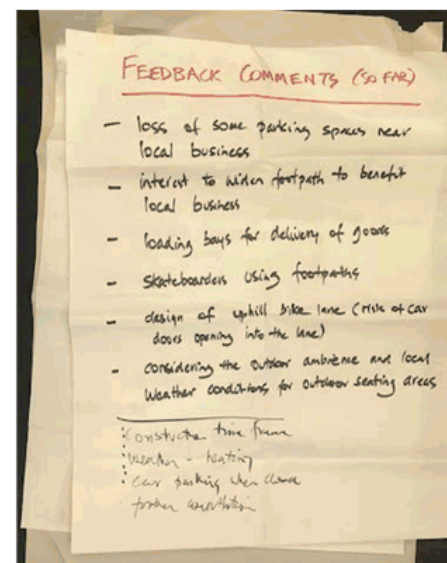
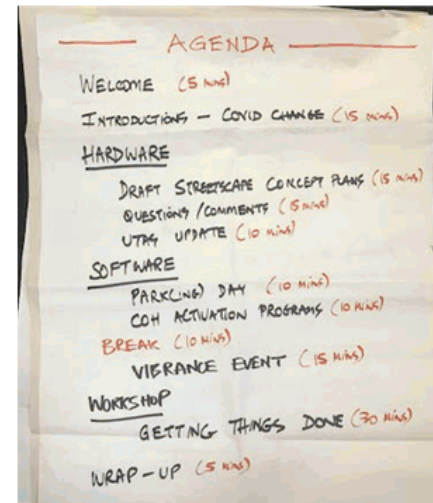
The workshop was facilitated by John Hepper from Inspiring Place.

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

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

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

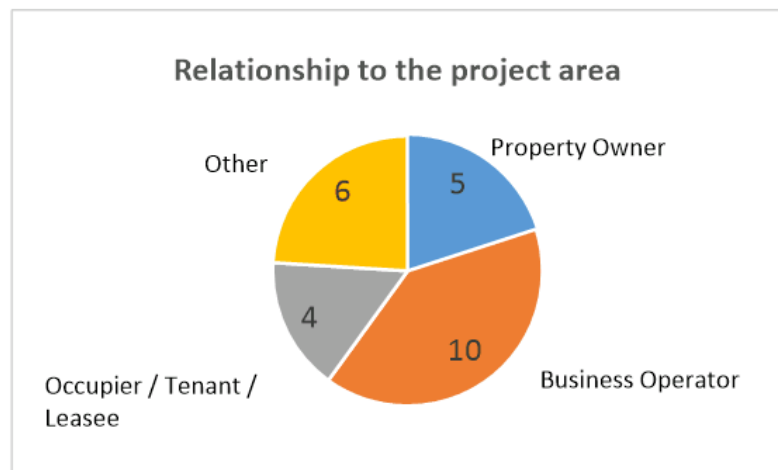
The workshop provided an opportunity for traders and property owners to meet each other and strengthen relationships within the street.



Survey Results



Who responded to the survey?



Addresses represented

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

Businesses represented

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

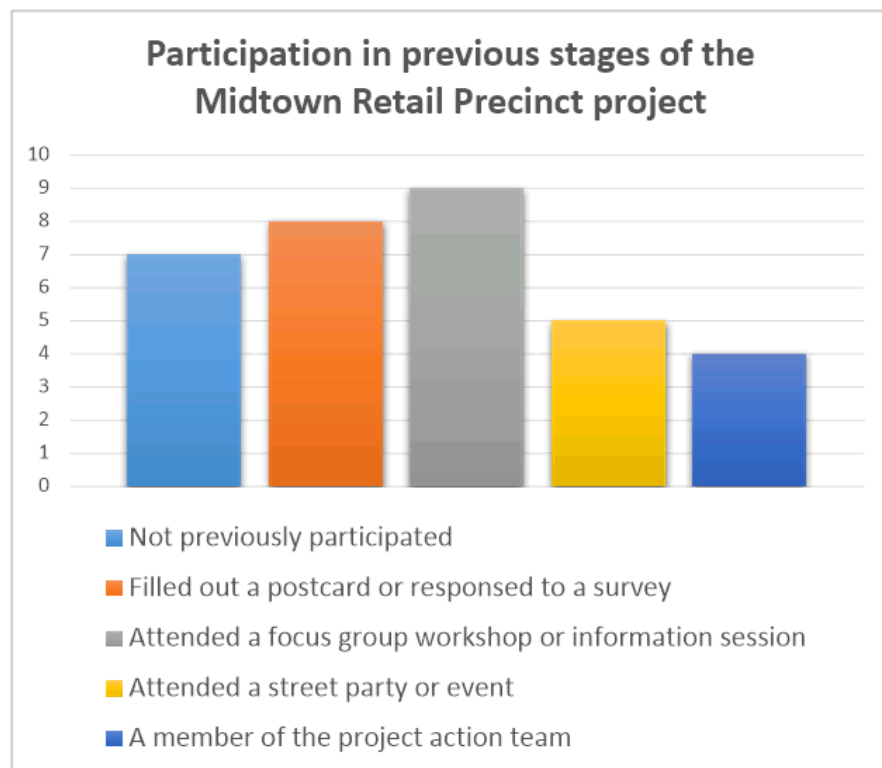
A broad cross-section of Midtown businesses and property owners were represented



Survey Results



Previous participation in the project



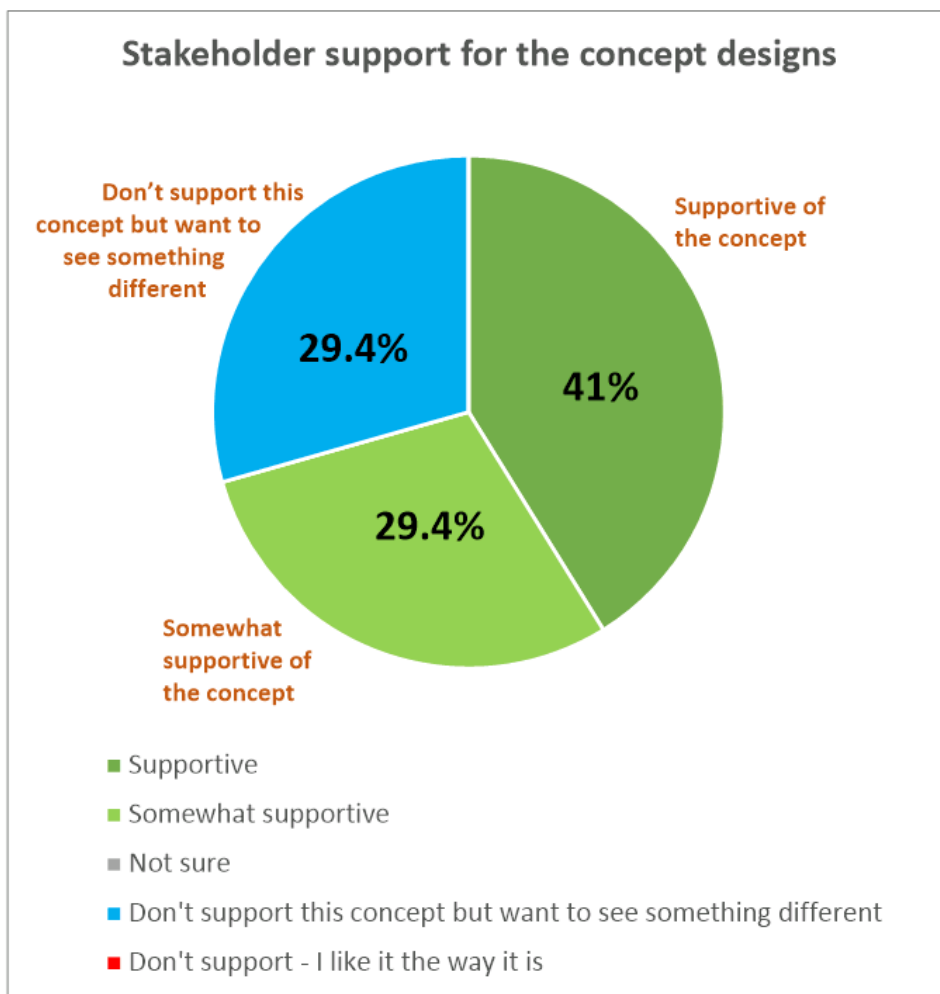
Survey respondents had various levels of previous engagement with the project.

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

Survey Results



Support for the concept designs



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

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

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



Survey Results



Stakeholder suggestions and concerns about the current concept designs

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

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

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

Parking & loading zone provision



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



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

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

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

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

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

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

Bike lane design suggestions



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

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



Survey Results



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

Street furniture and safety



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



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

Prioritising pedestrian movement will attract skateboarders

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

Some businesses feel they are missing out

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

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

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

The design favours outdoor dining at the expense of other businesses

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



Survey Results



Anticipated impacts or benefits from implementation of the streetscape design

😊 Benefits

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

😞 Impacts

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



Survey Results



Other feedback shared

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



Written Submission – Metro



The following written submission was received from Metro 27 August 2020



27 August 2020

Sarah Bendeich
Senior Advisor – City Place Making
City of Hobart

via email to: cqh@hobartcity.com.au

Dear Sarah,

Elizabeth St (Midtown) Streetscape Project

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

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

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

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

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

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

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

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

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

Yours sincerely



Darren Carey
Acting Chief Executive Officer



Metro Tasmania Pty Ltd | ABN 30 081 467 281 | PO Box 61 Moonah TAS 7009 | 13 2201 | metrotas.

Written Submission – Heart Foundation



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



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

2 September 2020

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

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

Dear Sarah

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

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

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

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

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

Canberra ACT Unit 1, Level 1 17-23 Townsend St Phillip ACT 2606 (02) 6282 5444 (02) 9219 2444	Sydney NSW Level 3, 80 William St East Sydney NSW 2011 (02) 9219 2444	Darwin NT 2 Third Floor Twy NT 0810 (08) 8982 2700	Brisbane QLD 1 Adelaide Rd Bowen Hills QLD 4006 (07) 3872 2500	Adelaide SA 165-199 Hull St Adelaide SA 5000 (08) 8224 2888	Melbourne VIC Level 2, 850 Collins St Docklands VIC 3008 (03) 9329 8511	Perth WA Level 2, 334 Rokeby Rd Subiaco WA 6008 (08) 9388 3343	Hobart TAS Level 1, 89 Brisbane St Hobart TAS 7000 (03) 6224 2722
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more time in streets and spaces that are designed for people rather than cars. Higher dwell-time and footfall has the potential to increase a vicinity's trade, and boosts its vitality.

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

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

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

Yours sincerely



Graeme Lynch AM
CEO Heart Foundation Tasmania

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

Page 2 of 2

Bicycle Network – website article



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



No joy for bike riders in Midtown designs

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

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

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

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

In terms of bicycles, the action team called for:

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

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

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

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

Painted lanes wrong response

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

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

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

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

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

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

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

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

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

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

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

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

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

Discussion and Conclusion



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





End of Document



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Prepared by



City of HOBART



TECHNICAL NOTE

To City of Hobart Date 16 November 2020
From C. Munro Project No. 0174
Subject Elizabeth Street (Midtown) Streetscape Improvements – Cycling provision

1. Introduction

The City of Hobart is considering options to improve amenity and transport access in the midtown precinct along Elizabeth Street from Melville Street to Brisbane Street, with consideration of more modest improvements over a further four blocks extending westwards to Burnett Street. The proposal includes a bicycle lane in the northbound (uphill) direction. The present review was commissioned by the City to provide an independent assessment of the concept plan focussing on provision of bicycle riders.

2. Provided documents

The City of Hobart provided the following documents as background material to this review:

- *Elizabeth Street retail precinct – Midtown streetscape upgrade project- Draft concept for consultation* (October 2020)
- *Elizabeth Street Retail Precinct Streetscape Upgrade Project: Recommendations of the Project Action Team* (30 May 2019)
- *Elizabeth Street Movement Analysis (Draft Report) – prepared by GHD* (February 2019)
- *Summary traffic speed and volume data* collected by City of Hobart (July and September 2020)
- Consultation feedback from Cycling South (27 October 2020)
- Website commentary on the concept from Bicycle Network (27 August 2020)
- Existing road cross-sections (six between Melville Street and Warwick Street).

3. Context

The project is focussed on improvements to the block of Elizabeth Street between Melville Street and Brisbane Street (Figure 3.1). It is anticipated that the recent completion of the University of Tasmania building in this block, along with other existing and proposed developments, will increase pressure to provide high quality pedestrian amenity while balancing the needs to provide access by motorists, bus passengers and bicycle riders.

The concept is for footpath widening on both sides of the street to accommodate more pedestrian space and expanded outdoor trading opportunities for local businesses. There are currently 18 on-street parking bays in this block; the concept plan would reduce this to seven bays (three on the south side and four on the north side of the street). After realignment of the kerb to provide the additional footpath space the remaining carriageway would be divided into a shared downhill (southbound) traffic lane and line marked outbound bicycle lane that would

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either be located adjacent to the kerb or kerbside parking. At the outbound approach to Brisbane Street a short left-turn traffic lane would be provided with the bicycle lane carrying straight to the intersection between the left-turn lane and through traffic lane. The bicycle lane across the transition and bicycle storage box at the intersection would be coloured green.

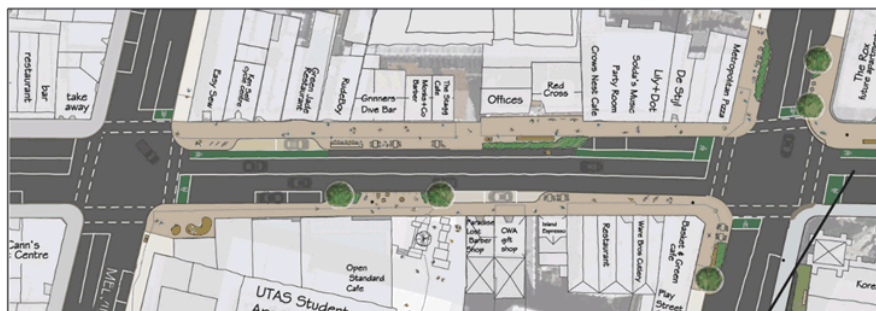


Figure 3.1: Concept plan for Melville Street to Brisbane Street

The role of Elizabeth Street in providing transport access to the northern suburbs is thoroughly documented by GHD in the *Elizabeth Street Movement Analysis* report. Among their findings is that the adjacent couplets (Argyle/Campbell Streets and Murray/Harrington Streets) each carry three times more vehicles than Elizabeth Street but Elizabeth Street accounts for three times the pedestrian movements and a large proportion of bus movements. During the weekday AM peak GHD estimate bus passengers constitute 53% of person movements along Elizabeth Street at Melville Street compared to 24% by car, 21% on foot and just over 1% by bicycle. Traffic data from 2020 suggests average speeds of 34 to 36 km/h and 85th percentile speeds up to 43 km/h with maximum weekday volumes of around 5,800 (Table 3.1). The speed limit is currently 50 km/h but will reduce to 40 km/h in February 2021 as part of a wider central city speed limit reduction.

Table 3.1: Motorist speed and volume data for Elizabeth Street between Melville Street and Brisbane Street

Direction	Speed		Maximum weekday count
	85 th percentile	Average	
South	41	33.6	2,688
North	43	35.7	3,071

Moving away from the CBD there would be more modest changes in the block between Brisbane Street and Patrick Street consisting primarily of a painted uphill bicycle lane and kerb outstands at the intersections (Figure 3.2). This block would retain bus stops in both directions of travel and all on-street parking. The conflict point at Patrick Street would incorporate green

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surface treatments and a raised intersection would be added at the southern approach of Patrick Street.

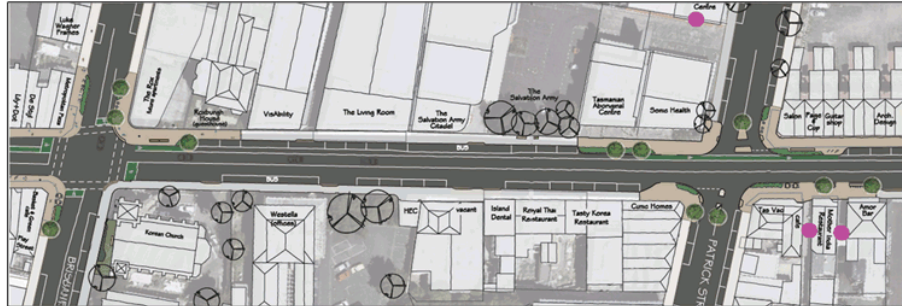


Figure 3.2: Concept plan for Brisbane Street to Patrick Street

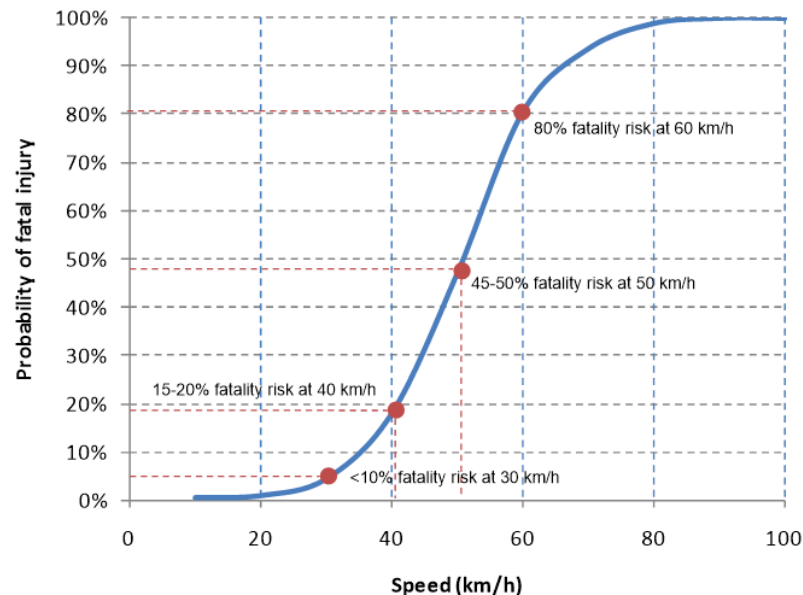
4. General review

This section reviews four general aspects of the proposal before turning to specific issues for each block in the subsequent sections.

4.1 Speed limit

Elizabeth Street currently has a 50 km/h speed limit. The section between Melville Street and Brisbane Street will be incorporated into a 40 km/h speed zone within the Hobart CBD in February 2021. This initiative will have a significant and positive impact on reducing pedestrian and cyclist injury frequency and severity, as there is strong evidence to suggest a reduction in fatal and serious injuries in the order of 50% will be achieved with this change (Figure 4.1). There will also be amenity benefits for pedestrians through reduced traffic noise and perceived hostility of the street environment. Moreover, the impact on motorist travel times and congestion is likely to be small to negligible given the presence of the signalised intersections and, during peak times, traffic congestion, that will conspire to be much stronger influencers of travel times than the speed limit.

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■ Figure 4.1: Probability of pedestrian/cyclist fatality by motor vehicle speed

As well as offering significant safety benefits at negligible cost, a speed limit of 40 km/h or below make it more realistic that bicycle riders and motorists can safely and comfortably share the lane. This is especially true in the downhill citybound direction, where faster riders may be expected to obtain speeds of 30 km/h if they obtain a green signal sequence. These speeds are likely to be close to motorist speeds, particularly during peak periods. Conversely, in the uphill direction rider speeds will be very significantly lower and so the speed differential with motorists will be much higher. Given these benefits the speed limit reduction is strongly supported.

4.2 Bus operations

The Elizabeth Street corridor serves multiple high frequency bus services resulting in bus headways of around four minutes during peak periods. Some of these bus services operate as express services and so do not provide direct passenger access to the midtown precinct, but do impose traffic congestion, local pollution and noise along the corridor. While there will remain a role for stopping bus services to provide direct access to the corridor it may make more sense for express bus services to use the primary arterial roads such as Argyle/Campbell Streets to access the northern suburbs over the longer term. The implications of this change for bus operations has not been examined in this review, but it is noted that the placemaking function of Elizabeth Street is generally higher than that of the adjoining couplets such that, in principle, through traffic should be encouraged to use the latter

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streets and Elizabeth Street should serve only for local access to businesses and residences directly along the street. This principle of a road hierarchy is embedded within the Movement and Place approach; in our view the primary function of Elizabeth Street should be as a destination and for local access by motorised vehicles, with through movements encouraged instead to use the couplets.

4.3 On-street parking

The demand for parking was examined by GHD in their movement analysis for the corridor. They found high occupancy (above 70%) during the day south of Brisbane Street but far more modest demand north of Brisbane Street (varying from 28% to 48%). Average duration of stay across the full corridor was generally under 30 minutes. They noted there is significant parking capacity along side streets and off-street in the corridor.

While on-street parking is clearly required to provide deliveries to businesses in the corridor, many of whom do not have an off-street vehicle access, the case for providing parking for visitor access on Elizabeth Street itself is weaker. Parking represents a comparatively low value use of roadscape considering the competing demands for placemaking and mobility. This is not to deny that businesses rely upon drive-up customers but instead note that providing parking directly outside businesses has costs in terms of public realm, pedestrian amenity, road safety and congestion that are likely to exceed the benefits. Furthermore, it is noted that manoeuvring into and out of parking causes congestion and contributes to crashes (albeit typically low speed property-damage only). Moreover, parking imposes a risk to bicycle riders through the opening of car doors. In some localised cases the benefits of on-street parking will outweigh these disbenefits, particularly in providing for deliveries and access for the mobility impaired. However, overall it is suggested better outcomes can be obtained for businesses, residents and visitors by reallocating a significant fraction of parking to other uses.

4.4 Car dooring

Car dooring describes collisions between opening car doors and bicycle riders. These crashes are one of the most common involving bicycle riders in inner city areas and can lead to serious injuries, particularly as the rider is often flung to their right and potentially into the path of a motor vehicle.

The likelihood of these collisions will depend on factors such as:

- number of parking bays, parking demand and turnover
- rider lateral position on the roadway (the dooring “zone” generally extends 0.8 m to 1.0 m beyond parked vehicles), and
- rider speed and attentiveness (which influences reaction times).

In the uphill direction the ability of a rider to avoid a collision is increased somewhat by their lower speed. In the downhill direction the opposite will be true. Reaction times will vary depending on the alertness of the rider but generally it is assumed an alert road user will begin to react within 0.7 to 1.5 seconds, although most engineering design guidance recommends a

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more conservative 2.5 seconds¹. At an admittedly high rider speed of 35 km/h this corresponds to a reaction distance of at best 6.8 m and at worst 24.3 m (Figure 4.2). These distances are equivalent to 1.0 to 3.6 car lengths. At an not unreasonable downhill riding speed of 20 km/h a rider would travel between 4 and 14 m before starting to react; even at these lower speeds there is often very little prospect a rider can react and evade a door that opens if they are already alongside the vehicle. Reducing the dooring risk requires that parking be removed or located in such a way as to reduce the likelihood that opening doors will impede a bicycle rider, especially where riders are travelling quickly. For this reason it is recommended that on-street parking be minimised, and where it is required, that the preference be given to the uphill direction.

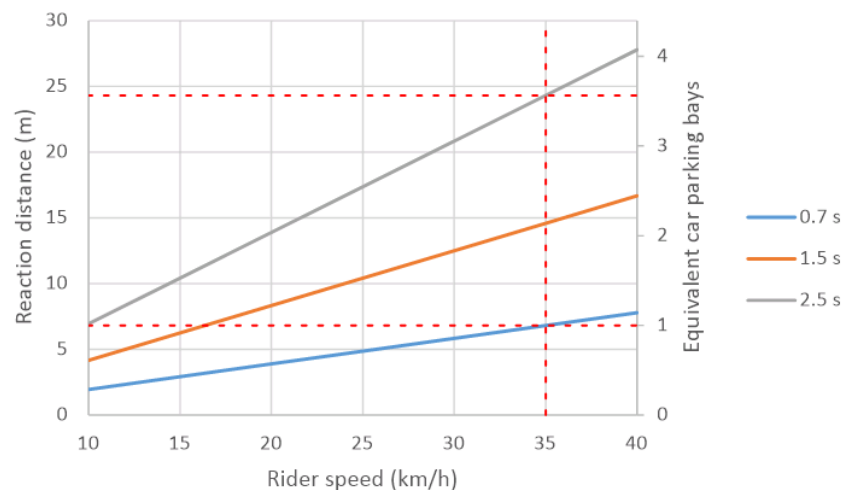


Figure 4.2: Reaction distances for given rider speeds and reaction times

Note: assumes a typical parallel car parking bay length of 6.7 m.

5. Melville Street to Brisbane Street

The widening of the footpath to accommodate more pedestrian movement and placemaking in this block is consistent with the relatively high pedestrian activity and adjacent business activities. The retention of four parking bays in the uphill direction would provide delivery access and some customer access to businesses in this block. However, there seems to be a less compelling argument in support of parking in the downhill direction, especially in front of the University of Tasmania building. Given the higher likelihood of serious injury between

¹ Austroads (2011) *Cycling Aspects of Austroads Guides*. Austroads AP-G88/11.

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riders and car doors in the downhill direction it is suggested that the requirement for parking in this direction be revisited.

Assuming the footpath widening would take the equivalent of the parking bay widths (2.1 m) on each side of the street there would remain around 8.0 m of carriageway in which to accommodate motor vehicles, buses and bicycle riders. Simply dividing this carriageway into two traffic lanes of 4.0 m is not recommended. Instead, narrower traffic lanes would offer two advantages beyond simply providing space for a bicycle lane:

- encourage motorists to travel more slowly by creating a visual sense of narrowing, and
- reduce the variation in motorist lateral tracking; that is, tend to channelise motorists into a narrow lateral width on the roadway and thereby create more consistency and predictability that can assist pedestrians in crossing the road away from intersections.

While 8.0 m does not provide a great deal of roadspace in which to accommodate the three road user groups there are numerous options which could be considered. At least some of these options are identified in the next section before turning to prioritise among these options in the following section.

5.1.1 Options identification

The road between Melville Street and Brisbane Street currently has a kerb-to-kerb width of around 12.2 m. Six options are identified as shown in Figure 5.2; all assume the footpath would be widened on both sides of the street by the width of the parking bays (2.1 m) and that some on-street parking would be retained as per the concept plan, reducing the effective carriageway to 8.0 m.

The options are as follows:

1. **Mixed traffic:** do not provide any dedicated bicycle lanes, thereby having 4.0 m wide general-purpose traffic lanes in each direction.
2. **Uphill bicycle lane:** as per the concept plan, incorporate a painted bicycle lane in the uphill direction. It is assumed a standard 1.5 m bicycle lane positioned against the kerb and parking would be used.
3. **Central median:** no dedicated bicycle lane is provided in either direction; instead roadspace is allocated to a 1.4 m painted median to allow pedestrians to make staged crossings away from the signalised intersections.
4. **Two-step protected uphill bicycle lane:** identical cross-section to the uphill bicycle lane (option 2) but with a half-height kerb to provide some physical separation from the traffic lane.
5. **Buffered bicycle lane:** painted chevron buffer of 0.6 m width between parking and a narrow (1.2 m) bicycle lane in the uphill direction.
6. **Bicycle lanes in both directions:** narrow 1.2 m bicycle lanes in both directions of travel directly alongside the kerb and parking, with narrow (2.8 m) general purpose traffic lanes.

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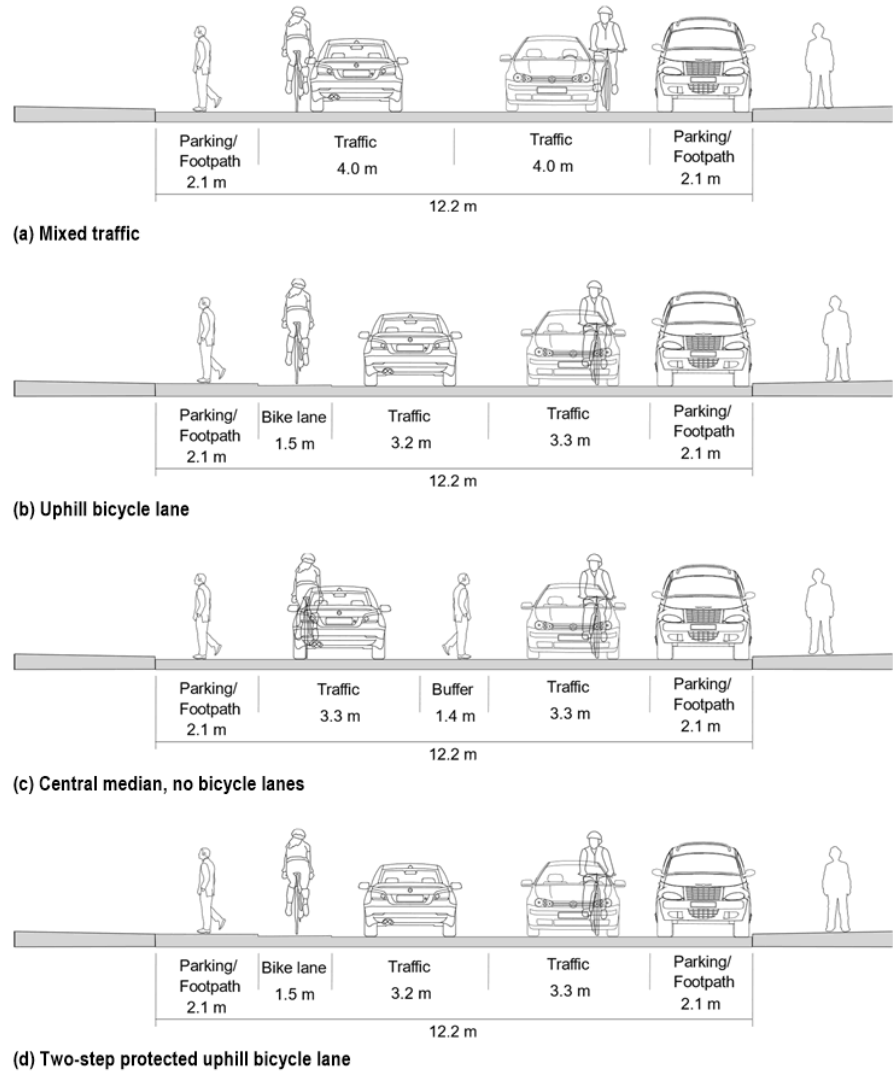
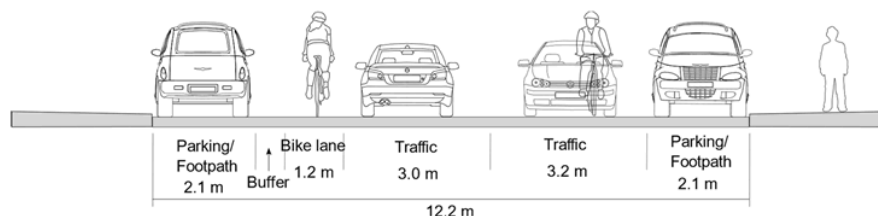
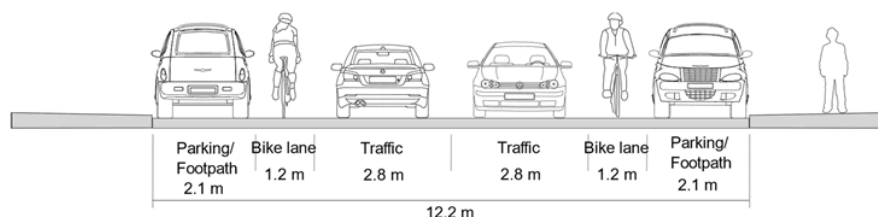


Figure 5.1: Design options

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(e) Buffered bicycle lane



(f) Bicycle lanes in both directions

Figure 5.2 (cont.): Design options

5.1.2 Options assessment

To evaluate the relative merits of the options, each is scored on three criteria:

- rider safety,
- rider comfort, and
- constructability.

Rider safety is considered from the standpoint of objective safety; that is, our best understanding of the risks and consequences of crashes involving bicycle riders. Rider comfort partially encompasses safety insofar as riders are likely to feel more comfortable on busy city streets such as Elizabeth Street where they feel safe. However, it is noted that this subjective assessment of safety is not necessarily correlated to objective safety – the most obvious discrepancy being the risk of being struck by a motorist approaching from behind and being struck by a motorist *ahead* of the rider, or striking an opening parked car door². Constructability is an indicator of the engineering difficulty and cost implications of each option. Relatively simple roadworks such as linemarking are assumed to be low cost while options that include kerb realignment or may have services implications (including drainage) are deemed to be high cost and hence have “low” constructability.

² Most analyses of inner city and suburban crash risks in Australia suggest that most crashes involving motorists and bicycle riders involve motorists turning *ahead* of the rider (e.g. turning right across the path of an approaching rider, or emerging from a side street and failing to see and give way to a rider on the major road). Similarly, the risk of being struck by an opening car door seems to be underappreciated.

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Scores are given in a range from one to five for each criteria where a score of one is “low/poor” and five is “high/good”. A simple sum is used to obtain a total score for each option; this implicitly assumes each criteria has equal weighting. The results of this simplified analysis are shown in Table 5.1. These results suggested a buffered bicycle lane in the uphill direction (option 5) is preferred, followed by an uphill bicycle lane (option 2), two-step protected bicycle lane (option 4) and bicycle lane in both directions (option 6) all with the same score. However, the practical complexities of each option warrant more consideration than this relatively simplified analysis and is discussed for each option in turn.

Table 5.1: Option scores

Option	Safety	Rider comfort	Constructability	TOTAL
1: Mixed traffic	••	••	•••••	9
2: Uphill bicycle lane	•••	•••	••••	10
3: Central median, no bicycle lane	•	•	••••	6
4: Two-step protected bicycle lane	•••••	••••	•	10
5: Buffered bicycle lane	••••	•••	••••	11
6: Bicycle lane in both directions	••	••••	••••	10

Mixed traffic

In this option bicycle riders would share 4.0 m traffic lanes in each direction of travel. This scenario would be similar to the current situation. As noted earlier, this option would represent a poor outcome:

- The road width would be ill-defined and unduly wide, encouraging higher motorist speeds and close overtaking of bicycle riders (as the lane is sufficiently wide to be tempting to overtake but too narrow to give sufficient clearance)
- The width would lead to large variations in lateral tracking, making for a more unpredictable road environment for pedestrians crossing the road to judge motorist positions
- While the speed limit, and practical speeds would be below 40 km/h the traffic volumes and high proportion of large vehicles (buses) would make for an uncomfortable riding environment for less confident riders, especially in the uphill direction.
- The relatively high traffic volume would make it intimidating for many riders to use the street.

There are unlikely to be benefits of this design, aside from it representing the lowest cost to construct and maintain (there being less linemarking required than any other option). On balance, this option would not represent a satisfactory outcome and so is not recommended for further consideration.

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Uphill bicycle lane

This option is per the concept plan and consists of a standard 1.5 m painted bicycle lane with additional green surface treatments at conflict points near the intersection. Given the higher speed differential in the uphill direction it makes sense that if a bicycle lane were to be provided on only one side of the street it would be the uphill direction. Moreover, rider speeds are likely to be more amenable to riders being able to safely react to parked car doors in the uphill direction – noting that a fully open car door extends out to 0.8 m or so, which would strike the left handlebar of a bicycle rider travelling even towards the right of a 1.5 m bicycle lane. In the downhill direction a bicycle lane may be counterproductive if it were to encourage riders to travel farther to the left than they would do in the absence of the lane and therefore increase their exposure to open car doors. In this sense a bicycle lane can be counterproductive if it creates a misleading sense of comfort among riders. Equally, it can lead to a situation where motorists are less forgiving towards riders who choose not to ride in the bicycle lane to avoid this dooring risk.

While a bicycle lane is primarily intended to help riders, it can offer secondary benefits to motorists and pedestrians:

- Motorists benefit by having a more clearly defined roadway and reduced likelihood of having to negotiate an interaction with a bicycle rider
- Pedestrians benefit by having a “buffer” between the footpath (or parked cars) and the traffic lane in the form of a bicycle lane, and by the more consistent lateral tracking of motorists
- Vehicle occupants emerging or entering vehicles parked by the kerb are offered some protection from moving motor vehicles.

An uphill bicycle lane would likely provide an increased level of service and perceived comfort to less confident bicycle riders. However, the paint delineation does not accord with best practice for roads with the fairly high traffic demand that exists on Elizabeth Street (around 5,800 vpd on weekdays). Instead, some form of physical separation is desirable to make the route attractive and safe for a wider cross-section of the community, as will be discussed with two variations on the uphill bicycle lane option below.

Central median, no bicycle lane

This option would incorporate a central median that may be painted or constructed from concrete, possibly with plantings, to create a perceived road narrowing and staging for pedestrians to cross the road at midblocks in two stages. One option would a configuration similar to the current cross-section on Elizabeth Street between Warwick Street and Burnett Street.

While beneficial to pedestrians by providing a staging area and by decreasing variation in motorist lateral tracking this option would be detrimental to bicycle riders by eliminating the possibility of providing bicycle lanes in either direction of travel, and would move motor vehicles closer to the pedestrian space (footpath). As there is only one driveway crossover on

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this block there is no compelling case to provide space for right turning motorists. On balance, given the distance between the intersections we do not see a compelling case for providing additional midblock crossing support for pedestrians in this block.

Half-height kerb protected uphill bicycle lane

The narrow road cross-section almost certainly precludes any form of physical protection for the bicycle lane along Elizabeth Street within the 8 m cross-section³. Instead, an option that can provide some physical protection without taking too much road width is a two-step design as shown in Figure 5.3. In this design the conventional 100 mm kerb height is split into two 50 mm kerbs; one between the footpath and bicycle lane and the other between the bicycle lane and traffic lane. This design is widely used in Europe, particularly in Denmark, and is also used in Christchurch (New Zealand). Semi-mountable kerbs can be used to provide motorist access to kerbside parking, although this is rarely done in practice.



(a) Copenhagen (with kerbside parking to roadside)



(b) Stockholm



(c) Christchurch



(d) Christchurch drainage detail

■ Figure 5.3: Examples of two-step, half-height kerbs

³ One possibility that would allow for protected bicycle lanes would be to remove on-street parking on at least one side of the street and widen the footpath on only one side, thereby providing sufficient space for a 1.5 m bicycle lane and 0.8 m physical separator such as a concrete island or frangible bollards. However, it is assumed this would be an unacceptable trade-off.

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In our view the two-step design offers significant benefits:

- it provides a good level of protection to bicycle riders, both real and perceived (and therefore enhances comfort),
- facilitates movement to and from the main carriageway fairly easily (as the kerb is only 50 mm high), which can be useful where a rider needs, for example, to avoid a vehicle or person blocking the bicycle lane,
- poses a lesser hazard to riders than vertical separators such as concrete kerbs, bollards or rubber separators, and
- takes minimal additional roadwidth in comparison to, for example, a concrete island that would require in the order of 0.6 m or more.

Conversely, the design tends to be more complex and expensive to construct than the other options. It is likely these costs will only be justifiable if the road needs complete reconstruction as part of the wider project. At intersections it is assumed the bicycle lane would ramp down to road grade and transition to a painted bicycle lane through to the intersection.

Buffered bicycle lane

In this option a 0.6 m wide painted chevron buffer⁴ is provided between parked cars and a 1.2 m bicycle lane heading in the uphill direction. The chevron is achieved through a combination of narrowing the bicycle lane and narrowing the general purpose traffic lanes compared to the conventional uphill bicycle lane option. The uphill traffic lane is narrower (3.0 m) than the downhill lane (3.2 m) on the basis that where necessary a motorist can encroach into the bicycle lane (assuming a rider is not present) to avoid hazards, while such an option is not available in the downhill direction.

In the absence of removing parking from one side of the street and narrowing the extended footpath a buffer on both the parking and traffic side of the bicycle lane cannot be achieved. The choice as to whether a single buffer should best be located between parked cars and the bicycle lane or the bicycle lane and traffic depends whether the greatest risk is from parked cars or moving vehicles. In our assessment, where there are parked cars in this block the turnover is likely to be high. This, in combination with the relatively low motorist speed, suggests on balance that the greatest risk is from parked car doors and so the buffer would best be located towards parking. It is however possible the buffer could be swapped along sections where there will be no parking; this may make sense even if to discourage motorists from parking in what would otherwise be a 1.8 m bicycle lane. This option would be low cost to implement and should be effective at reducing the dooring risk.

⁴ There are variations in the recommended widths of buffers between parking and bicycle lanes, but most extend from 0.8 to 1.0 m. Narrowing the traffic lanes below 3.0 m would be difficult given the bus traffic, but there could be a reasonable argument to be made that the buffer be widened to 0.8 m and the bicycle lane reduced to 1.0 m. Although this would, at first glance, be an unacceptably narrow bicycle lane the buffer would provide an effective width closer to 1.8 m. The critical issue would be to encourage riders to track as far from the dooring zone as possible.

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Bicycle lanes in both directions

It is likely that uncomfortable riders would look favourably upon an option with bicycle lanes in both directions of travel, even if narrow at 1.2 m. In practice however providing bicycle lanes in both directions leads to severe compromises for all road users – 1.2 m bicycle lanes placed directly alongside kerbside parking is likely to exacerbate the car dooring risk (particularly in the downhill direction) and 2.8 m general purpose traffic lanes would be challenging for buses without at least partially encroaching into the bicycle lane⁵. On balance, the significant compromises that would be required with this option make it unviable. Instead, the only way in which dedicated cyclist provision could be incorporated in both directions of travel would be to remove parking from one side of the street entirely *and* not widen the footpath on one side of the street⁶.

5.1.3 Discussion

Two options can be definitively excluded for further consideration:

- The central median (option 2) would provide the worst street environment for bicycle riders and offer only modest benefits to pedestrians.
- Bicycle lanes in both directions (option 6) would result in highly compromised lane widths and while it may improve perceived safety (comfort) among inexperienced riders is unlikely to be among the safest options for riders.

The mixed traffic (option 1) would be the easiest to build but would represent an inefficient use of roadspace and the excessively wide traffic lanes (4.0 m) would encourage higher motorist speeds, unsafe overtaking of riders and wide variation in lateral tracking (affecting predictability and pedestrian safety). Given these disbenefits, and that other options resolve these issues at minimum cost this option is also discounted from further consideration.

The three remaining options are all variants of an uphill bicycle lane – a standard 1.5 m painted lane, two-step kerb-protected lane and buffered lane. In our view the buffered lane, where the buffer varies from being alongside parking bays where present and to the traffic lane when not, offers the best combination of rider safety and comfort at a reasonable cost. The two-step design would provide an additional level of protection to riders but would come at considerable cost and be complicated by the retention of kerbside parking.

An uphill bicycle lane, with or without a painted buffer, over this 100 m block between Melville Street and Brisbane Street may not connect to any facility outside this block. Ideally the facility would form part of a contiguous network of routes that connect origins and destinations, providing a seamless and convenient option for riders. Clearly, the Hobart cycleway network is far from achieving this goal. Nonetheless, while the council has proposed as part of the

⁵ It is however noted that there are examples of arterial roads with 2.8 m traffic lanes and bus operations with a hard edge (kerb) to the left. However, this is unlikely to be a desirable outcome.

⁶ Another permutation may be to widen the footpath by only 1 m on both sides of the street rather than 2.1 m. This is unlikely to be acceptable for the wider streetscape improvements that are motivating the project.

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concept plan to extend an uphill bicycle lane farther north to Warwick Street, and potentially to Burnett Street⁷, it seems reasonable to ask whether *just* treating the Melville Street to Brisbane Street block is worthwhile in isolation. On balance, our view is that doing so is warranted:

- The capital and maintenance costs of providing a painted bicycle lane, with or without a buffer, is small – and especially if combined with the wider project as is proposed.
- The lane is likely to be perceived as a positive (versus no provision) among riders, even if very short.
- The lane is likely to offer positive safety benefits.
- Doing so may provide an impetus to gradually extend the lane in either direction over time; it is noted that there have been very few instances in Australia or overseas where a cycling network has been built in one shot, rather it has been an incremental process where the network is built step-by-step.

Another consideration is whether the *quality* of a painted bicycle lane is sufficient. Not providing physical protection for a road of the traffic volumes of Elizabeth Street runs contrary to much of the cycling infrastructure design guidance. However, it is noted that most guidance offers caveats recognising that there are often practical constraints that limit the extent to which the aspirations in the guidance can be fully adhered to. Moreover, we suggest that a perfect outcome for any one mode can never be entirely achieved on a corridor with such constraints as Elizabeth Street – what is desired is a compromise that achieves the best possible outcome for all road users.

It is recognised that stakeholders, including the Project Action Team, universally recommended fully protected bicycle lanes in the uphill direction. This recommendation was matched to the removal of parking on this side of the street, which has not been incorporated into the concept plan. Unless parking can be removed entirely from the uphill side there is no opportunity to provide separation in the form of raised treatments and challenges in using a two-step design. This constraint thus limits separation options to the use of paint. While this is clearly not ideal it does offer the benefit of being cheap, does not constrain riders to stay within the lane (and hence can swerve to avoid hazards) and the speed limit (and practical motorist speeds) are approaching levels consistent with Safe System principles (i.e. 30 km/h). Hence, while painted separation will not be adequate for many potential riders there is not as compelling a case for physical protection as there would be on higher speed roads.

Finally, it is noted that these issues of bicycle lane extent and quality are linked: there would be little prospect of encouraging new riding activity if there was a high quality protected bicycle lane between Melville Street and Brisbane Street but no provision (or poor quality provision) at either end. That is, a high-quality lane over 100 m will not lead to significant new cycling activity of itself. A painted lane does not preclude upgrading to higher level protection over time as the network extent and quality improves. As such, our view is that a painted bicycle

⁷ Doing so would extend the bicycle lane length to around 900 m, which is still short relative to typical cycling trip lengths.

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lane with painted buffers to provide some separation from moving vehicles and parked car doors represents the best balance of quality and cost at the present time.

6. Brisbane Street to Warwick Street

This section involves comparatively modest changes such as kerb outstands at intersections, a raised crossing at Patrick Street (south) and a continuation of the uphill bicycle lane as far as Warwick Street. These two blocks have lower pedestrian demand than the block south of Brisbane Road and land uses that are likely to attract less activity (especially the southern side of Elizabeth Street between Brisbane Street and Patrick Street). However, it is understood that some of these buildings may be redeveloped over time such that activity will increase.

The southern intersection of Patrick Street at Elizabeth Street is characterised by a splitter island with pedestrian cut-through and a wide crossing of around 16 m from kerb ramp to ramp. The proposal is to incorporate a raised crossing such that pedestrians can cross at footpath grade. This proposal is supported as a means of improving accessibility to pedestrians of all levels of mobility and as a means of reducing motorist speeds at the intersection. The latter will be significant for bicycle riders insofar as it will reduce the likelihood of motorists turning across their path while riding on Elizabeth Street.

It is understood kerbside parking would be largely retained, and so too would the bus stops on both sides of the street; there is one stop in each direction in each of the two blocks. The cross-section varies from around 12.2 m to 12.9 m before widening out at the uphill end approaching Warwick Street to around 13.5 m. Outside the northernmost section it would not be possible to incorporate protected bicycle lanes with islands without removing on-street parking. As for the section south of Brisbane Street the choice comes down to a standard bicycle lane or buffered bicycle lane⁸. Again, our preference would be to use a painted buffer between parking and the bicycle lane – this could vary from 0.6 m and upward depending on the road cross-section and what is deemed as minimum acceptable general purpose traffic lane widths⁹.

A short left-turn lane is proposed for the uphill approach to Warwick Street. Unless supported by turning movement counts as necessary to avoid excessive intersection delays it would be preferable to instead extend the footpath in this corner to accommodate a kerbside bicycle lane approaching the intersection.

7. Warwick Street to Burnett Street

While plans for this section have not been developed it is understood the suggestion is to continue an uphill bicycle lane in this section, possibly by removing the central median that current exists. In principle, this approach is supported on the basis that the painted median is

⁸ As there are extended sections with kerbside parking it is assumed a two-step design would not be feasible.

⁹ Our sense is that 3.0 m traffic lanes alongside bicycle lanes are acceptable, and 3.2 m is more appropriate in the downhill direction where there is a "hard" shoulder in the form of parking or a kerb.

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a comparatively low value use of roadscape – it provides modest support to pedestrians crossing the road over this fairly long block (390 m) but such movements are infrequent given the adjoining land uses. In the case of both pedestrians and bicycle riders it is noted however that the speed limit of 50 km/h that applies to this section of the road is inconsistent with Safe System principles; reducing the limit to 30 – 40 km/h would offer safety benefits to all users greater than the painted median or a bicycle lane could provide.

8. Recommendations

The key recommendations of this review are as follows:

- The reduction in the speed limit to 40 km/h south of Brisbane Street is supported as it will contribute to a significant improvement in safety for all road users; extending this reduction northward, and further reductions to 30 km/h, would further enhance safety.
- The removal of on-street parking is supported insofar as it provides the opportunity to create higher value uses such as public spaces through footpath widening, improves traffic flow, reduces car dooring risks to bicycle riders and improves the opportunity to provide higher quality protected bicycle lanes. Given higher rider speeds in the downhill direction, where parking is to be retained, the preference should be towards doing so in the uphill direction where the risks of car dooring are lower.
- Traffic volumes, composition and speed differentials are too high for bicycle riders to be reasonably expected to share the lane with motorists in the uphill direction. Instead, incorporation of a bicycle lane in the uphill direction is supported.
- Ideally, the uphill bicycle lane would be protected by a physical kerb. The available roadscape limits the options to provide physical separation to a two-step kerb design. This option would be expensive and would be difficult to accommodate with on-street parking.
- Conventional painted bicycle lanes of 1.5 m width would provide a minimum level of service for bicycle riders in the uphill direction. Where sufficient road width allows a painted buffer is recommended; this buffer should be at least 0.6 m (ideally 0.8 – 1.0 m) wide and, where (a) there is an adjacent kerb be positioned between the bicycle lane and traffic lane, and (b) where there is kerbside parking it should be positioned between the parking bay and bicycle lane. It is reasonable to narrow the bicycle lane down to 1.0 – 1.2 m to accommodate this buffer where necessary.
- As for all roads with competing demands and limited space, this treatment would represent a compromise in quality. However, it would not preclude higher quality provision being incorporated in future and offers benefits that exceed the costs. Nor do we consider the potentially limited length of the bicycle lane to one block to be sufficient reason not to provide such a bicycle lane; incrementally developing the network over time is a prudent and practical approach.
- Extending the bicycle lane farther uphill towards Warwick Street, and ultimately Burnett Street and beyond, would further improve the corridor for bicycle riders and seems achievable within the existing carriageway.

6.3 Collins Court Stage Two - Consultation Committee Report
File Ref: F20/80283

Report of the Urban Designer and the Director City Planning of
20 November 2020 and attachment.

Delegation: Council

REPORT TITLE: COLLINS COURT STAGE TWO - CONSULTATION COMMITTEE REPORT**REPORT PROVIDED BY:** Urban Designer
Director City Planning**1. Report Purpose and Community Benefit**

- 1.1. The first stage of the Collins Court Redevelopment is completed and is now well established as an inner city meeting place and as a potential site for future events.
- 1.2. With the benefit of monitoring how the public utilise and move through the site, and with an emerging intent to place a greater focus on providing playful cultural facilities within the City, this report seeks Council endorsement of the Stage Two design for the purpose of stakeholder and wider public engagement.
- 1.3. The second stage of the redevelopment (**Attachment A**) is designed to add to the existing range of seating, both permanent and informal, further improve its ability to act as an event space and to provide a space defining playful sculptural element intended to increase the activity offerings for children within the CBD. It also aims to improve the pedestrian links between Collins Court and the neighbouring St David's Cathedral carpark.
- 1.4. Although privately owned and operated by St. David's Cathedral, the carpark is accessible to the public and provides an informal pedestrian link to Murray and Macquarie Streets. It is intended to strengthen this accessibility and foster greater connectivity and permeability through the site and the wider city block bordered by Collins, Elizabeth, Macquarie and Murray Streets, including such centres of activity as St David's Cathedral, the Bus Mall and Franklin Square.

2. Report Summary

- 2.1 This report seeks endorsement of the Council to proceed with formal stakeholder and wider community consultation on the Stage Two of the Collins Court Redevelopment. Stage One was completed in December 2015 and has become a comfortable inner city respite space.
- 2.2 While funding for this proposal has been reallocated due to the financial impacts of COVID-19 on the City, further funding opportunities may present themselves. Accordingly, it is considered appropriate that the proposal be progressed to a stage where the Council can legitimately state that it is fully resolved, and subject to funding can proceed.
- 2.3. Stage Two of the redevelopment has been designed and proposes a number of elements including:

- 2.3.1. A playful sculptural 'Octopus' element designed by one of Australia's leading public artists, Agency of Sculpture, that is both aesthetically beautiful and designed to be fully interactive with children as a safe parent and child activity area.
- 2.2.2. An all-abilities access ramp connecting Collins Court to the St. David's Cathedral carpark, part of which is proposed to be permanently licensed to the Council, with minor works of improvements designed to improve pedestrian flow through the carpark.
- 2.2.3. An improved range of seating, both formal and informal throughout Collins Court.
- 2.2.4. A structural framework designed to secure the long term stability of the heritage wall that stands on the boundary between Collins Court and the Cathedral car park.
- 2.2.5. Surface and lighting improvements designed to re-focus the perception of the southern end of Trafalgar Place from vehicular highway to public space.
- 2.2.6. New signage within the surrounding area to improve wayfinding through the space and the wider block.

3. **Recommendation**

That:

- 1. ***The Council endorse the design shown in Attachment A for the purpose of stakeholder and wider public engagement, noting that the Council is not in a position to make a capital investment in the project at this time.***
- 2. ***The outcomes of the stakeholder and wider public engagement process, be the subject of a further report to the Council in 2021.***

4. **Background**

- 4.1. Collins Court is at the heart of the city and for many years was considered unattractive and a gathering place for anti-social elements.
- 4.2. The precursor to commencing the redevelopment of Collins Court was an extensive 'Engagement' process which included the place making workshops, the creation of the Future Collins Court - Place Story and establishment of the Collins Court Action Team, who comprise adjacent building owners, businesses and interested stakeholders.

- 4.3. The first stage of the redevelopment has resulted in a comfortable inner city respite space. The original design incorporated a deck and play structure at the Trafalgar Place end of the Court as part of a wider design to include an access ramp to the St David's Cathedral carpark.
- 4.4. However, this element could not proceed due to a delay in acquiring additional land required for a planned access ramp to the St David's Cathedral carpark. Whilst the City has now acquired the land required to complete an access ramp, allowing Stage Two to commence, on reflection, the originally proposed raised deck has been deemed as likely problematic to manage.
- 4.5. In June 2017, the Council approved the Playful City public art project. This project is intended to address an existing gap in provision of child and family friendly spaces within the city centre and improve the impetus for families to visit the city as highlighted in the Jan Gehl and Associates produced 'Hobart 2010 Public Spaces and Private Life – A City with People in Mind'.
- 4.6. The project proposed the introduction of playful public artworks rather than traditional structures for play, with the aim of producing space defining elements that were both aesthetically pleasing and encouraged play.
- 4.7. As a consequence, a review of the Stage Two design was conducted and an alternative proposal developed. This proposed the creation of a safe parent and child activity area with sculptural element and an artificial turfed courtyard.
- 4.8. To improve circulation, an all-abilities access ramp across Trafalgar Place linking Collins Court with the Cathedral car park was also proposed along with the demolition of a single storey element of 121b Macquarie Street to create both a new entry into the Hobart Mum's Network, widening the pedestrian pathway between it and the entry to the crypt of the Cathedral.
- 4.9. However, again upon further investigation and reflection, it was noted that the proposed ramp design would negatively interact with infrastructure that runs through the site, the proposed works to 121b Macquarie Street were financially prohibitive and that the child activity area did not successfully interact or integrate with the existing completed works of Stage One.
- 4.10. In order to address these issues, a further review was undertaken and a revised design has been produced in collaboration with the various internal and external stakeholders.

4.11. The primary focus of this new design is to:

- 4.11.1. Provide a suitable access ramp to link the Collins Court with St David's Cathedral carpark through a more 'light touch' design.
- 4.11.2. Improve the existing pedestrian links that surround the site, where possible including seeking to licence use of part of the carpark to retain a clearway for pedestrian movement.
- 4.11.3. Provide a more people focused and flexible seating arrangement.
- 4.11.4. Integrate the intended playful sculptural element into the existing seating area to act as both a child friendly element and as a space defining feature.

Project Staging

4.12. If progressed, the Collins Court – Stage Two sequence of works would include:

- 4.12.1. Close up and remove the existing stairs linking Collins Court with the Cathedral carpark and the construction of a new non-slip ramp and stairs to provide a new all-abilities pedestrian link to the southern end of Trafalgar Place.
- 4.12.2. Install a metal 'Octopus' sculpture and utilising amended and refurbished existing elements of furniture to provide a fully compliant playful element.
- 4.12.3. Provision of a new metal frame to provide long term structural support and low level lighting to the Heritage brick wall that forms the boundary between the Collins Court and St David's Cathedral carpark, whilst also providing a portal door frame structure between the carpark and Collins Court based on suitable agreement with the Cathedral as owners of the wall.
- 4.12.4. Provide new elements of street lighting along with suitable electric power outlets to support night-time and events lighting/audio systems.
- 4.12.5. Provide a range of new formal and informal seating opportunities along with the resurfacing of existing seating, to create an improved set of comfortable, attractive and durable furniture.

- 4.12.6. Re-surfacing of the Trafalgar Place end of Collins Court in paving to match the already re-surfaced Collins end of the space, and removal of curbing to create a single pedestrian orientated space to the southern end of Trafalgar Place with movable bollards to provide ability to close off this part of the road to traffic to create a single event space.
- 4.12.7. Undertake minor works and provision of wayfinding signage in the surrounding area, including within St David's Cathedral carpark subject to prior appropriate agreement with owners of the land.

Concept Design

- 4.13. The spatial design of Collins Court – Stage Two has been developed as a collaboration between the Placemaking and Design Services, with input from the Community Life and Cleansing teams, and provides a high degree of access, connection, activity spaces while still maintaining an emergency vehicle access-way, three metres wide, and sufficient space in Trafalgar Place to allow cleansing vehicles to manoeuvre through a three point turn.
- 4.14. The Sculptural 'Octopus' has been designed specifically for the site by Agency of Sculpture, who specialise in civic and custom play elements in consultation with the Council's Public Art and Cultural programs coordinators, the Placemaking team and Design Services. The intention is to provide both a space where parents and children can enjoy a safe stimulating environment during trips into the inner city, as well as an elegant and space defining contribution to the public art of the city centre.

5. Proposal and Implementation

- 5.1. It is proposed that the Council endorse the spatial design for Collins Court – Stage Two, shown on **Attachment A** to this report for the purpose of consulting with stakeholders and wider public. While preliminary discussions have been had with the Cathedral administration and immediate landlords as stakeholders, more detailed discussions will need to be had with the wider community and stakeholders, as well as additional discussions with the Cathedral to reach agreement on the extent of works and activity to be carried out by the Council inside their curtilage.
- 5.2. On completion of this next consultation phase a further report will be submitted to the Council presenting a final recommendation on the form, extent, and cost of the works to be proposed and what external funding opportunities that would be pursued.

6. Strategic Planning and Policy Considerations

- 6.1. This project is strongly aligned with a number of the Outcomes and Strategies detailed in the City of Hobart 2019 - 2029 Strategic Plan, including:
- 6.2. Pillar 2: Community inclusion, participation and belonging
 - 6.2.1. 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.
 - 6.2.2. 2.3.3. Ensure the provision of quality play spaces offering a range of imaginative play alternatives.
- 6.3. Pillar 3: Creativity and culture:
 - 6.3.1. 3.1.2. Implement a diverse public arts program that reflects Hobart's unique identity, through innovative, publicly accessible works of art.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. As Elected Members would be aware, given the financial impacts of COVID-19 on the City, the funding for a number of capital projects was reallocated, with Collins Court Stage Two being one such project.
 - 7.1.1.1. External funding has been sought for this project, but these submissions have not been successful to date.
 - 7.1.1.2. Further funding opportunities may present themselves, and it is considered appropriate that proposal is progressed to a stage where the Council can legitimately state that it is fully resolved and subject to funding can proceed.
 - 7.1.2. Based on an initial Quantity Survey undertaken prior to the impacts of COVID-19, the anticipated cost of completing the currently proposed design for Stage Two would be in the order of \$455,000, as detailed below:
 - 7.1.3. The above costing is based on the current proposal. The design may ultimately change as a result of more detailed feedback from the Cathedral administration, and the public and other adjacent property owners.

7.2. Impact on Future Years' Financial Result

7.2.1. The cost of maintaining and servicing the improved Stage Two public area has not yet been fully determined, and would be detailed in the post engagement phase report to the Council.

7.3. Asset Related Implications

7.3.1. This will be confirmed once a final design has been proposed.

8. Legal, Risk and Legislative Considerations

8.1. Any commitment of funds for works and licenses in the Cathedral curtilage may also require a legally binding commitment to allow the public to traverse through the grounds of the Cathedral. This will be discussed as part of the more detailed engagement with the Cathedral administration.

9. Environmental Considerations

9.1. Improving pedestrian movement within the CBD is designed to make walking a more attractive experience for the many workers, visitors and residents that walk through the city.

10. Social and Customer Considerations

10.1. Collins Court sits in the heart of the city centre and has the potential to expand its function as an attractive community space to one that provides an engaging space for children, as well as a much improved pedestrian link to many of Hobart's busiest streets and areas including Collins Street, Macquarie Street and Murray Street as well as St David's Cathedral, the Bus Mall and Franklin Square.

11. Marketing and Media

11.1. There will be interest in the next stage of improvements to Collins Court and it would be appropriate to comment when the Council formally embarks on a public consultation process with the preliminary design and artist impressions.

12. Community and Stakeholder Engagement

12.1. Consultation with Manager City Design, Manager Community and Cultural Projects, Manager City Mobility and the Cultural Programs Co-ordinator has been undertaken in the preparation of this report.

- 12.2. Consultation has been undertaken with the external Collins Court Action Team, this includes adjacent building owners, businesses, the Cathedral, interested stakeholders and other members of the community.
- 12.3. Should the Council agree to release the proposed design for Stage Two for formal stakeholder and wider community consultation, an engagement plan will be developed, with the existing Collins Court Action Team being central to such a plan.

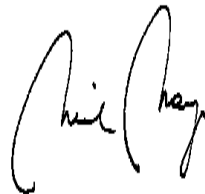
13. Delegation

- 13.1. This is a matter for determination by the Council.

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



Nick Booth
URBAN DESIGNER



Neil Noye
DIRECTOR CITY PLANNING

Date: 20 November 2020
File Reference: F20/80283

Attachment A: Collins Court Stage 2 Images ↓ 











































**6.4 McRobies Gully Good Neighbour Agreement - Working Group -
Draft Terms of Reference
File Ref: F20/120203; 44-1-1/11**

Report of the Cleansing & Solid Waste Policy Coordinator, the Manager
Cleansing and Solid Waste and the Director City Amenity of
20 November 2020 and attachments.

Delegation: Council

**REPORT TITLE: MCROBIES GULLY GOOD NEIGHBOUR
AGREEMENT - WORKING GROUP - DRAFT TERMS
OF REFERENCE**

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

1. Report Purpose

- 1.1. The purpose of this report is to obtain approval for the Term of Reference of the McRobies Gully Good Neighbour Agreement Working Group.

2. Report Summary

- 2.1. The City entered into a Good Neighbour Agreement between the McRobies Gully Waste Management Centre and the South Hobart Community (in the vicinity of the facility) in March 2017.
- 2.2. The Agreement was implemented to increase the provision of information and advice in relation to the operations and future developments of the McRobies Gully Waste Management Centre.
- 2.3. A Good Neighbour Working Group was subsequently set up, including members from the community, community groups and City Officers.
- 2.4. At the commencement of the Agreement, there was no formal process on how new or replacement members would be enlisted to the working group.
- 2.5. It is subsequently proposed to formalise and adopt a Terms of Reference for the Good Neighbour Agreement Working Group, marked as **Attachment A**.

3. Recommendation

That the Draft Terms of Reference for the McRobies Gully Waste Management Centre Good Neighbour Agreement Working Group, dated November 2020 and marked as Attachment A to the report, be approved.

4. Background

- 4.1. The McRobies Gully Landfill Good Neighbour Agreement was developed in March 2017 to improve the dissemination of information both to and from the Community in relation to the landfill, in particular those residents in close proximity to the site. The Agreement is included as **Attachment B**.

- 4.2. The City committed to developing the Agreement following the approvals process to extend the McRobies Gully Landfill area in 2016. During the public comment process it was detailed that some residents perceived a lack of information was being provided on the operations of the landfill, and the future developments and plans for the site.
- 4.3. The Good Neighbour Agreement incorporates a set of Actions, in the areas of environmental management, pollution prevention, traffic and noise, and access to information.
- 4.4. The principles of the Agreement are to encourage open communication around the operations of the McRobies Gully Waste Management Centre, mitigation of impacts, and responding to issues raised.

It is also reliant on the community being supportive of the City's goals, and provide two-way feedback both to the City, and back to the community.

- 4.5. A Working Group was initiated to progress the Agreement and to meet and discuss issues relating to the landfill.

Meetings are held on a 6-monthly frequency, and regularly involve a tour of the Waste Management Centre, and a first hand in-person outline of operations and improvements made on site.

- 4.6. There is currently one vacancy on the Working Group.
- 4.7. The Working Group comprises City Officers and members of the South Hobart Community. The Working Group membership is as follows:
 - 4.7.1. City Officers
Jeff Holmes, Cleansing & Waste Policy Coordinator and
Sophia Newman, Waste Education Officer
 - 4.7.2. South Hobart Progress Association
Christine Ludford (formerly Pru Bonham)
 - 4.7.3. South Hobart Sustainable Communities
Ben Clarke, President
 - 4.7.4. Port Arthur Historic Association (Cascades Female Factory)
Greta MacDonald
 - 4.7.5. Community Member – Maria Clippendale
 - 4.7.6. Community Member – *vacant*.

- 4.8. It is proposed to formalise and adopt a Terms of Reference for the Good Neighbour Agreement Working Group (**Attachment A**).
- 4.9. The Terms of Reference outline a range of parameters, including
- Principles
 - Membership (& criteria for membership)
 - Selection of Members
 - Meetings
 - Reporting
- 4.10. The proposed Terms of Reference also provide a formal process to allow recruitment of replacement members to the Working Group in the event of resignations.
- 4.11. Appointment of public representative members, when vacancies exist, will be made by the General Manager, following a nomination and selection process. The City's Manager Cleansing and Waste will assist the General Manager in assessment of nominations.
- 4.12. All current members of the Working Group have reviewed the Terms of Reference and endorse the document.

5. Proposal and Implementation

- 5.1. It is proposed that the Draft Terms of Reference for the McRobies Gully Waste Management Centre Good Neighbour Agreement Working Group, marked as **Attachment A** to the report, be approved.

6. Strategic Planning and Policy Considerations

- 6.1. The implementation of the *Waste Management Strategy 2015-2030* is identified in the City's Strategic Plan (3.2.5).
- 6.2. The actions contained within this report focus upon the key focus area of Education and Engagement actions (Section 4.3.3) of the *Waste Management Strategy 2015-2030*

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. Social and Customer Considerations

8.1. The Good Neighbour Agreement Working Group comprises several community members and organisations, enabling participation and knowledge of the City's operations and plans.

8.2. Community participants are encouraged to use their networks and organisations to relay information further throughout the South Hobart community.

8.3. As a component of the Good Neighbour Agreement, the City's Waste Officers have attended community events and forums, such as the AFLOAT festival, and a waste and landfill specific community meeting at the South Hobart Living Arts Centre.

9. Community and Stakeholder Engagement

9.1. Extensive community and stakeholder engagement was undertaken during the planning and legislative processes for the landfill area extension. This engagement led to the City developing the Good Neighbour Agreement.

9.2. The Terms of Reference has been reviewed by all existing members of the Working Group, and endorsed.

10. Delegation

10.1. 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.



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





David Beard
**MANAGER CLEANSING AND SOLID
WASTE**



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 20 November 2020
File Reference: F20/120203; 44-1-1/11

Attachment A: Working Group - Draft Terms of Reference ↓ 
Attachment B: Good Neighbour Agreement - March 2017 ↓ 



McRobies Gully Waste Management Centre
Good Neighbour Agreement
 Working Group
DRAFT Terms of Reference

November 2020

Introduction

The McRobies Gully Good Neighbour Agreement was developed as a result of the City's commitment to zero waste to landfill by 2030 through the implementation of the Waste Management Strategy 2015-2030.

The City acknowledges that there are impacts on the community from the operation of the centre, such as traffic and noise, and the City commits to undertake measures to minimise local impacts, keep the local community informed and up to date, and respond to issues raised.

The agreement has been set up to foster open and transparent communication between the City and key representatives of the community.

Principles

The Good Neighbour Agreement incorporates a series of Actions, in the areas of:

- Environmental management and pollution prevention
- Traffic and noise management
- Community consultation and access to information
- The South Hobart community's commitment

The principles of the agreement are to encourage open communication around the operations of the McRobies Gully Waste Management Centre, mitigation of impacts, and responding to issues raised. It is also reliant on the community being supportive of the City's goals, and provide two-way feedback both to the City, and the community.

Membership & Meetings

MEMBERSHIP	<p>The Good Neighbour Agreement Working Group will consist of the following membership structure"</p> <ul style="list-style-type: none"> • City of Hobart Representatives (x2) • South Hobart Progress Association • South Hobart Sustainable Community • Cascades Female Factory (Port Arthur Historic Site) • Community members (x2)
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McRobies Gully Waste Management Centre
Good Neighbour Agreement
 Working Group
DRAFT Terms of Reference

November 2020

CRITERIA FOR MEMBERSHIP	<p>The Working Group public representative positions will be open to any permanent resident of the South Hobart community.</p> <p>Membership criteria includes:</p> <ul style="list-style-type: none"> • Capacity to commit to regular meetings (6 monthly) • An ability to constructively participate in a fair and open manner • A good knowledge of local issues relevant to the community • An ability to represent community views and provide information and advice to the City on items related to the scope of the Agreement. • An awareness of the needs of the broader community and residents of the City of Hobart
SELECTION OF MEMBERS	<p>Standing members include:</p> <ul style="list-style-type: none"> • President of the South Hobart Progress Association (or their delegated representative) • President of the South Hobart Sustainable Community (or their delegated Representative) • Manager of the Cascade Female Factory (or their delegated representative) • City of Hobart Staff <p>Selection of public representative members, when vacancies exists, shall comply with the following:</p> <ul style="list-style-type: none"> • Nominations will be sought to fill vacant community representative positions when they arise • A call for nominations will be advertised in local media and on Council's website • Nominations will be required to submit a nomination form • Nominations will be assessed against the Criteria for membership • Appointment to the working group will be made by the General Manager, City of Hobart



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DRAFT Terms of Reference

November 2020

CONVENER	<p>The Manager Cleansing & Waste or their designated representative shall be the convener of the Working Group.</p> <p>The convener is responsible for:</p> <ul style="list-style-type: none"> • Conduct of meetings, ensuring fairness, equity, and open-ness of discussions. • Coordination of agendas, minutes and other documentation as required <p>Subject matter experts may also be invited by the convener to attend meetings from time to time, if required for particular projects or issues.</p>
MEETINGS	<ul style="list-style-type: none"> • Meetings are to be held on a 6 monthly basis • Meetings may be combined with or replaced by the City's attendance at a local South Hobart event at a minimum once per year, as agreed by the Working Group. • Under special circumstances meetings may be cancelled or re-scheduled • The nominated venue for meetings is the McRobies Gully Waste Management Centre. This may be amended at times to cater for member attendance.
REPORTING	<ul style="list-style-type: none"> • Agendas and Minutes will be prepared by the City • A 'Good Neighbour Agreement Report Card' will be prepared on an annual basis following the close of the financial year. • The Report will be tabled at a Working Group meeting, and made available on the City's website.



McROBIES GULLY
WASTE MANAGEMENT CENTRE
GOOD NEIGHBOUR AGREEMENT

10 March 2017



McRobies Gully Waste Management Centre Good Neighbour Agreement

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Document History

McRobies Gully Waste Management Centre Good Neighbour Agreement | Version Three | 10 March 2017

This report has been prepared by Mike Ritchie and Associates (trading as MRA Consulting Group (MRA)) for the City of Hobart in accordance with the terms and conditions of appointment. MRA (ABN 13 143 273 812) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

10 March 2017

1 Principles

The Hobart City Council (the Council) has made a commitment to achieving zero waste to landfill by the year 2030 through the *City of Hobart Waste Management Strategy 2015–30* (the strategy). The strategy outlines over 90 actions, each targeting a reduction in waste to landfill, with specific actions pertaining to organics, litter, illegal dumping and education. The council acknowledges that there are ongoing impacts from the operation of the McRobies Gully Waste Management Centre, including associated traffic, noise and local pollution. The Council undertakes measures to minimise the impacts of operations on the McRobies Gully Waste Management Centre and continues to be committed to reducing the local impacts.

This Good Neighbour Agreement outlines the City of Hobart's commitment to the community of South Hobart and acknowledges the unique historical location of McRobies Gully Waste Management Centre, near the world heritage listed Cascades Female Factory and the Hobart Rivulet. The City is committed to maintaining and improving those heritage values while operating a functional Waste Management Centre for community benefit, with regards to management and minimisation of those impacts.

2 Background

- The area covered by this Good Neighbour Agreement is South Hobart, more specifically the immediate neighbours of the waste management centre and the roads surrounding, which are used by residents and City waste vehicles. This includes Macquarie Street down to the Southern Outlet, Darcy Street and Cascade Road inclusive.
- The Good Neighbour Agreement is complemented by the City's commitment to reduce waste to landfill, especially organic waste as specifically outlined in the strategy.
- The Good Neighbour Agreement has been designed to foster open and transparent communication between the stakeholders associated with McRobies Gully Waste Management Centre.
- To this end, the City will establish a Good Neighbour Working Group made up of key stakeholder representatives and the public. It is expected the working group will meet three or four times per year, or as required. The City will appoint a chairperson to facilitate the meetings.
- The key spokespeople for the community will be the president of the South Hobart Progress Association or nominee, the manager of the Cascades Female Factory and a representative of the South Hobart Sustainability Community.
- All members of the community are invited to attend the Good Neighbour Working Group.
- Waste to the McRobies Gully landfill has steadily declined over the past decade to around 25 000 tonnes per annum. These reductions are mainly attributed to:
 - improved waste classification, data management and reporting

- increased recycling programs such as kerbside recycling, organic waste and inert waste
- increased competition and waste management centre and landfill availability within the region.
- The City is committed to further reducing waste to landfill through a number of strategic initiatives as outlined in the strategy. These include:
 - increasing the capacity of the Resource Recovery Centre to divert waste from landfill through technological improvements
 - increasing the diversion of food and garden organics from landfill
 - advocating to the state government for strategic change, such as a waste levy to drive the recycling industry in Tasmania.

3 Actions

3.1 Environmental Management and Pollution Prevention

The City of Hobart will ...

- ensure every reasonable measure is taken in order to mitigate any negative impacts that may occur as a result of the operation of the McRobies Gully Waste Management Centre site
- adhere to all regulations imposed by the regulator and report on aspects of the operation as required, including regulations around water testing and the management of litter, noise and odour
- strive for best practice waste management centre management techniques
- further promote current initiatives to reduce, reuse and recycle and thereby reduce the pressure on the waste management centre site
- maintain site tidiness and amenity ensuring a regular street cleaning program for McRobies Road and immediate surrounds as well as minimising visual pollution from site lighting
- undertake all reasonable measures to mitigate the effect of wind-blown litter

3.2 Traffic and Noise Management

The City of Hobart will ...

- avoid any unnecessary traffic movements in and out of the facility
- undertake all reasonable measures to reduce the total number of City vehicles servicing the McRobies Waste Management Centre by always utilising the City's trucks to full capacity, restricting the total number of daily runs, and delivering to alternative facilities where appropriate
- not obstruct local laneways and parking access which are used by residents and emergency vehicles
- engage in a noise reduction program and investigate, where possible, employment of noise dampening strategies (like soil mounds), so that the site helps shield sound

from the community

- review and improve traffic-control plans and signage in the locality of the McRobies Gully Waste Management Centre site and work with customers to reduce unsecured waste leaving vehicles on route to the centre
- implement the *Waste Management Strategy 2015–30*
- commit to establishing service levels for the maintenance of the roads surrounding the McRobies Gully Waste Management Centre with the aim of minimising noise and other associated impacts
- continue to work with the community on any traffic related issues that result from the operation of the McRobies Gully Waste Management Centre.

3.3 Community Consultation and Access to Information

The City of Hobart will ...

- keep the community informed and engaged by promoting open communication and transparency in its management and operation of the McRobies Gully Waste Management Centre site
- make quarterly environmental testing reports for McRobies Gully Waste Management Centre available online
- meet with the representatives of the Good Neighbour Working Group to review implementation of this document and any other strategic issues
- invite the working group to tour the waste management centre once a year to encourage community engagement and accountability
- provide one point of contact for community members to raise any urgent concerns relating to the waste management centre site
- provide a response to any formally issued concerns/complaints within five working days
- provide regular updates of events and services through the City's website and Facebook page, (such as free entry weekends)
- provide assistance to the South Hobart Community (as with other parts of Hobart), to explore waste education and community engagement pilot projects such as food waste trials, waste assessments, demolition recycling trials, organics recycling, waste apps and similar projects
- provide annual reporting on efforts to reduce waste
- provide annual data on the vehicle movements to the landfill, transfer station, and composting areas
- provide relevant traffic data captured for the area.

3.4 The South Hobart Community's Commitment

The South Hobart Community through its representatives intends to and is willing to ...

- engage openly and actively with the City about any concerns or queries relevant to the operation of McRobies Gully Waste Management Centre site
- be proactive and willing to identify potential solutions to the issues raised and share

information with the City

- alert the City promptly to any serious issues or concerns they believe may be associated with the operation of the McRobies Gully Waste Management Centre
- make an active effort to reduce, reuse and recycle to reduce household waste and the resulting pressure on the waste management centre site
- support the *Waste Management Strategy 2015–30* implementation
- participate in an active feedback process to inform the City how well it is progressing against the commitments set out in this Good Neighbour Agreement
- communicate with the designated point of contact for the City on matters relating to this agreement. This person will be the nominated City officer to the Good Neighbour Working Group. At the time of writing this is the City's Manager Cleansing & Solid Waste. The officer has primary responsibility for representing council on the working group, for providing feedback into City programs and services and ensuring that new City initiatives are discussed at the working group
- meet with the relevant City representatives to review implementation of this document.

4 Next Steps

- The City of Hobart will provide all relevant staff a copy of this Good Neighbour Agreement, which will require Hobart City Council approval before coming into effect.
- The City of Hobart will meet with the Good Neighbour Working Group on site to explain current operations of the waste management centre.
- The City of Hobart will commit to reporting water quality statistics on its website.
- The City of Hobart will prepare a template report and set of minutes which will be regularly updated at each meeting of the working group. Meetings will occur at the waste management centre offices and in the local community.



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6.5 Waste Management Strategy 2015-2030 - Year 4 Progress Report
File Ref: F20/112546; S44-01-001

Report of the Cleansing & Solid Waste Policy Coordinator, the Manager
Cleansing and Solid Waste and the Director City Amenity of
20 November 2020 and attachment.

Delegation: Committee

**REPORT TITLE: WASTE MANAGEMENT STRATEGY 2015-2030 -
YEAR 4 PROGRESS REPORT**

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

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to present progress on Year 4 of the implementation of the City of Hobart Waste Management Strategy 2015-2030: a strategy to achieve zero waste to landfill by 2030

2. Report Summary

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

“The City of Hobart Waste Management Strategy 2015-2030, be endorsed”

At the conclusion of the fourth year, implementation of the actions has resulted in **76** of the 91 actions detailed in the strategy having been completed or progressed.

52 actions have been adequately addressed (some finalised but will remain ongoing), and a further 24 actions nearing completion, as follows:

- 31 Actions are complete with no further significant works required.
- 21 Actions have been addressed and remain ongoing for the term of the strategy.
- 24 Actions progressing towards completion.
- 15 Actions are yet to have significant works undertaken (reduced from 21 the previous year)

- 2.2. As at the end of Year 4 (2019-20) the City recorded a waste diversion rate at McRobies Gully Waste Management Centre of **44%** of material diverted from landfill through re-use and recycling programs. 2019-20 again resulted in less than 20,000 tonnes being disposed of to Landfill.
- 2.3. Major achievements included the implementation of the FOGO service, and the finalisation of the Single use plastics by-law.

3. **Recommendation**

That:

1. ***The report outlining the City's progress in the implementation of the 'City of Hobart Waste Management Strategy 2015-2030: a strategy to achieve zero waste to landfill by 2030' be received and noted.***
2. ***A media release be issued at the appropriate time.***

4. **Background**

- 4.1. The Waste Management Strategy 2015-2030 (the Strategy) was approved by Council on 9 May 2016.
- 4.2. In 2019-20, a total of **19,997** tonnes of waste was buried at the McRobies Gully Landfill.
- 4.3. The waste diversion rate at McRobies Gully Landfill for 2018-19 was **44%**.

This waste diversion rate is calculated based on the total of all material handled through kerbside services, at the waste transfer station, and direct to landfill (a total of just over 41,000 tonnes) then identifying how much material avoided being landfilled through varying recycling and reduction programs.

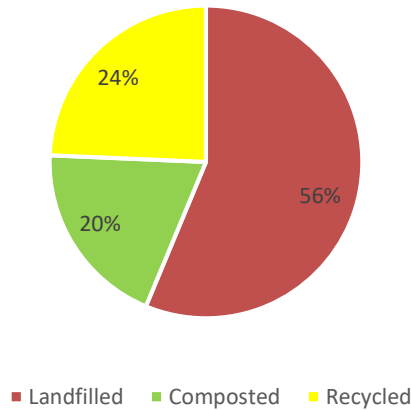
- 4.4. Some kerbside waste is delivered to the Southern Waste Solutions facility in Derwent Park.

While this material did not go into the City's landfill, the material needs to be included as 'waste' when reporting waste diversion rates, as it was generated from Hobart households.

- 4.5. The breakdown of all materials was as follows:

- **Landfilled (total) 23,197 t (56%)**
(both McRobies and Southern Waste Solutions sites)
- **Recycled 10,190 t (25%)**
- **Composted 7,866 t (19%)**

2019/20 - Material landfilled,
recycled, composted



- 4.6. 2019-20 saw a slight increase in external waste delivered to the site of around 400 tonnes (or 2% of waste to landfill).

This is considered to be partly due to the impacts of COVID.

- 4.7. Commercial green waste deliveries declined slightly, however was offset by an increase in the kerbside organics collected under the FOGO service.

The City's various recyclable streams continue to contribute to reducing waste from landfill, in particular:

- Concrete 1054 tonnes
- Steel 430 tonnes
- Paint 31 tonnes
- Recycled wheelie bins 20 tonnes
- Recycling unit at Town Hall 4 tonnes
- Tyres 11 tonnes

- 4.8. There have been **76 actions** worked on during the first 4 years the of the Strategy's implementation.

Actions have been undertaken across all of the 8 Key Focus Areas, a list of all Actions progressed is included as **Attachment A**.

- 4.9. For Year 4 of the Strategy, there were 12 Council Reports, and 27 memo's delivered to the Elected Members in the waste field.

- 4.10. Key works undertaken in 2019-20 included the implementation of the kerbside FOGO service in November 2019.

As at end June 2020, there were 14,874 FOGO services being provided (up 2,430 from commencement in May 2016).

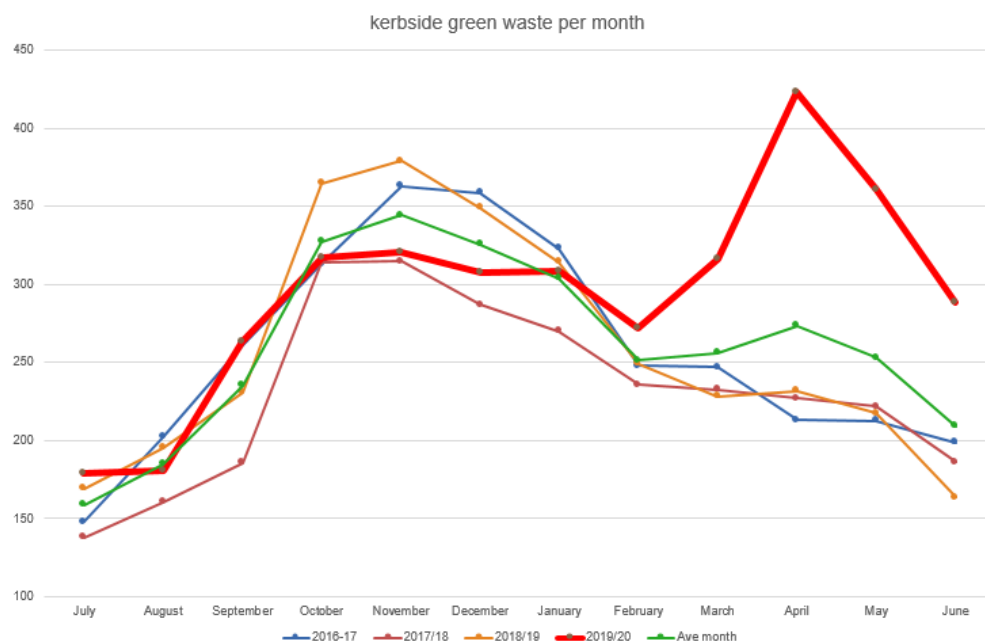
The FOGO service saw an increase in the numbers of services being provided, with 474 opt-ins since the FOGO service was announced in October 2019.

- 4.11. 3,537 tonnes were collected through the FOGO service in 2019-20, an increase of 20% from the previous 3 year average of the service.

Given the FOGO service only operated for 7 ½ months of the year, this is a very positive outcome.

- 4.12. The kerbside garden waste service has always maintained set trends due to seasonal factors, and lower plant growth.

As can be seen from the following chart, the introduction of food to the service has resulted in months where tonnages are fairly consistently middle range (around 200 tonnes) raise significantly.



- 4.13. 2019-20 also saw the finalisation of the Single Use Plastic By-law.

The waste team collaborated with the City's Environmental Health team see this become a reality, initially developing the regulatory resources such as the by-law and regulatory impact statement, and has since been working on education and communications including the publication of a detailed range of resources for businesses.

- 4.14. The City has signed up to a Memorandum of Understanding to work together on waste with all 12 Southern Councils.

The Local Government Association of Tasmania has been engaged to provide direction and secretariat support to this group, and has been given a clear direction on the priority actions affecting the region.

- 4.15. The first significant body of work to be coordinated by LGAT under this MoU is the completion of a Southern Tasmanian Recycling Analysis, in particular to provide advice and directions on what the next regional recycling processing contract should look like and what we should be asking of the market.

This will be undertaken by a specialised consultancy, has received funding from the state government, and Hobart is represented on the project management team to ensure adequate outcomes.

- 4.16. In the interim before a new regional recycling tender is let, the City has taken a lead role in dealing with the kerbside recycling processing contract variations, including the changeover from the former provider to Cleanaway, and short term contract negotiations.

- 4.17. Improvements have been made at the Waste Transfer Station to increase resource recovery, and these will continue to be refined and further developed in 2020-21.

- 4.17.1. In particular the changes involve providing users with a clearer, tidier experience through new signage and better storage facilities for recyclable products.

The improvements also create efficiencies for the operation of the site, both in resourcing and financial terms.

- 4.17.2. The changes have included reconfiguring the cardboard recycling program, consolidating cardboard storage into a custom built shipping container with public access, which is then transported direct to the recycler by the City.

This replaces the former system of engaging a contractor to collect multiple smaller bins, paying for both collection costs and disposal fees.

The new bulk arrangement avoids collection fees, and has resulted in a lower gate fee for the clean cardboard delivered to the recycler.

- 4.17.3. Scrap steel is now being managed more efficiently, with weekly loading of containers and more frequent removal from the site, to avoid risks associated with large scale stockpiling of metals and to keep revenue coming in on a regular basis.

5. Proposal and Implementation

5.1. Implementation of the Strategy is undertaken through the development of an annual plan that identifies priority actions to undertake each year. Action areas for the 2019-2020 implementation plan (Year 4) included:

- Implementation of the FOGO service.
- Implementation of the 3 year drinking water program.
- Involvement and education of businesses in readiness for the single use plastics by-law.
- Tyre recycling programs and litter prevention.
- Further development and refinement of internal waste minimisation
- A regional tender for recycling processing services.
- A regional tender for a long term organics treatment facility.
- Continuing to build the 'Towards Zero Waste' brand.

In 2019-20 work was undertaken on all of these prioritise actions. Mattresses were an item listed for action but no viable processing and recycling systems were able to be identified.

5.2. Priorities for the 2020-21 year of the strategy include

- Building participation in the FOGO service, in particular options for the commercial sector such as increased collection frequency.
- Improvements at the Waste Management Centre to increase recycling capacity.
- Improving the quality of recycled products such as concrete and glass, for use within Council projects and supply to external businesses.
- Continuing discussions with businesses on the single use plastic by-law.
- Monitoring and working with the state government on the implementation of their waste action plan, in particular a waste levy, and container deposit system.

- Pursuing new recycling programs for items like textiles, mattresses, polystyrene and construction and demolition waste.

5.3. The Strategy is due for review in 2021.

When it is reviewed, City Officers will consider emerging issues such as the circular economy for inclusion in the revised strategy.

The measurement systems used to track performance will also be reviewed at that stage.

6. Strategic Planning and Policy Considerations

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

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. A budget of \$140,000 has been allocated for the delivery of actions within the Waste Management Strategy within the Cleansing and Waste Unit, for 2020-21.

7.2. Impact on Future Years' Financial Result

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

8. Environmental Considerations

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

9. Marketing and Media

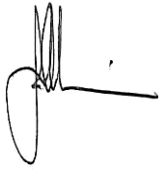
9.1. There has been significant marketing and media associated with many of the programs implemented as a result of the Waste Management strategy 2015-2030 and its aim of zero waste to landfill by 2030.

9.2. This is expected to continue in 2020-21.

10. Delegation

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

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



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



David Beard
**MANAGER CLEANSING AND SOLID
WASTE**



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 20 November 2020
File Reference: F20/112546; S44-01-001

Attachment A: Waste Strategy Progress Year 4 ↓ 

WASTE STRATEGY ACTION - PROGRESS UPDATE YEAR 4 (2019/20)

ID	WASTE STRATEGY ACTION	STATUS
1.1	Advocate to the State Government for a state based waste levy	COMPLETE
1.5	Advocate to State Government to support a state wide Container Deposit System	COMPLETE
1.6	Support the establishment of, and be represented on an adequately resourced Regional Waste Authority	COMPLETE
1.9	Evaluate the costs and benefits of joining existing or new Waste Authorities	COMPLETE
1.10	Optimise the use of the Derwent Park site, for regional waste infrastructure provision	COMPLETE
1.11	Advocate to the State Government for the establishment of state waste reduction targets.	COMPLETE
1.13	Develop a regional waste managers network with representatives from government and industry	COMPLETE
1.16	Adequately Plan and fund post closure requirements, and work in accordance with the Landfill Sustainability Guidelines, the sites Environmental Management Plan. Ensure all reasonable efforts are made to protect the ecology of the area surrounding the landfill	COMPLETE
2.2	Conduct a full cost accounting study of the landfill to review the pricing for current operations and long-term financial liabilities, including post closure requirements	COMPLETE
2.4	Investigate the use of external facilities for landfilling operations	COMPLETE
2.5	Conduct a review into the pricing and the business model for green waste processing at the landfill	COMPLETE
3.1	Implement mandatory recycling and waste diversion requirements on all City coordinated events	COMPLETE
3.4	Appoint a Waste Education Officer	COMPLETE
3.11	Progressively report to Council to seek funds to implement the strategy	COMPLETE
3.12	Develop a Good Neighbour Agreement with the South Hobart Community	COMPLETE
3.13	Undertake community engagement and education on the closure of McRobies Gully Landfill, and the potential post closure uses for the site	COMPLETE
4.1	Implement a fortnightly garden waste kerbside collection service, to appropriate tenements <i>(funded through rates)</i>	COMPLETE
4.2	Implement a food waste kerbside collection service, after the successful introduction of the garden waste kerbside collection service and appropriate receival infrastructure & facilities identified <i>(funded through rates)</i>	COMPLETE
4.4	Investigate commercial food organics diversion, and identify alternative sites and technologies for organics processing (either regional or stand alone City facility)	COMPLETE
4.6	Review the costs and benefits of providing home composting kits and education	COMPLETE
5.2	Continue to refine the public bin program, including locations, sizes, and collection frequencies, and increasing the number of recycling bins	COMPLETE
6.3	Implement programs to increase concrete recycling	COMPLETE
7.1	Secure approvals to operate a general waste landfill to 2030	COMPLETE
7.5	Investigate disposal to alternative facilities for City generated wastes	COMPLETE
7.6	Implement office recycling programs in all City work areas	COMPLETE
8.16	Review the frequency of the free entry weekends program	COMPLETE
8.17	Review e-waste recycling options and continue to implement the most environmental and economic program available	COMPLETE
8.19	Continue to separate steel from the waste stream for recycling	COMPLETE
8.21	Review opening days & hours of the Waste Management Centre to suit the needs of the community & site operations	COMPLETE
8.22	Improve tyre recycling programs and work to identify viable recycling options.	COMPLETE
3.5	Identify and provide viable recycling systems for difficult wastes such as polystyrene, batteries, oils, fluorescent light globes, paint, and effectively promote facilities and services to the community	COMPLETE
1.12	Provide assistance and advice to others looking to establish transfer stations and resource recovery facilities	COMPLETE - ONGOING

2.1	Set fees & charges (annually) to encourage waste avoidance and investment in commercial recycling programs	COMPLETE - ONGOING
3.6	Make available to residents an App that provides a range of information on Council services and facilities for recyclable products, & upgrade the City's internet pages	COMPLETE - ONGOING
3.16	Conduct regular contamination audits of kerbside recycling	COMPLETE - ONGOING
8.1	Implement effective cardboard and paper recycling programs at the Waste Management Centre	COMPLETE - ONGOING
8.2	Continue to provide kerbside recycling services and explore additional materials for inclusion when economically viable	COMPLETE - ONGOING
8.3	Provide an annual Waste Reduction Grants Program, to fund public waste reduction initiatives and projects	COMPLETE - ONGOING
8.6	Identify solutions and costs for residential services for the drop off and recycling of household hazardous waste, including oils, grease, paints, pesticides and medicines	COMPLETE - ONGOING
8.12	Research, identify & commission feasibility studies into Alternative Waste Treatment and Energy from Waste facilities	COMPLETE - ONGOING
8.13	Support regional, state, and national waste reduction and education programs such as the garage sale trail	COMPLETE - ONGOING
8.20	Conduct regular audits of waste to landfill, and kerbside waste and recycling compostion	COMPLETE - ONGOING
8.23	Investigate and conduct cost modelling for alternative treatment options for timber waste, such as pyrolysis	COMPLETE - ONGOING
1.18	Promote existing take back schemes (tyres, ewaste, flourescent globes) & lobby for the development of further schemes (mattresses, pallets, plastics)	COMPLETE - ONGOING
3.15	Promote acheivements in relation to waste minimisation programs implemented	COMPLETE - ONGOING
3.17	Ensure open and transparent communication with industry and residents through ongoing education and engagement programs	COMPLETE - ONGOING
3.18	Provide details on the end markets for recyclables to the community	COMPLETE - ONGOING
3.7	Encourage and support School recycling and waste diversion programs and projects	COMPLETE - ONGOING
3.8	Promote and support community reuse programs such as the Art From Trash Annual exhibition	COMPLETE - ONGOING
4.3	Encourage and support existing and new community gardens and at home composting programs	COMPLETE - ONGOING
5.6	Monitor the quality and appearance of waterways through regular testing and litter reduction measures	COMPLETE - ONGOING
8.7	Improve signage at McRobies Gully to ensure diversion of waste to the Resource Recovery Centre	COMPLETE - ONGOING
1.3	Increase the capacity of the Resource Recovery Centre to divert waste from landfill. Provide assistance, facilities, and work together with the site operator to recover as much material as possible, including C&D wastes	PROGRESSING TOWARD COMPLETION
1.4	Investigate the use of planning processes to improve source separation and recycling programs	PROGRESSING TOWARD COMPLETION
1.8	Work with the EPA and other facilities to establish common definitions for waste	PROGRESSING TOWARD COMPLETION
1.14	Monitor National Policy movements such as National Packaging Covenant developments and advocate for change when required	PROGRESSING TOWARD COMPLETION (ONGOING)
3.9	Work to develop a regional kerbside recycling contamination reduction education program	PROGRESSING TOWARD COMPLETION (ONGOING)
3.14	Implement branding accross the City's waste services & infrastructure	PROGRESSING TOWARD COMPLETION (ONGOING)
5.5	Refine public waste & recycling bin infrastructure, with bin level sensors, solar powered compaction units and route optimisation	PROGRESSING TOWARD COMPLETION
7.2	Improve source separation of City generated waste	PROGRESSING TOWARD COMPLETION
7.4	Conduct an audit of all City generated waste, and develop a waste minimisation plan with programs to increase recycling and reduce waste generation	PROGRESSING TOWARD COMPLETION (ONGOING)
8.4	Establish a regional long-term solution for glass recycling, including market options	PROGRESSING TOWARD COMPLETION
8.10	Increase the use of recycled products within City projects	PROGRESSING TOWARD COMPLETION
8.11	Implement effective plastics recycling programs at the Waste Management Centre	PROGRESSING TOWARD COMPLETION
8.14	Establish a mattress recycling program, locally or regionally	PROGRESSING TOWARD COMPLETION
8.15	Review collection fleet to ensure optimum compaciton, capacity, configuration and functionality	PROGRESSING TOWARD COMPLETION (ONGOING)
1.17	Work with other facilities to rationalise regional waste infrastructure, and investigate shared infrastructure and services	PROGRESSING TOWARD COMPLETION (ONGOING)

2.3	Work with others towards joint procurement and purchasing, resulting in savings from greater economics of scale.	PROGRESSING TOWARD COMPLETION (ONGOING)
3.2	Support the development of regional recycling education strategies and programs	PROGRESSING TOWARD COMPLETION (ONGOING)
3.3	Support and encourage organisers to implement recycling and waste diversion programs for events, including food waste	PROGRESSING TOWARD COMPLETION
8.24	Develop improved systems for multi-tenement waste and recycling services	PROGRESSING TOWARD COMPLETION
4.5	Work with others to establish a regional organics quantity analysis and processing plan	PROGRESSING TOWARD COMPLETION
5.4	work with other councils and industry on joint litter and illegal dumping prevention and monitoring programs	PROGRESSING TOWARD COMPLETION
7.7	Incorporate recycled products into City design processes, such as glass into concrete applications, and recycled plastic street furniture, bollards, and interpretation panels	PROGRESSING TOWARD COMPLETION
1.2	Implement internal procurement policies that favour recycled products and waste diversion including engagement of social enterprises in the waste area	PROGRESSING TOWARD COMPLETION
7.3	Implement a disposal strategy/policy for city assets that incorporates reuse and recycling	PROGRESSING TOWARD COMPLETION
1.7	Lobby for additional product stewardship programs to be regularly implemented through the National Waste Policy	NO SIGNIFICANT ACTION
1.15	Engage with agencies that make recycling a mandatory component of contracts	NO SIGNIFICANT ACTION
3.10	Develop campaigns to promote the use of sustainable materials and recycled products	NO SIGNIFICANT ACTION
4.7	Review the kerbside waste service frequency of collection and bin capacity following the introduction of other services such as kerbside garden and food waste collection	NO SIGNIFICANT ACTION
5.1	Implement extended producer responsibility programs to address localised litter generation and removal	NO SIGNIFICANT ACTION
5.3	Develop strategies to prevent illegal dumping within Hobart and review processes for the issuing of fines for litter related offences	NO SIGNIFICANT ACTION
6.1	Work with government & industry to establish regional C&D sorting facilities, and develop and promote C&D recycled materials markets	NO SIGNIFICANT ACTION
6.2	Investigate long term facilities for the sorting, storage, & recycling of inert waste, at McRobies gully or alternative locations	NO SIGNIFICANT ACTION
6.4	Work with C&D recyclers to establish take back systems and back loading of recyclable materials	NO SIGNIFICANT ACTION
8.5	Seek grant funding opportunities (for the City and the community)	NO SIGNIFICANT ACTION
8.8	Consider implementing a 'waste reduction levy' to fund recycling programs for materials delivered to the waste management centre (in absence of a state based levy)	NO SIGNIFICANT ACTION
8.9	Develop recycling options for building materials such as plasterboard and masonry items	NO SIGNIFICANT ACTION
8.18	Support and expand the flexible plastics recycling programs currently undertaken by the retail industry	NO SIGNIFICANT ACTION
8.25	Implement a textiles recycling program	NO SIGNIFICANT ACTION
8.26	Support the retail industry to introduce waste avoidance and recycling strategies and programs	NO SIGNIFICANT ACTION

6.6 City of Hobart Flood Mapping - Proposal to Publish on the City's Website
File Ref: F20/109571

Report of the Program Leader Stormwater Assets, the Manager Stormwater and the Director City Amenity of 20 November 2020 and attachment.

Delegation: Committee

REPORT TITLE: CITY OF HOBART FLOOD MAPPING - PROPOSAL TO PUBLISH ON THE CITY'S WEBSITE

REPORT PROVIDED BY: Program Leader Stormwater Assets
Manager Stormwater
Director City Amenity

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to present a proposal to publish the recently completed flood modelling of the City's urban area on the City's website along supporting information.
- 1.2. The publication of flood risk maps and supporting information will empower the community to understand the potential flood risk of their properties.

2. Report Summary

- 2.1. The City has recently completed '1 in 100 year' flood modelling of all its urban catchments including modelling of the impact of overland flow during high rainfall events.
 - 2.1.1. Previous modelling has only included its major rivulets (New Town, Sandy Bay and Hobart Rivulets).
- 2.2. 'Flood Maps' have been developed across the City's urban footprint, indicating potential flood water encroachment onto properties during a 1% AEP (Annual Exceedance Probability) Flood Event, more commonly known as a '1 in 100 year' flood event.
- 2.3. The level of detail of the modelling has not previously been available, and now provides a clearer understanding of the potential flood inundation on properties, both as flood waters channel into existing rivulets (overland flow), and the impact of those rivulets subsequently flooding themselves.
- 2.4. The modelling is high level and is designed to highlight areas with the potential risk of flooding in extreme events, with the City to continue to upgrade and improve the flood models over time.
- 2.5. Flood modelling is used
 - 2.5.1. By prospective property purchasers as part of their due diligence when seeking to purchase new properties (via application to the City for a '337 Certificate' under the *Local Government Act 1993*).
 - 2.5.2. By property owners and developers during the design phase of property developments.

- 2.5.3. By the City during the assessment phase of development applications with related stormwater impacts.
- 2.5.4. By the City in the planning and construction of stormwater system maintenance, upgrade or new works.
- 2.6. The Flood Maps will also form a 'hazard overlay' in the new Tasmanian Planning Scheme when that comes into effect.
- 2.7. It is proposed that the new Flood Modelling be made more readily to the community via having the information available on the City's website, and shared at local area community meetings, either upon request or as part of the City's wider 'community meetings' program, as those are scheduled in the future.
- 2.8. The publication of this information will be beneficial to the community by improving knowledge of risk and therefore improving resilience to risk.

3. **Recommendation**

That the City's new flood modelling, and related supporting information, of its urban stormwater catchments that indicate potential flood water encroachment onto properties during a 1% AEP (Annual Exceedance Probability) Flood Event (commonly known as a '1 in 100 year' flood event) be noted.

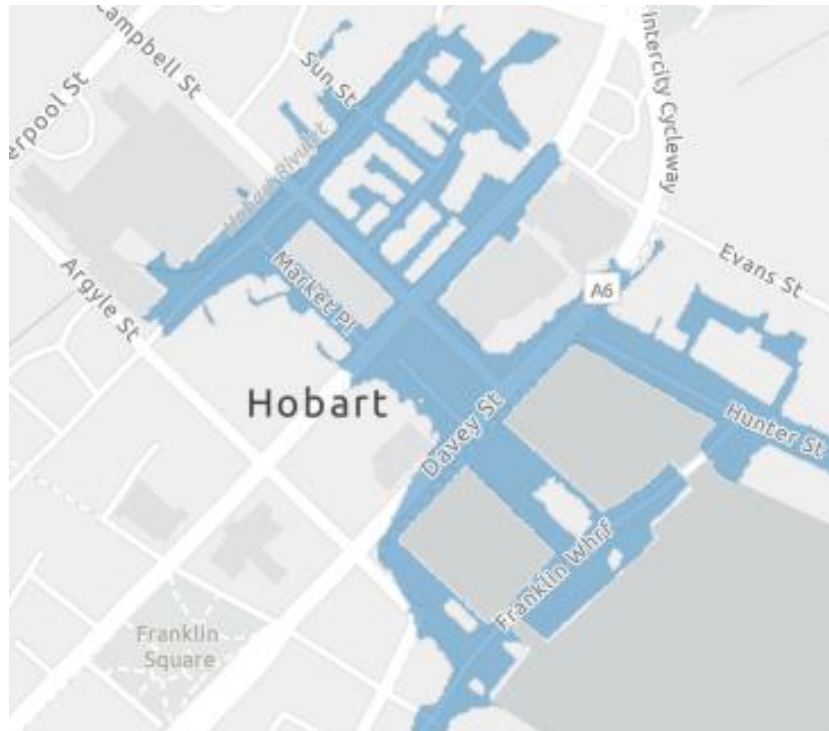
- (i) The information be made readily accessible to the community via having the information available on the City's website.***
- (ii) The modelling information be promoted and shared at local area community meetings (either upon request) or as part of the City's wider 'community meetings' program, as those are scheduled in the future.***

4. **Background**

- 4.1. The City has made available for several years, flood modelling of its major rivulets on its website via the below link, that provides a scalable map to provide an indication of the risk of flooding, down to individual properties:

Flood Zones for Hobart, New Town and Sandy Bay rivulets.

<https://data-1-hobartcc.opendata.arcgis.com/datasets/1100-aep-cc?geometry=147.246%2C-42.897%2C147.409%2C-42.875>

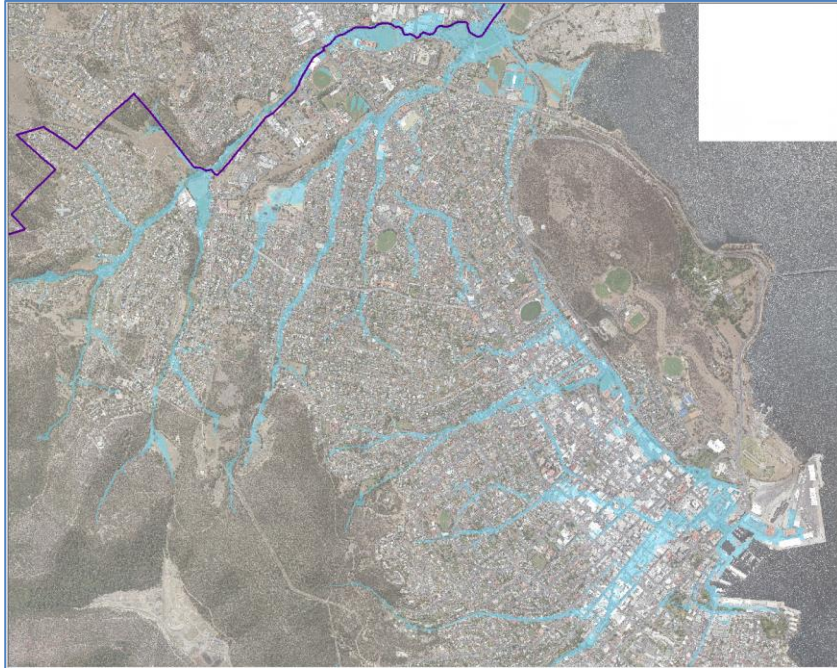


**sample screen shot*

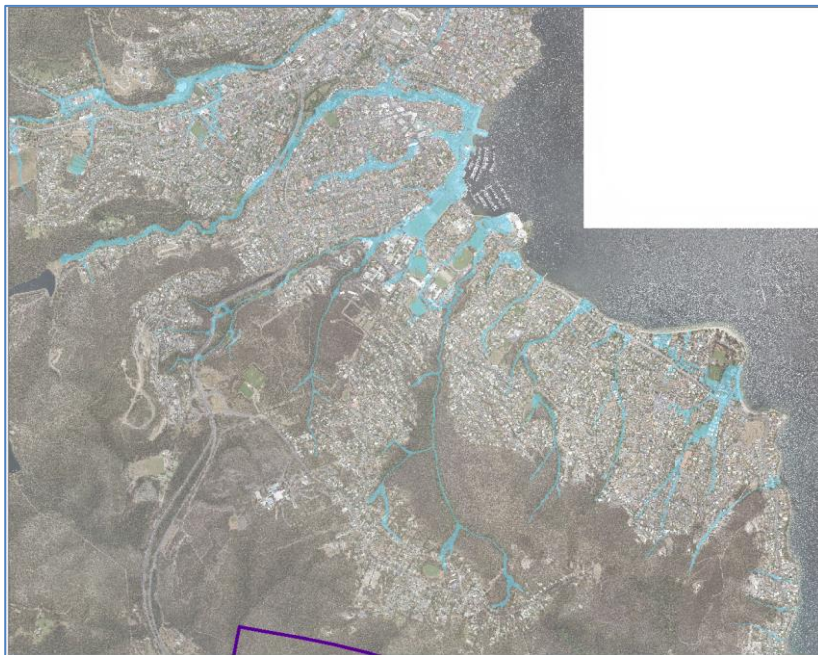
- 4.2. This modelling however related to the Sandy Bay, Hobart and New Town Rivulets, and limited to the impact of those rivulet flooding and encroaching back onto properties.
- 4.3. 'Flood Maps' have now been updated and developed across all of the City's urban footprint, indicating potential flood water encroachment onto properties during a 1% AEP (Annual Exceedance Probability) Flood Event, more commonly known as a '1 in 100 year' flood event.
- 4.4. The new modelling includes all the City's urban catchments (listed below) and includes both 'rivulet flooding' and the risk of flooding caused by rainfall as it channels down into the rivulets (known as Overland Flow).

• Ashfield	• Lambert	• Red Chapel
• Browns River	• Lipscombe Rivulet	• Ross
• Brushy Creek	• Manning	• St Canice
• Cartwright Creek	• Maypole Rivulet	• Sullivans Cove
• Cornelian Bay	• McRobies Creek	• University
• Featherstone Creek	• Myrtle Gully	• Waimea
• Folder Creek	• New Town Rivulet	• Warwick
• Golden Gully	• Pottery Creek	• Wayne Rivulet
• Goulburn	• Proctors	• Wellington (Sandy Bay)
• Guy Fawkes Rivulet	• Providence Gully	
• Hobart Rivulet		

- 4.5. The below images indicate the geographic extent of the modelling, and the potential encroachment of overland flow and rivulet flooding in the case of '1 in 100 year' event.



**Northern areas*



**southern areas*

- 4.6. Once on the City's website, a scalable map function will be available to allow users to 'drill down' to property level detail.
- 4.7. Supporting information, including the attached 'Information Fact Sheet' has been prepared to further inform the community (refer **Attachment A**).

- 4.8. Flood modelling is used
 - 4.8.1. By prospective property purchasers as part of their due diligence process when seeking to purchase new properties (via application to the City for a '337 Certificate' under the *Local Government Act 1993*).
 - 4.8.2. By property owners and developers during the design phase of property developments.
 - 4.8.3. By the City during the assessment phase of development applications with related stormwater impacts.
 - 4.8.4. By the City in the planning and construction of stormwater system maintenance, upgrade or new works.
- 4.9. The Flood Maps will also form a 'hazard overlay' in the new Tasmanian Planning Scheme when that comes into effect.

5. Proposal and Implementation

- 5.1. It is proposed that the City's new flood modelling be made readily accessible to the community via having the information available on the City's website.
- 5.2. It is proposed that the modelling also be promoted and shared at local area community meetings (either upon request) or as part of the City's wider 'community meetings' program, as those are scheduled in the future.
 - 5.2.1. The City recently held an information session in South Hobart, in relation to the McRobies Gully catchment that was well received.

Strategic Planning and Policy Considerations

- 5.3. This report relates to City of Hobart Strategic Plan 2019-2029 Strategic Outcome 6.4: Hobart is responsive and resilient to climate change and natural disasters, specifically
 - Strategy 6.4.7: Map, monitor and manage flood risks and impacts.
- 5.4. A key component of resilience to natural disasters is understanding risk.
- 5.5. An informed community is able to make appropriate decisions regarding their private protection measures, emergency preparations, and insurance.

6. Financial Implications

Not applicable.

7. Legal, Risk and Legislative Considerations

- 7.1. The provision of flood modelling is required pursuant to the *Urban Drainage Act 2013* to determine 'the level of risk from flooding for each urban stormwater catchment'.
- 7.2. The City of Hobart has previously published the results of its flood studies for the major rivulets on its website.
- 7.3. It has been confirmed that flood risk information will be included in implementation and publication of the new Tasmanian Planning Scheme in 2021.

8. Social and Customer Considerations

- 8.1. There is likely to be a mixed response from the community following the publication of the new flood mapping.
 - 8.1.1. Supporting information has been prepared (refer **Attachment A**) to assist property owners and residents in understanding the new modelling

9. Delegation

- 9.1. This is a matter delegated to the Committee 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.



Jennifer Flanagan
**PROGRAM LEADER STORMWATER
ASSETS**



Aaron Smith
MANAGER STORMWATER



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 20 November 2020
File Reference: F20/109571

Attachment A: Fact Sheet ↴ 



CITY OF HOBART

FLOOD FACT SHEET

Why is Council identifying flood-affected (inundation at risk) properties?

Flooding can cause significant damage to property and risk to life. All councils in Tasmania are required by law to work towards identifying areas which have the potential to be affected by flooding. This helps councils to guide urban development so that when floods occur they can pass safely through the city with minimal impact to people and property.

How was the inundation zone area worked out?

Flood zones were calculated using computer modelling based on design rainfall events in accordance with industry guidelines.

How do I know what the inundation risk at my property is?

The City of Hobart is working with the Tasmanian Planning Commission to reflect the latest inundation maps in the proposed Tasmanian Planning Scheme. Once this scheme is made publicly available council will be working with the Tasmanian Planning Commission to inform the community.

What are the inundation maps and what do they tell us?

The flood modelling data has been used to produce a set of inundation maps showing the predicted extent of flooding for a 1 per cent AEP event. This information is used by council to help protect the community by targeting infrastructure upgrades and managing urban development to limit risk to people and property. This information can help guide the planning on requirements such as development controls or minimum floor levels.

What does a 1 per cent and 5 per cent AEP event mean?

AEP stands for Annual Exceedance Probability. This is a term used to describe the intensity of a storm event, and the associated flood that is caused. The AEP is the probability or likelihood for a storm event occurring in a given year. It does not mean that once a flood event has occurred that there will be a defined period until it happens again. The probability exists every year independent of past events.

A 1 per cent AEP event means that this event has a 1 per cent chance of occurring in a single year. A 5 per cent AEP event is one with a 5 per cent chance of occurring in a single year. The lower the percentage (%) the more intense the storm event and thus the increased associated flood risk. For context, the flood event of May 2018 was close to a 1 per cent AEP event.

If my house is in an inundation zone is there anything I can do now? What will Council do about it?

We recommend that you contact your insurer to make sure that you have adequate flood insurance for your property.

You can prepare your home by maintaining your own private drainage infrastructure such as keeping the gutters on your house clear of leaves and debris, cleaning out drainage pits within your property, and ensuring your driveway crossover is cleared to enable the free flow of water in the kerb across the face of your property.

Advice on developing a Home Emergency Plan is available on the SES website: www.ses.tas.gov.au.



City of **HOBART**

Council is working to identify and prioritise the upgrade of stormwater infrastructure to minimize the extent of flood. Unfortunately no mitigation works can fully prevent flooding. Every year the council invests extensive resources seeking to mitigate the impact.

If my house is in an inundation zone, will this impact my ability to develop my property?

One of the key strategies in managing flood risk in an urban environment is keeping unobstructed pathways for flood waters to travel through. Council may impose restrictions on developments that impede or block overland flow paths.

Australian Building Regulations require that the floor level of any new habitable room (such as bedrooms or living areas) must be at least 300 mm higher than the predicted flood level.

Has Climate Change been considered?

The City of Hobart has formally acknowledged the evidence and impact of Climate Change. Based on this position Council has incorporated potential climate impacts up to the year 2100 in all our public information and inundation maps.

I have been living in my house for many years and it has never flooded. Why is Council now saying that my property is subject to inundation?

Floods do not occur in a regular pattern. It may be possible to have long periods with no flooding followed by several flood events in a short period of time, such as what occurred during 2018. Furthermore, increased rainfall data, improved computer modelling and a better understanding of climate change, are constantly increasing our knowledge of flood risk.

Living in a mapped inundation area does not mean that you will necessarily experience flooding. It just means that a risk of flooding to your property has been identified and should be considered in the management of your property.

Should I take out flood insurance?

You should discuss any issues around insurance for your property directly with your insurer.

Will the stormwater system that runs through my property protect me from flooding?

Council's piped stormwater infrastructure is designed to carry runoff during a severe but not an extreme flood.

I have concerns about the stormwater drains near my house.

Question or concerns can be raised to the Council Customer Service Centre team on coh@hobartcity.com.au or 6238 2711.

It is noted that all drains serving a single property are the responsibility of the property owner. This includes pipework within the property to the connection point, and driveway kerb cross overs. If you think there is an issue with any of your private assets you should contact a licensed plumber to investigate.

For extreme storm events the flow of water will exceed the capacity of the piped infrastructure resulting in overland flows. Council designs its roads system to convey some of this flow, however if the low point of the land runs through private property, then excess flood waters will follow these paths.

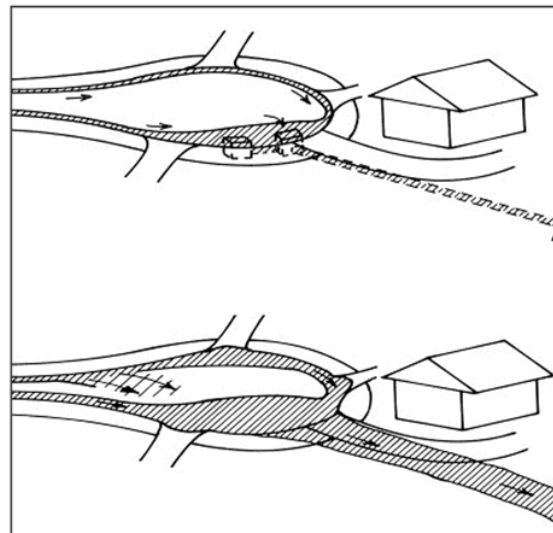
What is Council's role in managing flood risk?

Council has many different roles in relation to flood management, including but are not limited to

- Development and implementation of Stormwater System Management Plans and Stormwater Asset Management Plans.
- Incorporation of inundation maps into the relevant planning scheme for application in land use and development.
- Implementing and maintaining a flood warning and response system.
- Maintaining the existing stormwater infrastructure.

If my house floods who do I call for help?

If you need assistance during a flood event, call your local State Emergency Services (SES) on **13 2500** or **000** for life-threatening situations.



The stormwater network operating as designed: in small to moderate rainfall events, runoff is contained within kerbs and the piped system. In extreme events, runoff will follow overland flow paths.

6.7 H-TRAMS Request to Store Historic Tram - Queens Domain Quarry
File Ref: F20/119098; 19/46

Report of the Manager Projects & Support Services and the Director City
Amenity of 20 November 2020.

Delegation: Council

REPORT TITLE: H-TRAMS REQUEST TO STORE HISTORIC TRAM - QUEENS DOMAIN QUARRY**REPORT PROVIDED BY:** Manager Projects & Support Services
Director City Amenity**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to consider a request from Hobart Tram Restoration and Museum Society Inc. (H-TRAMS) to store an additional heritage tram at the City's Queens Domain depot.

2. Report Summary

- 2.1. An approach has been received by the not-for-profit group Hobart Tram Restoration and Museum Society Inc. (H-TRAMS) requesting approval to store a heritage tram at the City's Queens Domain depot, at no cost.
- 2.1.1. H-TRAMS currently store another derelict heritage tram (Tram Number 116) awaiting restoration at the City's Queens Domain depot, following the Council's approval in May 2014.
- 2.2. Space is available at the Depot and it is recommended that the request be approved subject to implementing a formal agreement that addresses the City's risks associated with this proposal.
- 2.3. It is proposed that in accordance with the Council Policy Grants and Benefits Disclosure, the benefit attributed to H-TRAMS by the provision of free storage of its trams at the City's depot (estimated at \$1,200 per annum each) be disclosed in the City's Annual Report.
- 2.4. The report proposes that the General Manager be delegated authority to finalise arrangements and determine any future storage matters relating to H-TRAMS.

3. Recommendation***That:***

- 1. *Approval be given to H-TRAMS to store a heritage tram at the City's Queens Domain Depot subject to the following conditions:***
- (i) *All costs associated with the transportation of the tram to the Queens Domain Depot be at the tram owners cost;***
- (ii) *Ongoing access to the tram by the owners, when stored in the depot, are to be arranged by contacting the relevant City of Hobart staff;***

- (iii) Should the City require use of the depot space occupied by the tram, the owners must relocated the heritage tram to an alternative location at no cost to the City upon receiving at least 3 months' notice;***
 - (iv) The tram owners shall insure the tram or indemnify the City against any future claim ;***
 - (v) The tram owners are to provide evidence of public liability insurance;***
 - (vi) The City accepts no responsibility or liability for any damage to the tram; and***
 - (vii) An agreement be put in place between the City and the tram owner confirming the above requirements.***
- 2. *In accordance with the Council Policy Grants and Benefits Disclosure, the benefit attributed to H-TRAMS by the provision of free storage of its trams at the City's depot (estimated at \$1,200 per annum each) be disclosed in the City's Annual Report.***
- 3. *The General Manager be delegated authority to finalise arrangements and determine any future storage matters relating to H-TRAMS.***

4. Background

- 4.1. The City has been approached by H-TRAMS advising it has acquired another rare Hobart heritage tram.
- 4.1.1. H-TRAMS was formed and registered as an incorporated not-for-profit association in 2014 and who purchase and restore old Hobart trams.
 - 4.1.2. Its website states that a key goal of H-TRAMS is the restoration of heritage tram 116, to full operating condition.
 - 4.1.3. City stores one of its historic trams (Tram Number 116) at the City's Queens Domain Depot.



Tram Number 116 – Stored at the Queens Domain Depot

- 4.1.4. H-TRAMS also intend to restore other heritage trams available to them, including the older tram 120 (built in 1936) and tram 136 (built in 1949).
- 4.2. The intention of H-TRAMS is either restore the tram or use its parts to aid the restoration on other trams.



Tram proposed to be relocated to the Queens Domain Depot



Tram proposed to be relocated to the Queens Domain Depot

- 4.3. The request to store an additional tram at the Queens Domain Depot has been assessed, as the following:
 - 4.3.1. It is possible to make room for the storage of this tram and store it adjacent to Tram Number 116;
 - 4.3.2. If the City was required to insure the tram, it would require in the order of \$400 per annum, including officer time to arrange the insurance. The excess to make a claim is \$10,000. The cost to replace the tram would be less than this excess.
 - 4.3.2.1. It is considered that H-TRAMS should arrange their own insurance for the tram, or accept that the tram will not be insured and indemnify the City from any future claim.

- 4.3.3. Access to the trams would need to be provided by contacting staff who would then provide entry into the depot when required. A permanent security card would not be provided due to the safety concerns and security risks associated at the depot.
- 4.3.4. The tram owner would need to provide evidence they are covered for public liability insurance. This is coverage should they cause damage to our property or injury in the course of placing the tram into our depot or during storage at the depot.
- 4.3.5. Whilst there is room at the depot at present, it may be that this space would need to be used by the City in the future for other purposes.

As such, the tram would need to be relocated at the owners expense should the City give them reasonable notice (at least 3 months).

- 4.3.6. These arrangements can be clarified within an agreement between H-TRAMS and the City.

5. Proposal and Implementation

- 5.1. It is proposed that approval be given to provide space at the Queens Domain Depot to house H-TRAMS heritage tram on the following conditions:
 - 5.1.1. All costs associated with the relocation of the tram to the depot be met by the owners of the tram;
 - 5.1.2. The tram owners insure the tram or indemnity the City against any future claim;
 - 5.1.3. The owners of the tram agree that the City accepts no responsibility or liability for any damage to the tram;
 - 5.1.4. The owners provide evidence of having public liability insurance associated with the tram;
 - 5.1.5. Access to the tram is to be arranged through the relevant City of Hobart staff when required;
 - 5.1.6. Should the City have an alternative use for the space proposed to be occupied by the tram, the owners of the tram are to relocate the tram after receiving 3 months' notice from the City. All relocation expenses are not to be at the City's cost; and
 - 5.1.7. An agreement be implemented that reflects the above.

- 5.2. It is proposed the General Manager be delegated authority to finalise arrangements and determine any future storage matters relating to H-TRAMS.

6. Strategic Planning and Policy Considerations

- 6.1. The storage of the heritage tram supports Strategy 7.2.1 “Promote contemporary heritage conservation practices and support adaptive reuse of heritage assets”.

7. Financial Implications

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

- 7.1.1. The value of the storage (estimated at \$1,200 per tram per annum), be reported in the City’s Annual Report.

- 7.2. Impact on Future Years’ Financial Result

- 7.2.1. No impact.

- 7.3. Asset Related Implications

- 7.3.1. No impact.

8. Legal, Risk and Legislative Considerations

- 8.1. The implementation of an agreement between the City and H-TRAMS, which addresses issues such as insurance, indemnities and liabilities will mitigate the risks associated with this proposal.

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.



Geoff Lang
**MANAGER PROJECTS & SUPPORT
SERVICES**



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 20 November 2020
File Reference: F20/119098; 19/46

7. COMMITTEE ACTION STATUS REPORT

7.1 Committee Actions - Status Report

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

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: Committee Action Status Report

<p style="text-align: center;">CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT OPEN PORTION OF THE MEETING November 2014 to November 2020</p>				
Ref	Title	Report / Action	Action Officer	Comments
1	<p>221A LENA VALLEY ROAD, 2-16 CREEK ROAD, LENA VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) – PLN-14-00584-01</p> <p>Council 22/9/2014, item 9.2</p>	<p>That the Council undertake an urgent review of the Lenah Valley Traffic Management Plan with particular reference to the management of traffic in Augusta, Creek, Alwyn and Chaucer Roads and Monash Ave.</p>	<p>Director City Planning</p>	<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>As an action of the Hobart Transport Strategy 2030, Council proposes to engage with the Lenah Valley Community Feb-April 2021 where the traffic issues can be considered in a strategic transport plan for the catchment mobility.</p>
2	<p>IMPROVEMENTS TO PEDESTRIAN CROSSINGS</p> <p>Council 13/4/2015, item 10</p>	<p>A report be prepared looking at other opportunities for improvements to pedestrian crossings on key pedestrian</p>	<p>Director City Planning</p>	<p>Consideration has been given to pedestrian crossings in the Local Retail Precincts Plan, the Salamanca upgrade</p>

Ref	Title	Report / Action	Action Officer	Comments
		routes in the City, including consideration of zebra crossings.		<p>and in the development of the Transport Strategy.</p> <p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>A key action of the strategy is the development of a walking (pedestrian) plan for the City of Hobart.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>As an action of the Hobart Transport Strategy 2030, Council proposes to engage with the Lenah Valley Community Feb-April 2021 where the traffic issues can be considered in a strategic transport plan for the catchment mobility.</p> <p>Zebra crossings have been installed as part of the Salamanca project and a wombat crossing trial (Zebra crossing on a</p>

Ref	Title	Report / Action	Action Officer	Comments
				speed hump) is in place in West Hobart (Hill Street)
3	SANDY BAY RETAIL PRECINCT – STREETSCAPE REVITALISATION Council 7/9/2015, item 10 Open CIC 26/2/2020, Item 6.5	The speed limit on Sandy Bay Road between Osborne Street and Ashfield Street, Sandy Bay, be reviewed following completion of the works and the Lord Mayor be requested to write to the Minister for State Growth regarding any planned speed limit changes for the main retail precinct on Sandy Bay Road.	Director City Planning	That the item be deferred to enable Council Officers to seek further information from the State Government in relation to a possible policy decision in regards to speed limits. As per Council decision 6 July 2020, an application for the reduction of speed limits in Hobart's retail Precincts is proposed. An application to the Commissioner for Transport has been lodged for the CBD speed limit changes.. Retail precinct speed limit changes will be made progressively as funding, resourcing and implementation issues are resolved.
4	ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – DISCUSSIONS WITH METRO TASMANIA AND ONE-WAY BUS MALL Council 12/10/2015, item 12 ICAP – HOBART CENTRAL BUS INTERCHANGE	<ol style="list-style-type: none"> 1. A further report be provided on the issues and design implications of pursuing an alternative option for the Elizabeth Street Bus Mall Improvement Project. 2. The Council give in principle support to the further development of a one-way Elizabeth Street Bus Mall, with displaced bus stops relocated to Collins Street (Option 3). 3. The General Manager be authorised to undertake community engagement for Option 3 once the substantial 	Director City Planning	Complete

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

Ref	Title	Report / Action	Action Officer	Comments
		2018 be approved for construction, subject to the necessary statutory approvals being obtained.		
5	PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS Council 12/10/2015, item 14	<ol style="list-style-type: none"> Following the development and implementation of a suitable engagement strategy, the current Highways By-law (3 of 2008) be enforced with particular emphasis on the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane). The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath. A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992. During the review and renewal of the current Highways By-law, appropriate 	Director City Planning	<p>Work to implement the Council's resolution with regard to the reconstructed sections of Liverpool Street, Morrison Street, Salamanca Place and Sandy Bay shopping centre is complete.</p> <p>Planning is underway for implementing the other elements.</p> <p>A further report addressing clause 3 will be presented to an upcoming Committee meeting.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings.</p> <p>5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated.</p> <p>6. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages.</p>		
6	CYCLING LINK – MARIEVILLE ESPLANADE CIC 9/12/2015, item 14	The options for a cycling link on Marieville Esplanade be reviewed when the future of the Battery Point foreshore walk is determined.	Director City Planning	Complete
7	ESTABLISHMENT OF AN ADVISORY COMMITTEE FOR THE IMPLEMENTATION OF A SULLIVANS COVE WATERFRONT PRECINCT PLAN Council 6/6/2016, item 13	<p>1. A Waterfront Precinct Plan be developed as part of the Hobart Transport Strategy and an Advisory Committee be established to assist in the development of the plan.</p> <p>2. The Sullivans Cove Tripartite Steering Committee and the Waterfront Business Community to consider increasing their membership in order to increase communication.</p>	Director City Planning	<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p>

Ref	Title	Report / Action	Action Officer	Comments
				<p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>A report is now scheduled to be provided in 2020.</p> <p>The Sullivans Cove Tripartite Steering Committee invited representatives of the Waterfront Business Community to attend future meetings.</p>
8	<p>CITY OF HOBART TRANSPORT STRATEGY – ENGAGEMENT REPORT</p> <p>Council 8/8/2016, item 14</p> <p>Council 8/10/2018, item 14</p>	<ol style="list-style-type: none"> 1. The report of the Manager Traffic Engineering and the Director City Infrastructure titled <i>Draft Transport Strategy - Engagement Report</i> marked as item 6.1 of the Open City Infrastructure Committee agenda of 19 September 2018 be received and noted. 2. The Council adopt the 9 themes and position statements in the draft strategy. 3. The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided. 	Director City Planning	<p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>A report is now scheduled to be provided in 2021.</p>
9	<p>AP14 SALAMANCA PEDESTRIAN WORKS – UPDATED CONCEPT DESIGN</p>	<ol style="list-style-type: none"> 1. Subject to detailed design and planning approval, the next stage of the Salamanca Pedestrian Works, generally as shown on the figure 	Director City Planning	<p>Stage 2A of the works are complete.</p> <p>Construction on the 2020 component (Stage 2B) is underway.</p>

Ref	Title	Report / Action	Action Officer	Comments
	<p>Council 10/10/2016, item 11</p> <p>Council 9/4/2018, item 11</p> <p>Council 9/7/2018, item 15</p>	<p>'Concept Plan – Final (7/6/2018)' in Attachment C and the figure 'Concept Plan – Materials (7/6/2018)' in Attachment D to item 6.3 of the Open City Infrastructure Committee agenda of 20 June 2018, be constructed at an estimated cost of \$3.5M, with \$1M to be allocated in the 2018 / 2019 Capital Works Program and the remaining \$2.5M funded over the 2019 / 2020 and 2020 / 2021 financial years.</p> <p>2. The General Manager ensure that Aldermen are updated on any significant changes to the concept design that may occur through the detailed design and construction process.</p>		<p>These works have been accelerated to take advantage of reduced traffic movements within the precinct.</p> <p>A memorandum was provided to Elected Members on Friday 16 October detailing the current status of the project, including artist renders of the completed works.</p>
10	<p>ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOBYS LANE - FOOTPATH REVIEW</p> <p>Council 3/4/2017, item 26</p>	<p>1. Consideration of the future management of the section of the Salamanca Place southern footpath between Kennedy Lane and Woobys Lane, occur once the 'Stage 1' footpath widening works have been completed and in operation for a minimum of six months.</p> <p>2. The General Manager develop and implement a suitable guide for the style and placement of outdoor dining barriers and umbrellas to be utilised on Salamanca Place and Hunter Street.</p>	Director City Planning	<p>1. The consultation necessary to report to the Committee has been held back so as not to complicate the consultation occurring for the wider Salamanca Pedestrian works that occurred in 2018.</p> <p>It is expected that consultation will occur in 2020 with reporting to Committee to follow.</p> <p>2. A Style Guide for outdoor dining barriers and umbrellas is being developed. Funding currently being sought.</p> <p>3. The provision of a footpath using temporary materials has been</p>

Ref	Title	Report / Action	Action Officer	Comments
		3. A concept design addressing the pedestrian issue occurring on the northern side of Salamanca Place during periods when the footpaths on Castray Esplanade are inaccessible due to special events be developed and included for consideration in future budget preparations.		undertaken successfully during the Taste and Dark Mofo events. A detailed design will now be prepared.
11	PARKLET POLICY Council 24/10/2016, item 10 Council 5/6/2017, item 13 Committee 21/6/2017, item 6.4	That the matter be deferred to a subsequent City Infrastructure Committee meeting to enable further public consultation.	Director City Planning	<p>A report addressing this matter is being finalised and will be presented to an upcoming Committee meeting.</p> <p>This will be informed by the current work of the City of Hobart to support business operators as they move along the Roadmap for a COVID-safe Tasmania, including complying with the physical distancing requirements and occupation limits.</p> <p>This has included allowing operators can apply to amend their existing permits or apply for a new permit to occupy a public space within the Hobart municipal area, where possible, to give them more space to trade.</p> <p>Staff are working to plan, design and install four dining decks in Elizabeth Street, between Melville and Brisbane Streets.</p> <p>This project is specifically responding to the Tasmanian Government 'Ready for Business' initiative, a 12-month pilot program that will see the Government</p>

Ref	Title	Report / Action	Action Officer	Comments
				<p>provide support to the City of Hobart to trial temporary dining decks to increase the outdoor dining capacity of local hospitality businesses.</p> <p>A memorandum to Elected Members on 12 November provided a detailed update on the status of this project.</p>
12	<p>GREENHOUSE GAS EMISSIONS AND ENERGY USE - 2017-2018 ANNUAL REPORT</p> <p>Committee 26/10/2016, item 6.5 Council 2/10/2017, item 17 Committee 19/9/2018, item 6.2</p>	<ol style="list-style-type: none"> 1. A further report be provided in 12 months on the City's corporate greenhouse gas emissions and energy use. 2. Opportunities for positive media about the City's achievements in regard to greenhouse gas emissions and energy use be sought. 	Director City Innovation	<p>Given ongoing consultation associated with the Sustainable Hobart Action Plan it is intended that the Greenhouse Gas Emissions and Energy Use Annual Reports: 2018/19 and 2019/20, along with the finalisation of the 2010 – 2020 reduction targets: Emissions 17% and Energy 35%; be reported to the November CIC meeting with recommendations to consider the development of further emissions and energy targets.</p> <p>It is intended that these will inform and align to the draft SHAP and Smart Cities Action Plan and further opportunities to continue to realise cost-savings across the Council's assets and services.</p> <p>Media opportunities will also be sought.</p> <p>Officers propose to postpone the presentation of the Greenhouse Gas Emissions and Energy Use report until early in 2020, since there are actions associated with it that will be affected by whether the Climate Change Framework</p>

Ref	Title	Report / Action	Action Officer	Comments
				<p>and Action Plan is accepted by the City Planning Committee and Council in December 2019.</p> <p>Officers would prefer the opportunity to reassess the actions in this report depending on that outcome.</p> <p>There are also actions in the recently published Smart Cities Action Plan related to reporting energy use via a city dashboard, and officers would like to consider the format of future versions of this annual reporting and include reference to that in the report to committee.</p>
13	<p>SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING</p> <p>Council 3/4/2017, item 29 Committee 21/11/2018, item 6.4</p>	That the matter be deferred to a subsequent City Infrastructure Committee meeting for the purpose of attaining costings for the survey to be undertaken of the local community in relation to the installation of a pedestrian facility.	Director City Planning	Officers are progressing the matter.
14	<p>COLLINS COURT REDEVELOPMENT - STAGE TWO</p> <p>Council 3/7/2017, item 17</p>	1. The Council endorse the design shown on Attachment A to item 6.1 of the Open City Infrastructure Committee agenda of the 21 June 2017 for the purpose of stakeholder and wider public engagement.	Director City Planning	A report detailing the proposed design for Stage 2 of Collins Court is included on this meeting agenda.

Ref	Title	Report / Action	Action Officer	Comments
		2. The outcomes of the stakeholder and wider public engagement in 1 above be the subject of a further report to the Council.		
15	CITY TO COVE CONNECTIONS Council 3/7/2017, item 18	<ol style="list-style-type: none"> 1. That widening the footpaths in Elizabeth Street, from Collins Street, to Franklin Wharf be considered as an integral component of the Elizabeth Street Bus Mall Improvement project. 2. That community engagement be conducted on the proposed Brooke Street to Franklin Square link. 3. The outcomes of the community consultation in 2 above be the subject of a further report to the Council. 	Director City Planning	<p>This project needs to be considered in light of the recent State Government announcement concerning the major upgrade of the bus mall and the Council's recent resolution concerning the consideration of a master plan for the blocks bordered by Murray, Macquarie, Campbell and Davey Streets.</p> <p>City officers and the State Government have met to discuss its planning of its vision for the Elizabeth Street Transit Centre.</p> <p>The State Government has appointed a consultant to investigate the feasibility of an underground Elizabeth Street Transit Centre.</p> <p>City officers have met with the consultant and provided a range of information to assist with their report.</p>
16	PETITION - SANDY BAY SHOPPING PRECINCT FOOTPATHS - OPPOSING CHANGE TO OUTDOOR DINING AREAS AND BUS STOP LOCATIONS	<ol style="list-style-type: none"> 1. The General Manager proceed with the implementation of the Council resolution of 12 October 2015, by progressing the relocation of occupation licence areas and 	Director City Planning	<ol style="list-style-type: none"> 1. Complete – change occurred from 1 November 2017. 2. Officers are progressing the matter. <p>2(i) A report addressing this matter will be provided.</p>

Ref	Title	Report / Action	Action Officer	Comments
	Council 7/8/2017, item 10 Council 4/9/2017, item 14	<p>signboards away from the building line in the Sandy Bay Shopping Precinct.</p> <p>2. The Council develop a new formal policy, building on the Council resolution of 12 October 2015, which provides guidance on the placement of outdoor dining in Hobart streets, taking into consideration the width of footpaths and traffic speed suitable for outdoor dining.</p> <p>(i) Further options such as parklets, be explored for outdoor dining in narrow footpath areas.</p>		
17	<p>PETITION - UPGRADE OF THE SCHOOL CROSSING IN FORSTER STREET, NEW TOWN</p> <p>Council 21/8/2017, item 6 Council 18/12/2017, item 6.2</p>	<p>1. The following recommendations to further improve the safety of the children's crossing in Forster Street at New Town Primary School be endorsed:</p> <p>(a) The Department of State Growth be requested to ensure that the renewal of the line marking in Forster Street, New Town be prioritised to be completed prior to the commencement of the 2018 school year;</p> <p>(b) Work with the Department of State Growth to review and revise the operating times of the variable 40 km/h school zone signage to ensure that it is</p>	Director City Planning	<p>1(a) Complete</p> <p>1(b)(c) Officers are progressing the other matters in liaison with the Department of State Growth.</p> <p>2. Offer extended to New Town Primary School by Bicycle Network to participate in an Active Routes to School workshop.</p> <p>3. Complete.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>consistent with the start and finish times of the school; and</p> <p>(c) Continue to work with the Department of State Growth's Road Safety Branch to improve the conspicuousness of the children's crossing through either improved signage or the trialling the use of flashing lights as an alternative to the flags.</p> <p>2. An offer be made to New Town Primary School giving them the option of participating in an Active Routes to School workshop.</p> <p>3. The organiser of the petition be advised of the Council's decision.</p>		
18	<p>NEW TOWN RETAIL PRECINCT - PROPOSED STREETSCAPE CONCEPT</p> <p>Council 18/12/2017, item 6.1</p> <p>Council 4/6/2018, item 11</p>	<p>1. The streetscape upgrade be implemented, based on the concept design proposal, with detailed design to be undertaken in 2018 and construction to commence in early 2019.</p> <p>2. In the event the consultation process results in an increase in costs, the details be advised to the Council.</p>	Director City Planning	<p>Construction on Stage 1 of the New Town Retail Precinct is complete.</p> <p>Road surface overlay works are complete.</p> <p>The intersection at Roope Street and New Town Road has been reinstated.</p> <p>Given the financial impact of COVID-19, this project can now only proceed in full if external funding can be secured.</p> <p>External funding has been sought.</p>

Ref	Title	Report / Action	Action Officer	Comments
19	99 STEPS, WEST HOBART Council 8/10/2018, item 12 Council 6/5/2019, item 14	<ol style="list-style-type: none"> 1. Works be undertaken to improve the amenity and safety of the small set of steps at the top of 99 Steps, West Hobart including the installation of a seat and fence, along with a ramp and new steps on the opposite side of Liverpool Street at an estimated cost of \$25,000 in 2019-2020 to be funded from the City Laneways Access and Lighting Upgrades budget allocation. 2. Stormwater works including extension of a stormwater main along Liverpool Street and installation of drainage pits be constructed in 2020-2021 as part of a road and stormwater upgrade project to address flooding issues, subject to funding approval in the 2020-2021 budget. 3. Works to fully upgrade the 99 Steps walkway to full compliance with engineering standards and installation of bicycle channel be considered in the development of a City Laneways Strategy and Action Plan. 	Director City Amenity	Draft plan developed and community consultation in relation to the proposed improvement works are scheduled.
20	71 LETITIA STREET, NORTH HOBART - PARTIAL DEMOLITION, SUBDIVISION (ONE ADDITIONAL LOT) AND ALTERATIONS TO CAR PARKING	The City Infrastructure Committee be requested to address on-street parking in the area of the development.	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
	Open Council 17/6/2019, item			
21	ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE Open Council 8/7/2019, item 12	<ol style="list-style-type: none"> 1. That a draft concept design for the Elizabeth Street Precinct upgrade be developed with consideration of the Project Action Team's principles, desired outcomes and recommendations, as outlined in Attachment A to item 6.1 of the Open City Infrastructure Committee agenda of 19 June 2019. 2. The draft concept design for the Elizabeth Street Precinct upgrade be communicated to Elected Members by way of a briefing, prior to further targeted consultation with key stakeholders, landlords and property owners. 3. A further report be provided to the Council following key stakeholder engagement and prior to broader community consultation on the draft concept design. 4. A detailed report addressing the potential loss of car parking within the Elizabeth Street Precinct be referred to the Finance and Governance Committee at the appropriate time. 	Director City Planning	1, 2, 3 complete A memorandum to Elected Members on 12 November provided a detailed update on the status of this project.
	ELIZABETH STREET MIDTOWN RETAIL PRECINCT			

Ref	Title	Report / Action	Action Officer	Comments
	UPGRADE – RESULTS OF KEY STAKEHOLDER ENGAGEMENT Open Council 12/10/2020 – item 15	<p>That the Council receive and note the feedback provided by key stakeholders in regard to the draft concept design for the Elizabeth Street Retail Precinct upgrade.</p> <p>Broader community consultation now be undertaken on the draft concept design for the Elizabeth Street Retail Precinct upgrade, followed by a further report to include a summary of all feedback received, officer responses to the feedback and a revised draft concept including any proposed changes in response to feedback received.</p> <p>A detailed report addressing the potential loss of car parking within the Elizabeth Street Precinct be referred to the Finance and Governance Committee, at the appropriate time.</p>		
22	REQUEST FOR SPEED LIMIT REDUCTION IN DEGRAVES STREET AND APSLEY STREET, SOUTH HOBART Open Council 5/8/2019, item 11	<p>1. That the Council write to the Transport Commissioner requesting a change to the speed limit on Degraives Street and Apsley Street, South Hobart from the current default urban speed limit of 50 km/h to 40 km/h.</p> <p>(i) The submission to include a report detailing the characteristics of the road (as per the requirements of the Transport Commissioner).</p>	Director City Planning	Complete

Ref	Title	Report / Action	Action Officer	Comments
		<p>2. Consideration of wider area speed limit reductions in residential areas be included as an action in the City of Hobart Transport Strategy Action Plan.</p> <p>3. The management and staff of Child's Play Early Learning Centre communicate to all parents and carers who are responsible for the drop-off and pick-up of children attending the Centre, that dedicated parking spaces for this purpose are available and accessible via Syme Street, South Hobart.</p>		
23	<p>CAMPBELL STREET (BETWEEN LIVERPOOL STREET AND COLLINS STREET) - TRIAL TRAFFIC MANAGEMENT ARRANGEMENTS FOR ROYAL HOBART HOSPITAL K-BLOCK</p> <p>Council 9/9/19, item 15</p>	<p>That a trial of the traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street be approved for an initial period of at least 12 months from the opening of the Royal Hobart Hospital K Block.</p> <p>A report on the operation of the traffic management and parking arrangement be provided following the 12 month trial to enable Council to consider a more permanent arrangement in Campbell Street.</p> <p>The Council authorise the General Manager to negotiate with the Royal Hobart Hospital administration for a contribution towards upgrading the reinstated footpath (in Campbell Street</p>	<p>Director City Planning</p>	<p>The installation of traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street has been completed.</p> <p>Trial assessment scheduled to commence May 2021.</p>

Ref	Title	Report / Action	Action Officer	Comments
		adjacent to the Royal Hobart Hospital) from asphalt to unit paver materials.		
24	INSTALLATION OF TRAFFIC SIGNALS - INTERSECTION OF COLLINS STREET AND MOLLE STREET Council 9/9/2019, item 17	<p>That the installation of traffic signals at the intersection of Molle Street and Collins Street to improve the safety and amenity of pedestrians and cyclists be supported.</p> <p>(i) Subject to the proposed bulbing in Molle Street being reduced in length to accommodate a further two car parking spaces.</p> <p>The General Manager be authorised to negotiate with the landowner of 40 50 Molle Street for the incorporation of the existing driveway and associated 'right of way' utilised by pedestrians and cyclists into the proposed traffic signals, including the transfer of any land necessary to facilitate that installation.</p> <p>A further report be provided on the possible use of different surface treatments to highlight the pedestrian crossings.</p>	Director City Planning	<p>Detail design under preparation.</p> <p>Land transfer agreed and legal process underway with private property owner for the area required to signalise the junction.</p> <p>Funding has been secured through Australian Government programs for the majority of the project costs.</p>
25	LIVERPOOL STREET, HOBART - EMBANKMENT REMEDIATION Open Council 7/10/2019, item 11	<p>Remediation works of the flood damaged section of 367-377 Liverpool Street, Hobart retaining the existing Liverpool Street road geometry, addressing drainage issues and rehabilitating the road pavement, at an estimated cost of \$370,000, be approved.</p>	Director City Amenity	<p>The flood remediation works have been delayed due to hold up with the TasWater approval process.</p> <p>Revised project plan is currently being developed and further advice will be provided on the anticipated commencement date.</p>

Ref	Title	Report / Action	Action Officer	Comments
		Funding of \$92,000 be allocated from the City's Roads Strategy and Projects Budget Function in the 2019-20 Annual Plan to augment the funds to be provided by the Federal Government Natural Disaster Relief arrangement.		
26	454-462 CHURCHILL AVENUE, SANDY BAY - SHARED ACCESS Open Council 4/11/2019, item 11	1. The report titled '454-462 Churchill Avenue, Sandy Bay - Shared Access' be received and noted. 2. The following works be implemented on the shared access servicing 454 to 462 Churchill Avenue, Sandy Bay: <ul style="list-style-type: none"> (i) Installation of a skid/slip resistant surface on the shared access; (ii) Construction of a small (~16m²) area of concrete hardstand within the road reservation opposite the driveways to 454 and 456 Churchill Avenue to provide extra turning/manoeuvring area for vehicles at the top of the shared access; (iii) Removal of steps leading into 456 Churchill Avenue located within the highway reservation; (iv) Installation of traffic markers (flexible bollards) near the driveway entrance to 454 Churchill Avenue to assist 	Director City Amenity	The majority of the civil works are completed with the slip resistance treatment to be applied subject to weather.

Ref	Title	Report / Action	Action Officer	Comments
		<p>drivers when manoeuvring in and out of this driveway; and</p> <p>(v) Installation of a small 200mm high retaining structure at the edge of driveway and minor regrading of the driveway entrance to 454 Churchill Avenue to provide some improvement to the cross fall of the driveway.</p> <p>3. Further detailed design to be carried out for construction documentation.</p> <p>4. The General Manager be delegated authority to negotiate an occupation licence to allow for a fence and gate at the rear of 462 Churchill Avenue, in a location that does not impact on the turning manoeuvring of vehicles in the road reservation.</p> <p>5. The General Manager be delegated authority to negotiate the relocation of the rear driveway of 462 Churchill Avenue, subject to the provision of a suitable area adjacent to the driveway entrance of 462 Churchill Avenue for placement of wheelie bins for 454, 456, and 458 – 460 Churchill Avenue.</p> <p>6. The costs associated with the proposal, estimated at \$90,000 be funded from the City's Road Strategy</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>and Projects Budget Function within the 2019-20 Annual Plan.</p> <p>7. The owners of 454, 456, 458-460, and 462 Churchill Avenue, Sandy Bay to be notified of Council resolution.</p>		
27	<p>HUON ROAD - UPHILL BICYCLE PASSING OPPORTUNITY PROJECT</p> <p>Open Council 16/12/2019, Item 12</p>	<p>1. The General Manager be authorised to sign and attach the common seal of the City of Hobart to the grant deed when received for the provision of passing opportunities for vehicle drivers to safely pass uphill bicycle riders on Huon Road.</p> <p>2. On completion of part 1 of the recommendation, the City of Hobart proceed to procurement of the proposed works for the provision of passing opportunities for vehicle drivers to safely pass uphill bicycle riders on Huon Road between Stephenson Place and 432 Huon Road, as detailed in the concept design drawings provided as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda of 11 December 2019.</p>	Director City Planning	Construction underway.
28	<p>CAMPBELL STREET AND ARGYLE STREET BICYCLE CONNECTIONS</p>	<p>1. The initial concept design for bicycle facilities on Argyle Street, Campbell Street, Liverpool Street and Bathurst Street, including sections of separated cycleways is provided as Attachment</p>	Director City Planning	Community engagement with key stakeholders and property owners/operators has commenced along the route of the proposed trial extension of

Ref	Title	Report / Action	Action Officer	Comments
	Open Council 16/12/2019, Item 13	<p>A to item 6.4 of the Open City Infrastructure Committee agenda of 11 December 2019 be used as the basis to commence public engagement with key stakeholders in early 2020.</p> <p>(i) That consultation occur with relevant stakeholders, in particular, property owners, land owners, residents and lease holders of the affected streets.</p> <p>(ii) The facilities be trialled for a one year period.</p> <p>2. A further report detailing the proposal be provided to the Council following the public engagement with key stakeholders.</p> <p>3. A report be provided on the feasibility of introducing priority car pool and bus lanes on Campbell and Argyle Streets.</p>		<p>the inner city cycling network (Campbell, Argyle, Liverpool and Bathurst Streets).</p> <p>Detail design and traffic modelling under finalisation with funding pending discussions with Department of State Growth.</p>
29	<p>BROOKE / DESPARD STREETS - CONGESTION REDUCING INITIATIVE - THREE-MONTH TRIAL</p> <p>Open Council 10/3/2020, item 16</p>	<p>1. Approval be given to implement a three-month trial congestion reducing initiative that would:</p> <p>(i) Close Brooke Street at Morrison Street to taxi and rideshare vehicles on Friday and Saturday evenings from 11.00 pm to 5.00 am;</p> <p>(ii) Create a taxi holding area in the CSIRO car park in Castray Esplanade on Friday and</p>	<p>Director City Planning</p> <p>Deputy General Manager</p>	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>Saturday evenings between 11.00 pm and 5.00 am;</p> <p>(iii) Create a nominated waiting location for ride share vehicles in Salamanca Place between Davey Street and Gladstone Street; and</p> <p>(iv) Create four pick-up locations for ride share passengers across the waterfront precinct.</p> <p>2. The Lord Mayor write to the State Treasurer seeking co-funding of the trial congestion reducing initiative and potential ongoing funding should the trial be successful.</p> <p>3. Funding of \$17,483 to implement the three-month trial will be allocated to the Special Events Traffic Management budget allocation in the Traffic Strategy and Projects function area of the 2019-20 annual plan.</p>		
30	<p>NETWORK OPERATING PLAN (NOP) – BRIEFING</p> <p>Open CIC 24/6/2020, item 6.1</p>	<p>That that the briefing be received and noted.</p> <p>A further report on the progress of the inner Hobart Network Operation Plan (NOP) be provided at the appropriate time.</p>	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
31	REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS Open Council 6/7/2020, item 10	<p>That: 1. The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as:</p> <ul style="list-style-type: none"> a) Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/hour to 40km/hour. (Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr). b) Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 40km/hour (Note: Criterion Lane and Liverpool St between Elizabeth Street and Murray Street is currently 30km/hr). c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/ hour. 	Director City Planning	The Council decision is being actioned.

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

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

Ref	Title	Report / Action	Action Officer	Comments
		<p>and King Street from 50km/hour to 40km/ hour.</p> <p>e) New Town: New Town Road from Marsh Street to the Pirie Street intersection, and Risdon Road between New Town Road and Swanston Street from 50km/hour to 40km/ hour.</p>		
32	<p>THE NORTH HOBART RETAIL AND ENTERTAINMENT PRECINCT PLACE VISION AND ACCESS AND PARKING PLAN PROJECT</p> <p>Open Council 6/7/2020, item 13</p>	<p>That</p> <ol style="list-style-type: none"> 1. The Council receive and note the reports prepared as part of the North Hobart Retail and Entertainment Precinct Place Vision and Access and Parking Plan Project by consultants Village Well and MRCagney. 2. The consultant's report be publicly released on-line for public information only and noted as such. 3. Council Officers prepare a further report which includes 10 questions to be asked in the subsequent public consultation process. These questions to be considered and approved by Council. 4. The results of the public consultation be reported in four domains: <ol style="list-style-type: none"> (i) North Hobart residents (ii) North Hobart traders 	<p>Director City Planning</p>	<p>A report will be submitted to a Special Meeting of All Council Committees on Monday 23 November.</p>

Ref	Title	Report / Action	Action Officer	Comments
		(iii) Customers (iv) Other		
33	HOBART RIVULET – POTENTIAL AS A PEDESTRIAN WALKWAY AND CYCLEWAY Open Council 12/10/2020 – item 14	<p>That the enclosed sections of the Hobart Rivulet not be considered for use as a public thoroughfare or commuter route, noting the significant workplace health and safety controls required to mitigate the extreme risk associated with such a stormwater facility, including the specialist training and accreditation required by those entering the enclosed sections.</p> <p>As part of the City's Honour Student Program with the Engineering Faculty of the University of Tasmania, the City seek an expression of interest from potential students on the following project:</p> <p><i>"Theoretical investigation into the viability of retrofitting a cycle/pedestrian way into the underground urban section of the Hobart Rivulet"</i></p>	Director City Amenity	<p>Should a UTas Honour student seek to undertake the proposed study project, Elected Members will be advised accordingly.</p> <p>Complete</p>

8. RESPONSES TO QUESTIONS WITHOUT NOTICE

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

The General Manager reports:-

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

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

8.1 Speed Monitoring Surveys
File Ref: F20/32175; 13-1-10

Memorandum of the Director City Planning of 10 November 2020.

8.2 Large Vehicles in Urban Zones - Peak Hour
File Ref: F20/94465; 13-1-10

Memorandum of the Director City Planning of 19 November 2020.

8.3 Building Site Hoardings
File Ref: F20/104415; 13-1-10

Memorandum of the Director City Planning of 19 November 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

SPEED MONITORING SURVEYS

Meeting: City Infrastructure Committee

Meeting date: 26 February 2020

Raised by: Lord Mayor Reynolds

Question:

Can the Director please circulate the findings of any speed monitoring surveys undertaken in the last 5 years on Macquarie Street between Elizabeth and Campbell Streets?

Response:

The City of Hobart has no such speed data available.

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.

Neil Noye
DIRECTOR CITY PLANNING

Date: 10 November 2020
File Reference: F20/32175; 13-1-10



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Elected Members

Response to Question Without Notice

LARGE VEHICLES IN URBAN ZONES - PEAK HOUR

Meeting: City Infrastructure Committee

Meeting date: 26 August 2020

Raised by: Lord Mayor Reynolds

Question:

Is there a requirement from the City of Hobart or the State Government on large vehicles to avoid travel in urban zones during peak traffic times and how common is this traffic management tool in other States and in particular capital cities?

Response:

The National Heavy Vehicle Regulator (NHVR) administers one set of laws, the Heavy Vehicle National Law (HVNL) for heavy vehicles over 4.5 tonnes gross vehicle mass. Heavy vehicle access in Tasmania is regulated under the Heavy Vehicle National Law (Tasmania) Act of 2013 and the Heavy Vehicle National Law (Tasmania) Regulations of 2014.

These heavy vehicle laws and regulations are applied at a National level in all states and territories except the Northern Territory and Western Australia. Each jurisdiction / road authority is able to apply their own specific exemption notices.

Vehicles within certain dimensions / weights / axle load limits are able to travel free of restrictions or need for approval. This includes the majority of heavy vehicles on Hobart's roads, including regular freight vehicles for supermarkets / shops / logistics, single level flatbed trucks, waste collection vehicles etc.

Approval for vehicles exceeding these limits is either given under Notice, or with a Permit.

The types of vehicles covered under notice on pre-approved routes include:

- Class 1 load carrying vehicles within dimension/mass limits described in the notice (dependent on truck, trailer and axle configuration).
- Some Special Purpose Vehicles (some mobile cranes, concrete pumps, drill rigs, elevated work platforms and fire trucks).
- B-doubles and Higher mass limit vehicles.
- Truck and dog trailer combinations.
- 14.5m buses.

Vehicles requiring Permits include:

- Vehicles above on all other routes.
- Over size/over mass vehicles – typically large indivisible loads.

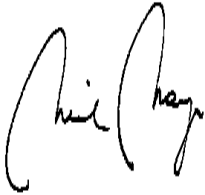
Matters that the road manager should consider include, but are not limited to, the following:

- a) the vehicle's ability to interact with surrounding traffic;
- b) the vehicle's ability to interact with the infrastructure and road environment;
- c) dimensions of the road such as its width and the length of stretches of the road;
- d) location of infrastructure on or near the road pavement;
- e) usual traffic conditions of the road – such as what types of vehicles use the road;
- f) the use of properties near the road – for example does the road pass a property used by vulnerable road users such as children;
- g) sight distances for other road users;
- h) clearance zones for the road;
- i) the results of road safety assessments and audits; and
- j) whether the road is suitable for the safe transport of dangerous goods.

When a permit is required for travel on the City of Hobart's roads, the Program Leader Road Services can apply conditions including time of travel. Typically, permits include a 'no peak hour travel' condition, as well as a 'no night travel' condition if night travel is avoidable.

The City of Hobart is not involved if the travel is only on State managed roads, that is, Macquarie Street, Davey Street, Southern Outlet, Brooker Highway and Tasman Highway.

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

A handwritten signature in black ink, appearing to read 'Neil Noye', with a stylized flourish at the end.

Neil Noye
DIRECTOR CITY PLANNING

Date: 19 November 2020
File Reference: F20/94465; 13-1-10



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Elected Members

Response to Question Without Notice

BUILDING SITE HOARDINGS

Meeting: City Infrastructure Committee

Meeting date: 23 September 2020

Raised by: Lord Mayor Reynolds

Question:

Could the Director please advise if the City has any standards for Building Site Hoardings such as in other Capital Cities? If not, is it time for Hobart to consider Hoarding Standards and requirements to avoid unsightly building sites with flimsy transparent fencing impacting on the streetscape?

Response:

A report is being prepared for the consideration of the committee for the review of the standards for building site hoardings taking into account standards employed in other Australian cities with the aim of improving the safety and appearance of building sites within the city. The report will be presented to the committee on or before the first quarter of 2021.

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.

Neil Noye
DIRECTOR CITY PLANNING

Date: 19 November 2020
File Reference: F20/104415; 13-1-10

9. QUESTIONS WITHOUT NOTICE

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

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the General Manager or the General Manager's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
 - (i) offer an argument or opinion; or
 - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected 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

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:

- Acquisition of land; and
- Contract update.

The following items are listed for discussion:-

Item No. 1	Minutes of the last meeting of the Closed Portion of the Committee Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Reports
Item No. 4.1	Boundary Realignment to Incorporate the City's Infrastructure LG(MP)R 15(2)(f)
Item No. 4.2	Acceptance of Recyclable Materials - Contract Update LG(MP)R 15(2)(d)
Item No. 5	Committee Action Status Report
Item No. 5.1	Committee Actions - Status Report LG(MP)R 15(2)(g)
Item No. 6	Questions Without Notice