



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 24 March 2021

**at 5:15 pm
via Zoom**

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.

APOLOGIES AND LEAVE OF ABSENCE

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**City Infrastructure Committee Meeting (Open Portion) held Wednesday,
24 March 2021 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, 24 February 2021](#), 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 Request to Vary Council Policy - Permanent Private Signage on Highway Reservation - Huon Road File Ref: F21/18544; R0574/08

Report of the Manager City Mobility of 19 March 2021 and attachments.

Delegation: Council

**REPORT TITLE: REQUEST TO VARY COUNCIL POLICY -
PERMANENT PRIVATE SIGNAGE ON HIGHWAY
RESERVATION - HUON ROAD**

REPORT PROVIDED BY: Manager City Mobility

1. Report Purpose and Community Benefit

- 1.1. This report has been written to seek Committee and Council endorsement for the varying of a Council Policy on fixed private signage on Council road reserves, to allow a permit to be issued for the retention of the “Always Was Always Will Be” sign installed on a tree on Huon Road in the vicinity of Pillinger Drive in Fern Tree.

2. Report Summary

- 2.1. On Sunday 15 November 2020, a large banner sign was noticed by City of Hobart staff on a tree on the Huon Road public highway reservation approximately 50 metres east of the Pillinger Drive turn off to kunanyi / Mount Wellington.
- 2.2. Two public complaints and one public compliment about the sign were subsequently received regarding the sign.
- 2.3. By February 2021, it seems to have become apparent that there was in fact no permit in place for the banner sign, and it was not going to be removed in the short term by whoever the parties were who installed it.
- 2.4. An application for a licence / permit for the existing banner sign to be retained was received on 11 February 2021.
- 2.5. There is a policy in the Council Policy Manual that prohibits permanent private signage of this type on highway reservations.
- 2.6. This report essentially seeks the endorsement of Committee and Council for the one-off variation to the Council Policy “Permanent Private Signage on Highway Reservations”.
- 2.7. This variation is recommended, due to the strong commitment in the City of Hobart’s ‘Capital City Strategic Plan 2019-29’ to celebrate and support Tasmanian Aboriginal community, heritage and culture, and to invite people to engage with Tasmanian Aboriginal history and culture.
- 2.8. In the event that Committee and Council endorse this variation, the General Manager would issue a permit under the Public Spaces By-Law for the subject sign to be retained.

3. **Recommendation**

That:

- 1. The strong commitment in the City of Hobart's 'Capital City Strategic Plan 2019-29' to celebrate and support Tasmanian Aboriginal community, heritage and culture, and to invite people to engage with Tasmanian Aboriginal history and culture be noted.***
- 2. The Council Policy 'Permanent Private Signage on Highways Reservations' be waived for the purposes of considering the application for the retention of the "Always Was Always Will Be" sign erected on a street tree on Huon Road at Pillinger Drive in Fern Tree.***
- 3. The General Manager be authorised to issue an annual permit under the Public Spaces By Law for the retention of the "Always Was Always Will Be" sign, and to reissue the permit on an annual basis as deemed appropriate.***
- 4. In the event that the permit is issued, it be issued for the initial annual fee of \$100 (as listed in the 2020-21 approved fees and charges), and subject to future adjustment as part of the fees and charges process.***

4. **Background**

- 4.1. On Sunday 15 November 2020, a large banner sign was noticed by City of Hobart staff on a tree on the Huon Road public highway reservation approximately 50 metres east of the Pillinger Drive turn off to kunanyi / Mount Wellington.
- 4.2. Its origin was unclear. City of Hobart staff undertook visual inspections to check that the sign did not pose an immediate risk to the safety of passers-by or to the health of the tree itself, and were of the view that it posed no immediate risk.
- 4.3. There was some internal uncertainty at the time about whether the sign had approval / permit to be in place, but it was also assumed that the sign was a temporary installation as part of Naidoc Week.
- 4.4. Given the difficulties of physically removing the sign (the top of the sign would be in the order of 20 metres above the ground and would require specialist working at heights staff and equipment to remove), it was left in place to be presumably removed by the party who had installed it.
- 4.5. The sign is shown in the photograph forming Figure 1.



Figure 1 – Signage in place in November 2020

- 4.6. A review of correspondence recorded in TRIM shows that to date, public comments and complaints have been received from three persons:
- 4.6.1. “I wanted to extend a thank you for erecting the “Always Was Always Will Be” banner during NAIDOC week in Fern Tree. Every time I drive home I am warmed by the banner, and feel proud to be living in the City of Hobart. I am not First Nations myself, however I am so happy to see this long overdue recognition given by HCC to our indigenous community” – *Email received 29/11/2020.*
 - 4.6.2. “I noticed that during NAIDOC Week a vertical strip banner was attached to a tree in a prominent location along Huon Rd in Fern Tree, just a little before the turn off to Pillinger Drive. Whilst there might have been some relevance and allowance to be made during NAIDOC week I would like to enquire as to whether the banner was placed there with formal and proper approval by HCC or not. Regardless of the sentiments expressed on the banner, I would like to request it be removed. I can't imagine any individual or organisation being allowed to attach such a prominent banner to other buildings or fixtures in the built or natural environment around the HCC local Government area without approval, and for such a prominent display being allowed to remain, regardless of the feelings of those who might live or work, or even regularly pass by.” – *Customer Request Form received 2/12/2020.*

- 4.6.3. "I am writing this in frustration because I have not received a reply to the phone calls I have had regarding an Aboriginal banner (Always was, Always will be) in Fern Tree. The huge banner is draped on a tree about 200 metres from the Fern Tree Tavern. When I first spoke to someone (in the bushland, parks etc section of the HCC I think it was) they informed me that the banner was for Naidoc week and permission was granted (open-ended it seems) for the banner to be hung. The person I spoke to informed me that the banner would come down probably before Xmas – yet it is still here in late January. I explained that I almost had had an accident with someone coming up from Hobart who was pointing out the banner with their passenger while drifting to my side of the road. The person I spoke to in the HCC said that safety assessment had been made and that there were no problems as far as the HCC was concerned, yet this was not the case. The second person I spoke to said that someone would 'get back to me' but there has been no response.

Irrespective of road safety, the banner represents a disfiguring of a lovely tree (one of the reasons I live in Fern Tree) and I am insisting the banner is removed. It has been up now for over 2 months. All other political posters and banners are normally given a time allotment (or should in any case) and are expected to be removed once an election is over; the same should apply with this banner. I do not have a problem with the banner's purpose or sentiments, but I do get p****d off when it seems the HCC has given an open-ended permission for a huge banner to be hung in a tree. I am worried that if the banner is allowed to remain much longer the HCC won't even remember who they gave permission to in the first place and that the banner might finish up being permanent.

My number is ** and I would like someone to respond to my email as no one else in the HCC has responded to my telephone enquiries – which I think is fairly un-professional. I may be away from Tuesday to Sunday but a message can be left on my phone or an email sent. A response please!" –
Customer Request Form received 23/1/2021.

- 4.7. By February 2021 it seems to have become apparent that there was in fact no permit in place for the banner sign, and it was not going to be removed in the short term by whoever the parties were who installed it.
- 4.8. With the City of Hobart having no direct knowledge of who installed the banner sign, it was not possible for the installers to be asked / required to remove the banner sign.
- 4.9. Instead advice was passed to members of a number of community organisations to advise that the City of Hobart would need to move to pull down the banner sign in the coming weeks.

- 4.10. An application for a licence / permit for the existing banner sign to be retained was received on 11 February 2021. A copy of the application forms **Attachment A** to this report.
- 4.11. In summary the application:
- 4.11.1. Is from Hugh Nicklason on behalf of the Grassroots Action Network Tasmania (GRANT) & The Aboriginal Community;
 - 4.11.2. Is for the banner sign to be retained in place indefinitely.
- 4.12. The statement accompanying the application is repeated below (a more detailed letter that was provided with the application is contained in the application):
- 4.12.1. "In NAIDOC week, a banner was erected at the base of Kunanyi, near the turn off from Huon Rd to Pillinger Dr, in solidarity with Aboriginal people. Reading 'ALWAYS WAS ALWAYS WILL BE', the 17m banner repeated the theme of NAIDOC week - a statement which "recognises that First Nations people have occupied and cared for this continent for over 65,000 years." Since the conclusion of NAIDOC week, this banner has become well loved by many community members indigenous and otherwise, serving as an everyday reminder of the deep history this country has. We are seeking a permit to keep it up indefinitely. Attached is an image of the banner, as well as a letter from GRANT with blessings from the Aboriginal community."
- 4.13. It should be noted that it is not known if the applicants were responsible for installing the banner sign, or are simply making an application to seek to have the banner sign retained.
- 4.14. The placement of signage on a highway reservation is governed by the Public Spaces By-Law (By-Law No. 4 of 2018).
- 4.15. Clause 28 of the By-Law requires a person erecting or placing a sign to obtain a permit.
- "28. *A person must not place, build, erect, set up or leave any building, structure or obstruction, sign or signage, of any kind or allow any building, structure or obstruction, sign or signage, to remain in a public space unless authorised to do so by permit*".
- 4.16. The General Manager may issue a permit, or may refer the matter to elected members.
- "83. *A permit may be granted for any purpose under this by-law by:*
- (a) *the General Manager; or*
 - (b) *any electronic method authorised by the General Manager, including via Council's website or an application operated by or on behalf of Council.*

84. *No provision of this by-law is to be construed as preventing the General Manager from referring any application for a permit to the Council*".

- 4.17. In this case, there is a Council Policy which would prevent the issuing of a permit for the subject sign. This Council policy, which is discussed in more detail in Section 6 of this report, requires a resolution of Council to vary.
- 4.18. This report essentially seeks the endorsement of Committee and Council for the one-off variation to the Council Policy "Permanent Private Signage on Highway Reservations".
- 4.19. In the event that Committee and Council endorse this variation, the General Manager would issue a permit under the Public Spaces By-Law for the subject sign to be retained.
- 4.20. It should be noted that for a sign of this type, a planning permit is not required.
- 4.21. On the weekend of 13-14 March 2021, the bottom two rope strands securing the sign appear to have failed or suffered vandalism. The sign will be removed, and subject to the determination of Committee and Council, either stay down or would be repaired and reinstalled.

5. Proposal and Implementation

- 5.1. It is proposed that Committee and Council endorse the waiving of the Council Policy "Permanent Private Signage on Highway Reservations" in the case of the "Always Was Always Will Be" sign.
- 5.2. The General Manager would then be able to issue a permit under the Public Spaces By Law for the sign to be retained in place.
- 5.3. It is proposed that a permit, should it be issued, would be an annual permit that would need to be renewed each year (at the approved fee from the City of Hobart's Fees and Charges Booklet, being \$100 in the 2020-21 financial year);
- 5.4. The permit would allow the sign to remain in place, but would also contain conditions requiring the permit holder to be responsible for monitoring, maintenance and ultimate removal of the signage at the permit holders cost.

6. Strategic Planning and Policy Considerations

Strategic Direction

- 6.1. The message and sentiment of the banner may be considered to be in alignment with the strategic documents "Hobart: A community vision for our island capital" and the "Capital City Strategic Plan 2019-29". In these strategic documents, the City:
 - 6.1.1. Acknowledged 35,000+ years of continuing Tasmanian Aboriginal culture and custodianship in Hobart today;

- 6.1.2. Acknowledges and states that the 'celebration of Tasmanian Aboriginal heritage and culture is becoming a stronger part of public life, and working towards shared goals with Aboriginal people is a major priority'(Introduction to Pillar 2.1 of the Strategic Plan);
- 6.1.3. Has an identified outcome (2.1) of 'Hobart is a place that recognises and celebrates Tasmanian people, history and culture, working together towards shared goals';
- 6.1.4. Has an identified strategy (2.1.2) to 'highlight Tasmanian Aboriginal history and culture, including acknowledgement of the darkness of our shared experience, through interpretation, naming, arts and events'.
- 6.1.5. Has identified strategies (3.2.3 and 3.2.4) to 'support Tasmanian Aboriginal people to develop initiatives that enable creative and cultural practice' and to 'support creative and cultural initiatives that invite people to engage with Tasmanian Aboriginal History and Culture'.
- 6.2. This application also aligns with the City's Aboriginal Commitment and Action Plan 2020-2022 (ACAP). Specifically, the ACAP commits the City to the following deliverables that are of relevance to this application:
 - 6.2.1. ACAP Action 3.3: Support Aboriginal People to undertake cultural practices in Hobart's bushland and reduce barriers to participation;
 - 6.2.2. ACAP Action 4.1 Work with partners to promote reconciliation and advocate for Aboriginal inclusion within our sphere of influence;
 - 6.2.3. ACAP Action 8.2 Increase the presence of Aboriginal words in track and path signage in Bushland Reserves;
 - 6.2.4. ACAP Action 13.2 Monitor trends and movements at a state and federal level and support Aboriginal people in campaigns of significance.
- 6.3. The 'Always was, Always will be' message of this banner, along with the Aboriginal design elements, could be seen to send a strong message of support to Aboriginal people and to make a statement of the City's commitment to leadership in reconciliation. The banner sentiment may also be understood to support community expectations as expressed in the Community Vision and ACAP. In this visible location, the banner could be seen to serve to highlight Aboriginal people and culture to both residents of and visitors to Hobart, and thereby increases the City's reputation as a leader on reconciliation and community inclusion.

Policy Manual

- 6.4. The City of Hobart policy manual includes a specific policy relating to the placement of permanent private signage on Highway reservations. A copy of that policy forms **Attachment B** to this report.
- 6.5. In summary, the policy is that:
 - 6.5.1. Requests for the placement of permanent private signage on the City's reservation not be approved.
- 6.6. The stated objective of the policy is to:
 - 6.6.1. Prevent the placement of permanent private signage at ground level on the City's highway reservation and to enable the City to appropriately manage its highway reservations in terms of cleaning, maintenance and eventual replacement.
- 6.7. The interpretation of this policy has been essentially that fixed / permanent signage are not approved on highway reservations, unless erected on the awning of a shopfront (which typically overhang the public footpath but are placed on a privately owned property).
- 6.8. Periodically the City of Hobart do receive requests for approval for permanent private signage to be installed. This is most often a request for commercial signage (advertising businesses, or directing people to a business), and this policy has essentially meant that these types of signs are not progressed / approved.
- 6.9. Typically the City of Hobart has avoided the allowing of signage that would be seen as having a political, religious, ideological or an obviously commercial basis on land under our management.
- 6.10. Signage that would be seen as of a political, religious or ideological nature will often cause strong and heartfelt reactions (both positive and negative) from some members of the community.
- 6.11. Different messages from various groups and for various causes will result in differing levels of support and outrage in the community.
- 6.12. It is very difficult for any person, or group of persons, to be expected to make a decision about what causes may, and which may not, be able to place their messaging on City of Hobart managed land. It is a process of selecting winners and losers in a space where the losers are likely to consider that their views are being censored.
- 6.13. From a policy perspective, at an administrative level, it is considered important that the current policy be retained. In the event that political, religious or ideological signage were permitted there would be expected to be a large volume of requests for signage across the City, and a proportion of these requests would be contentious.
- 6.14. In terms of the current application, if there were to be a variation of the Council Policy, it would be more likely than most to be considered reasonable and appropriate by the wider community.

- 6.15. For the current application, it should be noted that the City of Hobart has expressed its strong commitment to 'celebrating Tasmanian Aboriginal Community, heritage and culture' and to 'supporting creative and cultural initiatives that invite people to engage with Tasmanian Aboriginal History and Culture' in its strategic documents including in the Strategic Plan 2019-29.
- 6.16. On this basis there is a strong commitment from the City of Hobart, as outlined in its strategic documentation, to celebrate and support Tasmanian Aboriginal community, heritage and culture, and to invite people to engage with Tasmanian Aboriginal history and culture.
- 6.17. On this basis, it is recommended that Committee and Council endorse the varying of Council policy in this instance.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
- 7.1.1. The proposal would have no significant impact on the operating result.

8. Legal, Risk and Legislative Considerations

- 8.1. In terms of practical concerns relating to the banner sign and City of Hobart infrastructure, these are discussed below.

Potential Damage to City of Hobart Street Tree



Signage Attachment to Tree – November 2020

- 8.2. The advice from the City of Hobart Program Leader Arboriculture and Nursery is that:

“The sign is tied on with ropes- these are not harming the tree and not detrimental to its health. As the tree grows the ties may become tight and dig into the tree - although I expect that the ties will degrade before this occurs. If this was to be a permanent display there will need to be a schedule to inspect the attachments periodically - I don’t know whether these ropes would be rated for outdoor conditions for a significant period of time.”

Potential Safety Hazard to Road Users

- 8.3. The advice from the City of Hobart Senior Engineer Roads & Traffic is that:

“The intention of any advertising sign or information banner placed so as to be visible to drivers on a public road, is to draw the attention of drivers (and other road users) attention to the message. Generally then this sign, like any advertising signage, would not be seen as being a positive for road safety. In the context of the site, which is a low speed environment with drivers and road users being very aware and alert, and given the many other potential sources of distraction for a driver along this section of Huon Road, any reduction in overall road safety that would result from the presence of the sign would in my opinion be so marginal as to be insignificant.”

Cost of Repair of Damage and Removal of Signage

- 8.4. At some stage the banner sign will need to be removed. This will be either in the near future (should a permit not be issued to allow it to remain in place) or in the medium term should the sign be damaged by wind or vandalism or simple age and need to be repaired or replaced. For this work to be undertaken in compliance with work health and safety standards for a high risk activity (working at heights) it needs to be undertaken by qualified and competent operators.
- 8.5. The City of Hobart Program Leader Arboriculture and Nursery has provided an indicative cost for this work (based on similar past tree maintenance tasks, but without having an operator quote on this specific task) of \$1,500 for the removal of the signage (and presumably a similar cost for any basic maintenance and repair that could be undertaken in a similar timeframe to removal).
- 8.6. If a permit is issued, it would most likely be in the form of an annual “signboard permit” (\$100 per annum fee as listed in the 2020-21 fees and charges booklet).
- 8.7. Charging annual fees would be an appropriate mechanism by which to ensure that a person or organisation was continuing to take responsibility for the private signage located on City of Hobart managed land.

- 8.8. If a permit were issued making it clear that the permit holder is responsible for monitoring, maintenance and ultimate removal of the signage at the permit holders cost, responsibility would be clear.
- 8.9. There is always the risk however that the applicant will move on, or the organisation making the application disbands, and responsibility for removing the sign and the associated costs for doing so become the responsibility of Council.

Public Liability Insurance and Indemnity

- 8.10. Typically if private infrastructure were erected on Council land, the owner would be required to provide evidence of public liability insurance, and to indemnify Council. This has not been provided with the current application.
- 8.11. In the event that Committee and Council are supportive from a policy perspective, in considering issuing a permit, the General Manager would consider either asking for this to be provided, or alternatively accepting that with no public liability insurance in place, the City of Hobart would carry a level of risk.

9. Social and Customer Considerations

- 9.1. The City of Hobart's strategic plan and its Aboriginal Commitment and Action Plan (ACAP) make clear commitments to recognising and celebrating Tasmanian Aboriginal history and culture, and to supporting creative and cultural initiatives that invite people to engage with Tasmanian Aboriginal History and Culture.
- 9.2. If the event that the City of Hobart were to remove the banner sign, it would be likely that this would cause some damage to the relationship between representatives of the Tasmanian Aboriginal community and the City of Hobart.
- 9.3. There is however also a view held by many in the community that public highways should be kept clear of fixed signage of a political, religious, ideological or commercial nature.
- 9.4. This is a view shared by the City of Hobart, and is reflected by the Council Policy to not permit fixed private signage on road reserves.
- 9.5. In the event that the City of Hobart does issue a permit for the subject sign to remain, there is expected to be some apprehension in the community that a number of similar fixed signs from other groups may follow.
- 9.6. It is suggested that it is appropriate for the Council to remain committed to its policy of not permitting fixed private signage on road reservations, but that in the case of this particular sign, with what would be likely seen as a strong alignment with the aims of the City of Hobart Strategic Plan, a considered decision be made to vary the policy and allow the sign to remain.

10. Community and Stakeholder Engagement

- 10.1. No direct community and stakeholder engagement has been undertaken.

11. Delegation

- 11.1. To vary an approved City of Hobart policy, the matter would need to be considered and resolved by Council.
- 11.2. The issue of a permit under the City of Hobart Public Spaces By Law (By Law No. 4 of 2018) is undertaken by the General Manager, and other officers with delegation from the General Manager.

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.



Louisa Carter
MANAGER CITY MOBILITY

Date: 19 March 2021
File Reference: F21/18544; R0574/08

Attachment A: Licence Application ↓ 
Attachment B: Policy - Permanent Private Signage on Highway Reservations
↓ 

Application to conduct an activity in a public space



Submission date: 11 February 2021, 4:04PM
Receipt number: 41
Related form version: 5

Applicant details

Are you applying as an individual or a company? company
First name
Last name
Company name Grassroots Action Network Tasmania (GRANT) & The
Aboriginal Community

Contact details

First name (if different to applicant) Hugh
Last name (if different to applicant) Nicklason
Email address grassroots.tas@gmail.com
Telephone number [REDACTED]
Street address 130 Davy St, Hobart, 7000
Postal address (if different to above)
Preferred contact method email

Application details

Select the activity that you are applying for other

Please specify

Banner on Kunanyi

Please provide a description of what you would like to do and attach any documents, plans or images that support your application

In NAIDOC week, a banner was erected at the base of Kunanyi, near the turn off from Huon rd to Pillinger dr, in solidarity with Aboriginal people. Reading 'ALWAYS WAS ALWAYS WILL BE', the 17m banner repeated the theme of NAIDOC week - a statement which "recognises that First Nations people have occupied and cared for this continent for over 65,000 years." Since the conclusion of NAIDOC week, this banner has become well loved by many community members indigenous and otherwise, serving as an every day reminder of the deep history this country has. We are seeking a permit to keep it up indefinitely. Attached is an image of the banner, as well as a letter from GRANT with blessings from the Aboriginal community.

Attachments

[kunanyi banner letter.pdf](#)
[IMG_7619.JPG](#)

Start date

11/02/2021

End date (if more than 1 day)

28/02/2121

Time(s) required

indefinite

Street number (or other location e.g. Princes Park)

Huon rd reserve

Street name

Huon rd and Pillenger dr

Suburb

Fern Tree

Indemnity and declaration

In making this application:

I declare that the information and any attachments I have provided are true and correct and I agree to comply with all clauses of the indemnity statement outlined above.

I am duly authorised to sign on behalf of the organisation or business named as the applicant (if applicable).

I agree that by typing my name below I have signed this application.

Name of signatory

H. Nicklason

Date

11/02/2021

To whom it may concern,

We write to you today as representatives of Grassroots Action Network Tasmania (GRANT), and with the blessings of the Aboriginal community in nipaluna, to speak in relation to the banner at the intersection of Huon road and Pillenger drive on the way to kunanyi. Hung in solidarity with Aboriginal people at the end of NAIDOC week 2020, the 17m banner repeats the theme - "ALWAYS WAS ALWAYS WILL BE" - a statement which "recognises that First Nations people have occupied and cared for this continent for over 65,000 years." Since that date, the banner has become well loved by many community members indigenous and otherwise, serving as a constant reminder of this country's deep history. We have received countless positive messages, had exciting conversations, and reminded ourselves of the work that still needs to be done to heal this nation.

We are writing today to request a permit so that this banner can stay up indefinitely. If we wish to take reconciliation seriously, it is our belief that we cannot shy away from public discourse - bright and beautiful messaging such as this is a good place to start to enact as a catalyst for important conversations. Through discussion we can find understanding, through understanding empathy, and through empathy we can begin to heal.

We hope you might consider this request seriously, and look forward to hearing your response.

Sincerely yours,

GRANT community




City of Hobart

Policy

Title: Permanent Private Signage on Highway Reservations

Category: Environment, Planning and Development Control

Date Last Adopted: 23 November 2020

1. Objectives

To prevent the placement of permanent private signage at ground level on the City's highway reservation and to enable the City to appropriately manage its highway reservations in terms of cleaning, maintenance and eventual replacement.

2. Background

The Policy was developed as a result of a development application for a ground-based sign in Collins Street outside the Trafalgar on Collins building.

3. Policy

That requests for the placement of permanent private signage on the City's reservation not be approved.

4. Legislation, Terminology and References

Not applicable.

Responsible Officer:	Director City Amenity
Policy first adopted by the Council:	15/03/2005
History	
Amended by Council	07/03/2016
Amended by Council	23/09/2019
Amended by Council	23/11/2020
Next Review Date:	Within 2 years of last review.
File Reference:	F16/65274

6.2 Food Waste Treatment - Pilot Initiative - Mathers House
File Ref: F21/21156

Report of the Cleansing & Solid Waste Policy Coordinator, the Manager Cleansing and Solid Waste and the Director City Amenity of 19 March 2021.

Delegation: Committee

**REPORT TITLE: FOOD WASTE TREATMENT - PILOT INITIATIVE -
MATHERS HOUSE**

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 provide detail of a food waste treatment initiative to be undertaken at Mathers House.

2. Report Summary

- 2.1. The initiative involves the placement of a small food waste treatment unit at Mathers House.
- 2.2. The unit will be capable of processing 20kgs of food waste per day, in 2 10kg batches.
- 2.3. Mathers House operates a small commercial kitchen that provides meals to the community. Mathers House is considered an ideal location for a small food processing unit as an initial trial, given the volumes of food waste generated, and the controlled inputs.
- 2.4. This will be used as a pilot project, to assess the suitability of the technology for application to other City-managed facilities such as the Doone Kennedy Hobart Aquatic Centre, and City Offices.
- 2.5. It will also be used to assess the viability of extension into the commercial sector, as an option for businesses instead of the FOGO kerbside collection service.
- 2.6. This initiative aligns with the aims of the City's Waste Management Strategy 2015-2030 and its aim of zero waste to landfill by 2030.

3. Recommendation

That report on the proposed implementation of a food waste treatment initiative at Mathers House, be receive and noted.

4. Background

- 4.1. The City has been investigating food and organic processing technologies for a number of years.
- 4.2. There are many options available, of varying technology, size, processing capability, and cost.

- 4.3. For this initiative, City Officers were seeking a treatment option for a relatively low amount of organic waste, generated from a City-operated facility.



- 4.4. The initiative intends to demonstrate a closed loop recycling system, whereby waste generated at the site is processed and returned as a value-added material, in this case as a soil enricher for the surrounding city gardens.
- 4.5. Mathers House has been selected as the pilot location due to the consistent and clean volumes of food waste it generates, through food preparation in its commercial kitchen.
- 4.6. The initiative will be used to assess the viability of installing a similar unit at the Doone Kennedy Hobart Aquatic Centre, and other City-managed facilities.
- 4.7. The initiative will also be used to assess the viability of similar units for the commercial sector, as an alternative to the City's FOGO kerbside collection service.
- 4.8. There are several café's, pubs, and restaurants using the FOGO service, however the City is aware that the volume and in particular the collection frequency of the FOGO service is not suitable for many commercial operators.
- 4.9. Access to a food waste treatment unit that can be accessed daily, by a number of businesses may open up a viable food waste recycling program throughout the City.
- 4.10. Possible applications where cafes and restaurants are clustered include the Criterion street strip, North Hobart café and restaurant strip, Mid-town, and Sandy Bay.
- 4.11. Larger units are able to be sourced, such as 50kg and 100kg per day.
- 4.12. This initiative will involve the lease of a food treatment unit, initially for a period of 12 months. At that time the trial can be terminated, or the unit upgraded to a larger size if required. The full term of the lease would be 4-5 years.

4.13. The following table provides some further detailed information:

Capacity	20kgs per day
Installation and training	included in lease cost
Servicing and Maintenance	1/2 yearly service included in lease cost. Filter replacement required monthly, approx \$10 each
Environmental Benefits per year	Fertilizer produced - 1.5 tonnes
	Greenhouse gas reduction - 15.33 tonnes
	Leachate reduction - 3,650 Litres
Power usage	If running at full capacity all day - 3,650kWh per year
Power cost	If running at full capacity - \$1.50 per day
Water	Condensation outflow suitable for land use or to sewer (no requirement to be metered) at full capacity 16 litres per day

5. Proposal and Implementation

- 5.1. It is proposed to lease a food waste processing unit, for placement at Mathers House.
- 5.2. The lease cost will be between \$400-500 per month / \$4,800 - \$6,100 per year over a 4-5 year term.
- 5.3. A specific area at Mathers House will be prepared to house the unit.
- 5.4. The pilot unit will be used to assess viability of expansion throughout the City, both within City-managed facilities and to the commercial sector.
- 5.5. Consideration is being given to the introduction of a weekly FOGO collection option, at a cost of \$150 per bin per year.

This would be aimed at the commercial sector, to halve the time for storage of food waste on site. Several businesses have indicated a willingness to receive this service, and utilise multiple bins.

- 5.6. If successful, this food waste treatment option may be able to replace the kerbside FOGO option for commercial businesses.

At an estimated cost of around \$12,000 per year for a 100kg per day unit (if 20 businesses were using such a facility would equate to \$600 per year each.

This cost is equivalent to having 4 FOGO bins collected weekly, however enables daily removal of food waste from their business with no need for storage of multiple bins.

In comparison, a commercial food collection service is available, at a cost of around \$10 per bin collection.

- 5.7. If successful, the system may also help alleviate street clutter in commercial areas, with less kerbside bins.
- 5.8. The size of the units depend on the capacity (20, 50, or 100kg models) with the 20kg unit having a footprint similar to a standard pallet.
- 5.9. The lease cost will be funded by the City's Towards Zero Waste Strategy budget.

6. Strategic Planning and Policy Considerations

- 6.1. These initiatives align with the City's *Waste Management Strategy 2015-2030* and its aim of zero waste to landfill by 2030.

The development and implementation of the *Waste Management Strategy 2015-2030* is identified in the City's Strategic Plan (3.2.5).

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. The initial pilot will incur \$4,800 to \$6,200 per year in lease and servicing/consumable costs for the Unit, with electrical costs up to \$1.50 per day subject to usage.
- 7.3. Asset Related Implications
 - 7.3.1. Not applicable.

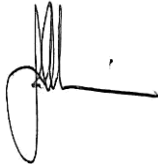
8. Marketing and Media

- 8.1. The initiative will provide promotion and media opportunities, at the appropriate time.

9. Delegation

9.1. The matter is for 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: 19 March 2021
File Reference: F21/21156

6.3 Flood Repair Works Post May 2018 Flood Events - Update
File Ref: F21/23639

Report of the Manager Stormwater, the Manager Roads and Capital Works and the Director City Amenity of 19 March 2021.

Delegation: Committee

REPORT TITLE: FLOOD REPAIR WORKS POST MAY 2018 FLOOD EVENTS - UPDATE

REPORT PROVIDED BY: Manager Stormwater
Manager Roads and Capital Works
Director City Amenity

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to provide an update on the repair works on roads, stormwater and waterway assets that have been completed following the May 2018 flood event.

2. Report Summary

- 2.1. Since the May 2018 flood event, a number of large asset repair works have been undertaken to repair rivulet walls, failed embankments and damaged road assets.
- 2.2. Works to repair damage to Parks, Bushland and Waste Management Infrastructure is now complete.
- 2.3. Works were carried out in accordance with the requirements of the Natural Disaster Relief and Recovery Arrangements (NDRRA) in order to obtain reimbursement of up to 75% of eligible cost of works from the Federal Government. The Principal requirement being the focus on the repair of existing asset to pre flood condition.
- 2.4. Pursuant to the NDRRA, repairs are required to be completed by June 2020, however due to the impact of COVID-19 the City obtained an extension of that deadline to 30 June 2021.
- 2.5. To date a total of 25 Stormwater and 8 Road projects have been completed.
- 2.6. Four betterment projects, which will see improved asset construction to reduce future risk remain underway with further federal funding sought into the 2020-21 financial year.
- 2.7. In addition, a number of longer term flood mitigation works for the City's stormwater systems are in the process of planning and design.

3. Recommendation

That the report providing an update on the City's repair works for roads, stormwater and waterway assets completed following the May 2018 flood event, be received and noted.

4. Background

- 4.1. In 2018, Hobart experienced a significant rainfall event on 10-11 May when the City received 129mm of rain within a 24 hour period.

- 4.2. It has been assessed that the May 2018 storm had less than a 1% chance of occurring in any given year (or colloquially, was a 1 in 100 year rainfall event).
- 4.3. This rainfall event caused significant damage to a number of roads, waterways, parks, bushland and waste management assets.
- 4.4. Works to repair damage to Parks, Bushland and Waste Management Infrastructure is now complete.
- 4.5. A previous report to the City Infrastructure Committee on 11 December 2019 provided an update on flood repair works completed at that time.
- 4.6. The full list of completed road and stormwater project are as follows:

Stormwater and Waterways		
Sandy Bay		
Reserve	Address	Description of Site
Sandy Bay	70 Fisher Avenue	Bank erosion, narrow area and steep terrain, making it difficult for equipment and general access.
Sandy Bay	36 Queen Street	Collapsed bank of rivulet.
Sandy Bay	28 Queen Street	ID_063 Erosion of bank and undermining adjacent to a fence footing, ID_048 Underpinning is required to the fence footing with mass concrete.
Sandy Bay	117 Sandy Bay Road	Doctor Syntax Car Park – Replacement of an eroded bank with mass concrete retaining wall and associated fence.
Sandy Bay	8 Princess Street	Erosion and undermining of an existing rivulet bank.
Sandy Bay	15 Digney Street	Damaged pipework, works include excavation and repair to isolated section of pipe damage.
Sandy Bay	19 Digney Street	Collapsed stone wall, deformation to the gabion wall.
Sandy Bay	21 Digney Street	Undermining of existing concrete rivulet retaining wall.
Sandy Bay	403 Sandy Bay Road	Replacement of Folder Creek headwall and installation of an overflow structure.
Lambert	22 Lambert Ave,	The embankment of Lambert Rivulet has collapsed

Rivulet	Sandy Bay	in the vicinity of retirement living units at 3 Peel St, Sandy Bay. Some erosion and undermining of the fence has occurred.
South Hobart and CBD		
Ross Rivulet	51 Loudon Street	Erosion of the bank.
Hobart Rivulet	Linear Park (Tara to C3 Convention Centre)	ID_007 Collapsed rivulet wall. ID_018 Localised scour of the bank adjacent to pedestrian bridge. ID_019 Washout area, undermined traffic barrier. ID_020 Rivulet is quite close to pedestrian footpath and about 3m down. ID_021 Rock protection - Bulk fill or armour washout areas with rock/boulder protection. ID_022 Reinstatement of river banks using imported material.
Hobart Rivulet	C3 Convention Centre (Anglesea Street)	ID_025 Construct gabion structure, underpin existing footings, bulk fill using imported material in conjunction with geotextile fabric.
Hobart Rivulet	Gore	ID_014 Undermined bridge abutments. Placement of rock protection. ID_016 Rock protection - Bulk fill or armour washout areas with rock/boulder protection.
Hobart Rivulet	18 Ispahan Avenue	Collapse of rivulet wall, reinstate and mortar in rocks missing from base of rivulet wall.
Hobart Rivulet	227 Macquarie Street	Sandstone Retaining Wall Repair.
Hobart Rivulet	208 Collins Street	Collapse of sandstone abutment supporting a bridge. Extend existing concrete strip footing to underpin damaged section of wall.
Hobart Rivulet	Barrack Street	Low flow half pipe requires replacing. Works require excavation and formation of a new channel/pipe invert with fibre reinforced concrete.
New Town		
New Town Rivulet	4 Wilmslow Avenue	Bank eroded into carpark.
New Town Rivulet	2 Wilmslow Avenue	Bank eroded into carpark.

New Town Rivulet	30 Mercer Street	Collapse of retaining wall. Reinstate concrete mass block wall to original condition.
New Town Rivulet	12 Rangeview Crescent	Embankment eroded and undermined.
New Town Rivulet		Undermined windwall. Concrete and Rock armour to be placed in front of wingwall along rivulet.
New Town Rivulet	259 New Town Road	Undermining of gabions and bridge foundation in rivulet. Reinstatement of foundation base of bridge wall and gabion wall (both sides of the rivulet).
Liverpool Street		
	99 Steps - Liverpool Street	Installation of additional pits and DN300 pipe work to capture road concentrated surface flow and direct it into the existing stormwater system.

Roads Complete Projects (Various Locations)	
Degraves Street, South Hobart	Sandstone Retaining Wall Reinstatement.
Enterprise Rd, Sandy Bay	Embankment Remediation.
Tara St, South Hobart	Drainage and Surface Works.
212 Collins St, Hobart	Road Pavement Kerb & Channel Reinstatement.
Buchanan Ave & Lauramont Ave, Sandy Bay	Road Pavement Reinstatement.
Barton Ave	Road Pavement Reinstatement.
McRobies Rd - Tip Gate to Syme St	Road Pavement Reinstatement.
Satchell Dr - Proctors Rd	Road Pavement and Table Drain Reinstatement.

- 4.7. In order to secure NDRRA funding for the works, external resourcing is required.

Accordingly an external project manager was appointed to manage the rivulet restoration and repair works and external contractors were appointed to carry out the repair works associated with the waterways.

- 4.8. Works were required to be completed by the 30 June 2020 to comply with the Natural Disaster Relief and Recovery Arrangements.

Due to the complexity of the remaining projects and the impact of COVID-19, the City has been granted with a new completion deadline of 30 June 2021.

- 4.9. One stormwater project and 3 road projects remain underway for completion this financial year:

4.9.1. Weerona Ave – Knocklofty Reserve Access Trail

Erosion Protection Barrier proposed to mitigate land subsidence from impacting existing Stormwater pits and in turn increasing subsidence risk.

Work delayed due to design delays and access negotiations with impacted property.

Scheduled to be completed by end of June 2021.

4.9.2. Turnip Fields Rd – Embankment Stabilisation

Remediation of a failed embankment adjacent to Turnip Fields Road, with placement of rockfill to reduce steepness against a low retaining wall.

Realignment of existing culvert to improve drainage.

Works are underway.

4.9.3. Proctors Rd – Embankment Stabilisation

Remediation of two failed embankment sites adjacent to Proctors Road, with placement of rock-fill.

Alterations to existing drainage to facilitate improved drainage at the site.

Works are underway.

4.9.4. Liverpool St – Embankment Stabilisation

Remediation of two failed embankment sites adjacent to road, with construction of a retaining wall.

Alterations to existing drainage to facilitate improved drainage at the site include construction of a new section of kerb and channel as well as better distribution of road water runoff. Works require the realignment of an existing TasWater main.

Work delayed to due to complications with the design.

Works planned for completion by the end of June 2021.

- 4.10. Further to the repair projects, the City has undertaken analytical investigations into the capacity of its stormwater systems at targeted locations and a number of locations have been identified for possible future mitigation projects (subject to budget and feasibility).
- 4.11. In addition to the project to reinstate the road pavement in McRobies Road from the Tip gates to Syme Street, The McRobies Gully Waste Management Centre itself sustained damage to roadways, previously rehabilitated sections of the landfill, and infrastructure such as the Tip Shop and Leachate pond.
- 4.12. A contract was awarded to complete restoration works, with the works split into 2 categories; road repairs, and rehabilitation repairs. All works have been completed.
- 4.13. The works have reinstated the vital main sealed road through the landfill that allows access to the majority of the site in all conditions for heavy vehicles. The works also reinstated furrowed sections of formerly rehabilitated banks on site, in particular the bank between the composting area and the Tip Shop, and the bank between the Tip Shop and Leachate pond.
- 4.14. Flood mitigation measures were also included immediately above the Tip Shop, aiming to prevent flooding under future similar rainfall events, with a large bund installed to capture and direct flood waters away from the tip shop assets and into the main diversion drain around the western boundary of the site.

5. Proposal and Implementation

- 5.1. That the information contained in the report be received and noted.

6. Strategic Planning and Policy Considerations

- 6.1. The repair of the City's stormwater and road assets aligns with the objectives of Council's Strategic Plan 2019-2029 including:

Strategies 5.2.3 *Develop, upgrade and maintain the City's network of roads, bridges, cycleways, footpaths and walkways*

Strategies 6.3.7 *Manage and maintain the City's stormwater assets using best practice asset management principles;*

Outcome 6.4 *Hobart is responsive and resilient to climate change and natural disasters.*

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. Costs for the approved flood repair works are covered up to 75% from the Natural Disaster Relief and Recovery Arrangements for works considered to be “essential infrastructure”.
 - 7.1.2. Initial works to clear debris and undertake major maintenance have been assessed and found compliant with Natural Disaster Relief and Recovery Arrangements and reimbursements have been received for claims made.
 - 7.1.3. The overall infrastructure repair projects are estimated at \$16M and are the subject of a series of both insurance and NDRRA claims.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. The works have resulted in the creation of some new assets which will have an impact on future depreciation allowances.
- 7.3. Asset Related Implications
 - 7.3.1. As per 7.2.1

8. Legal, Risk and Legislative Considerations

- 8.1. Under Section 5 of the Urban Drainage Act 2013, the Council is charged with the following responsibility:

“A council must, in accordance with the objects of this Act, provide for such public stormwater systems as may be necessary to effectively drain the urban area of the council's municipal area”.
- 8.2. It is considered that the completed and proposed repair works following the 2018 flood events, accord with the Council meeting its obligations under this section of the Act.

9. Environmental Considerations

- 9.1. Works in the waterways have occurred in accordance with the required environmental approvals.

10. Social and Customer Considerations

- 10.1. Impacted residents and identified community groups have been identified in Communication Plans developed for each site.

Based on the site specific communication plan relevant groups and residents have been approached prior and during the works.
- 10.2. During the work community concerns and comments have been managed through a designated Stormwater project team.

11. Marketing and Media

11.1. No project specific marketing activities have been undertaken by the City in relation to the work.

11.1.1. There is an opportunity however to release a statement to the media once all works have been completed.

12. Community and Stakeholder Engagement

12.1. A Communications Plan was developed for each site and relevant stakeholders were consulted and kept informed for the duration of the projects.

12.2. With the completion of each site the communication plan is seen as closed with no further communication proposed.

13. Delegation

13.1. This is for 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.



Aaron Smith
MANAGER STORMWATER



Mao Cheng
**MANAGER ROADS AND CAPITAL
WORKS**



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 19 March 2021
File Reference: F21/23639

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 March 2021</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 Open Council 6/7/2020, item 10	<p>The speed limit on Sandy Bay Road between Osborne Street and Ashfield Street, Sandy Bay, be reviewed following completion of the works and the Lord Mayor be requested to write to the Minister for State Growth regarding any planned speed limit changes for the main retail precinct on Sandy Bay Road.</p> <p>Extract of 6 July 2020 Council resolution:</p> <p>The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of 7:00am until 7:00pm Monday to Thursday and 7:00am until 10:00pm Friday to Sunday....</p>	Director City Planning	Retail precinct speed limit changes will be made progressively as funding, resourcing and implementation issues are resolved.
4	PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS Council 12/10/2015, item 14	<p>1. Following the development and implementation of a suitable engagement strategy, the current Highways By-law (3 of 2008) be enforced with particular emphasis on the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane).</p>	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>

Ref	Title	Report / Action	Action Officer	Comments
		<p>2. The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath.</p> <p>3. A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992.</p> <p>4. During the review and renewal of the current Highways By-law, appropriate amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings.</p> <p>5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated.</p> <p>6. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages.</p>		A further report addressing clause 3 will be presented to an upcoming Committee meeting.

Ref	Title	Report / Action	Action Officer	Comments
5	ESTABLISHMENT OF AN ADVISORY COMMITTEE FOR THE IMPLEMENTATION OF A SULLIVANS COVE WATERFRONT PRECINCT PLAN Council 6/6/2016, item 13	<ol style="list-style-type: none"> 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. 2. The Sullivans Cove Tripartite Steering Committee and the Waterfront Business Community to consider increasing their membership in order to increase communication. 	Director City Planning	<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>The Sullivans Cove Tripartite Steering Committee invited representatives of the Waterfront Business Community to attend future meetings.</p>
6	CITY OF HOBART TRANSPORT STRATEGY – ENGAGEMENT REPORT Council 8/8/2016, item 14 Council 8/10/2018, item 14	<ol style="list-style-type: none"> 1. The report of the Manager Traffic Engineering and the Director City Infrastructure titled <i>Draft Transport Strategy - Engagement Report</i> marked as item 6.1 of the Open City Infrastructure Committee agenda of 19 September 2018 be received and noted. 	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>

Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none"> The Council adopt the 9 themes and position statements in the draft strategy. The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided. 		
7	AP14 SALAMANCA PEDESTRIAN WORKS – UPDATED CONCEPT DESIGN Council 10/10/2016, item 11 Council 9/4/2018, item 11 Council 9/7/2018, item 15	<ol style="list-style-type: none"> Subject to detailed design and planning approval, the next stage of the Salamanca Pedestrian Works, generally as shown on the figure 'Concept Plan – Final (7/6/2018)' in Attachment C and the figure 'Concept Plan – Materials (7/6/2018)' 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. The General Manager ensure that Aldermen are updated on any significant changes to the concept design that may occur through the detailed design and construction process. 	Director City Planning	Stage 2A of the works are complete. Stage 2B of the works are complete. Detailed planning is being finalised for commencement of the next stage of works, between Montpelier Retreat and Kennedy Lane.
8	ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOBYS LANE -	<ol style="list-style-type: none"> Consideration of the future management of the section of the Salamanca Place southern footpath between Kennedy Lane and Woobys 	Director City Planning	<ol style="list-style-type: none"> The consultation necessary to report to the Committee has been held back so as not to complicate the consultation occurring for the wider Salamanca

Ref	Title	Report / Action	Action Officer	Comments
	FOOTPATH REVIEW Council 3/4/2017, item 26	<p>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> <p>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.</p>		<p>Pedestrian works t. A Style Guide for outdoor dining barriers and umbrellas will be developed.</p> <p>2. The provision of a footpath using temporary materials has been undertaken successfully during the Taste and Dark Mofo events. A detailed design will now be prepared.</p>
9	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</p>

Ref	Title	Report / Action	Action Officer	Comments
				<p>space within the Hobart municipal area, where possible, to give them more space to trade.</p> <p>The City of Hobart is delivering the Midtown Expanded Outdoor Dining Trial, supported by the Tasmanian Government through the Ready for Business Program.</p> <p>The program provides temporary expanded outdoor dining and street seating space, greening and bicycle racks in Elizabeth Street between Melville Street and Brisbane Street, for a 12-month trial period.</p>
10	<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.
11	<p>COLLINS COURT REDEVELOPMENT - STAGE TWO</p> <p>Council 3/7/2017, item 17 Council 7/12/2020, item 14</p>	<p>That:</p> <ol style="list-style-type: none"> 1. The Council endorse the design shown in Attachment A to item 6.3 of the Open City Infrastructure Committee meeting of 25 November 2020 for the purpose of stakeholder and wider public engagement, noting that the Council is not in a position to 	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>make a capital investment in the project at this time.</p> <p>2. The outcomes of the stakeholder and wider public engagement process, be the subject of a further report to the Council in 2021.</p>		
12	CITY TO COVE CONNECTIONS Council 3/7/2017, item 18	<p>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.</p> <p>2. That community engagement be conducted on the proposed Brooke Street to Franklin Square link.</p> <p>3. The outcomes of the community consultation in 2 above be the subject of a further report to the Council.</p>	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>
13	PETITION - SANDY BAY SHOPPING PRECINCT FOOTPATHS - OPPOSING CHANGE TO OUTDOOR	<p>1. The General Manager proceed with the implementation of the Council resolution of 12 October 2015, by progressing the relocation of</p>	Director City Planning	<p>1. Complete – change occurred from 1 November 2017.</p> <p>2. Officers are progressing the matter.</p>

Ref	Title	Report / Action	Action Officer	Comments
	DINING AREAS AND BUS STOP LOCATIONS Council 7/8/2017, item 10 Council 4/9/2017, item 14	occupation licence areas and signboards away from the building line in the Sandy Bay Shopping Precinct. 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. (i) Further options such as parklets, be explored for outdoor dining in narrow footpath areas.		2(i) A report addressing this matter will be provided.
14	PETITION - UPGRADE OF THE SCHOOL CROSSING IN FORSTER STREET, NEW TOWN Council 21/8/2017, item 6 Council 18/12/2017, item 6.2	1. The following recommendations to further improve the safety of the children's crossing in Forster Street at New Town Primary School be endorsed: (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; (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	Director City Planning	1(a) Complete 1(b)(c) Officers are progressing the other matters in liaison with the Department of State Growth. 2. Offer extended to New Town Primary School by Bicycle Network to participate in an Active Routes to School workshop. 3. Complete.

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>		
15	<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>Given the financial impact of COVID-19, the next stages of this project can now only proceed in full if external funding can be secured.</p> <p>External funding has been sought.</p>
16	<p>99 STEPS, WEST HOBART</p> <p>Council 8/10/2018, item 12</p> <p>Council 6/5/2019, item 14</p>	<p>1. Works be undertaken to improve the amenity and safety of the small set of steps at the top of 99 Steps, West Hobart including the installation of a</p>	Director City Amenity	Works are scheduled to commence shortly

Ref	Title	Report / Action	Action Officer	Comments
		<p>seat and fence, along with a ramp and new steps on the opposite side of Liverpool Street at an estimated cost of \$25,000 in 2019-2020 to be funded from the City Laneways Access and Lighting Upgrades budget allocation.</p> <p>2. Stormwater works including extension of a stormwater main along Liverpool Street and installation of drainage pits be constructed in 2020-2021 as part of a road and stormwater upgrade project to address flooding issues, subject to funding approval in the 2020-2021 budget.</p> <p>3. Works to fully upgrade the 99 Steps walkway to full compliance with engineering standards and installation of bicycle channel be considered in the development of a City Laneways Strategy and Action Plan.</p>		
17	<p>71 LETITIA STREET, NORTH HOBART - PARTIAL DEMOLITION, SUBDIVISION (ONE ADDITIONAL LOT) AND ALTERATIONS TO CAR PARKING</p> <p>Open Council 17/6/2019, item</p>	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
18	<p>ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE</p> <p>Open Council 8/7/2019, item 12</p> <p>Open Council 12/10/2020 item 15</p> <p>Open Council 7/12/2020, item 13</p>	<p>That:</p> <ol style="list-style-type: none"> 1. The draft concept design for Elizabeth Street Midtown Retail Precinct project (marked as Attachment A to item 6.2 of the Open City Infrastructure Committee agenda of 25 November 2020), 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. 	<p>Director City Planning</p>	<p>The Council decision is being actioned.</p>

Ref	Title	Report / Action	Action Officer	Comments
19	CAMPBELL STREET (BETWEEN LIVERPOOL STREET AND COLLINS STREET) - TRIAL TRAFFIC MANAGEMENT ARRANGEMENTS FOR ROYAL HOBART HOSPITAL K-BLOCK Council 9/9/19, item 15	<p>That a trial of the traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street be approved for an initial period of at least 12 months from the opening of the Royal Hobart Hospital K Block.</p> <p>A report on the operation of the traffic management and parking arrangement be provided following the 12 month trial to enable Council to consider a more permanent arrangement in Campbell Street.</p> <p>The Council authorise the General Manager to negotiate with the Royal Hobart Hospital administration for a contribution towards upgrading the reinstated footpath (in Campbell Street adjacent to the Royal Hobart Hospital) from asphalt to unit paver materials.</p>	Director City Planning	<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>
20	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</p>	Director City Planning	<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> <p>A development application for the works has been submitted.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>existing driveway and associated 'right of way' utilised by pedestrians and cyclists into the proposed traffic signals, including the transfer of any land necessary to facilitate that installation.</p> <p>A further report be provided on the possible use of different surface treatments to highlight the pedestrian crossings.</p>		
21	<p>LIVERPOOL STREET, HOBART - EMBANKMENT REMEDIATION</p> <p>Open Council 7/10/2019, item 11</p>	<p>Remediation works of the flood damaged section of 367-377 Liverpool Street, Hobart retaining the existing Liverpool Street road geometry, addressing drainage issues and rehabilitating the road pavement, at an estimated cost of \$370,000, be approved.</p> <p>Funding of \$92,000 be allocated from the City's Roads Strategy and Projects Budget Function in the 2019-20 Annual Plan to augment the funds to be provided by the Federal Government Natural Disaster Relief arrangement.</p>	Director City Amenity	<p>A tender for the work has been issued with works to commence shortly.</p> <p>Complete</p>
22	<p>454-462 CHURCHILL AVENUE, SANDY BAY - SHARED ACCESS</p> <p>Open Council 4/11/2019, item 11</p>	<ol style="list-style-type: none"> 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: 	Director City Amenity	Complete

Ref	Title	Report / Action	Action Officer	Comments
		<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 drivers when manoeuvring in and out of this driveway; and (v) Installation of a small 200mm high retaining structure at the edge of driveway and minor regrading of the driveway entrance to 454 Churchill Avenue to provide some improvement to the cross fall of the driveway. <p>3. Further detailed design to be carried out for construction documentation.</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<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 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>		
23	<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>	Director City Planning	Construction underway.

Ref	Title	Report / Action	Action Officer	Comments
		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.		
24	CAMPBELL STREET AND ARGYLE STREET BICYCLE CONNECTIONS Open Council 16/12/2019, Item 13	1. The initial concept design for bicycle facilities on Argyle Street, Campbell Street, Liverpool Street and Bathurst Street, including sections of separated cycleways is provided as Attachment A to item 6.4 of the Open City Infrastructure Committee agenda of 11 December 2019 be used as the basis to commence public engagement with key stakeholders in early 2020. (i) That consultation occur with relevant stakeholders, in particular, property owners, land owners, residents and lease holders of the affected streets. (ii) The facilities be trialled for a one year period.	Director City Planning	Community engagement with key stakeholders and property owners/operators has commenced along the route of the proposed trial extension of the inner city cycling network (Campbell, Argyle, Liverpool and Bathurst Streets). Detail design and traffic modelling under finalisation with funding pending discussions with Department of State Growth.

Ref	Title	Report / Action	Action Officer	Comments
		2. A further report detailing the proposal be provided to the Council following the public engagement with key stakeholders. 3. A report be provided on the feasibility of introducing priority car pool and bus lanes on Campbell and Argyle Streets.		
25	BROOKE / DESPARD STREETS - CONGESTION REDUCING INITIATIVE - THREE-MONTH TRIAL Open Council 10/3/2020, item 16	1. Approval be given to implement a three-month trial congestion reducing initiative that would: <ul style="list-style-type: none"> (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; (ii) Create a taxi holding area in the CSIRO car park in Castray Esplanade on Friday and Saturday evenings between 11.00 pm and 5.00 am; (iii) Create a nominated waiting location for ride share vehicles in Salamanca Place between Davey Street and Gladstone Street; and (iv) Create four pick-up locations for ride share passengers across the waterfront precinct. 2. The Lord Mayor write to the State Treasurer seeking co-funding of the trial congestion reducing initiative and	Director City Planning Deputy General Manager	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>		
26	<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.
27	<p>REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS</p> <p>Open Council 6/7/2020, item 10</p>	<p>That:</p> <p>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> <p>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</p>	Director City Planning	<p>Clause 1 complete.</p> <p>Clause 2(b)</p> <p>Application to reduce speed has been approved by Commissioner for Transport with funding secured to implement the changes.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>between Collins and Davey Streets is currently 30km/hr).</p> <p>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).</p> <p>c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/hour.</p> <p>d) Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.</p> <p>e) Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/hour to 40km/hour. (Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)</p> <p>f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidecopes Lane from 50 km/hour to 40km/hour.</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>2. The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of 7:00am until 7:00pm Monday to Thursday and 7:00am until 10:00pm Friday to Sunday indicatively proposed as:</p> <p>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).</p> <p>b) Lenah Valley between Giblin Street and Greenway Avenue from 50km/hour to 40km/ hour.</p> <p>c) South Hobart from Excell Lane and the Southern Outlet Junction from 50km/hour to 40km/ hour.</p> <p>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</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>Bay Road 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>		
28	<p>The North Hobart Retail and Entertainment Precinct Place Vision and Access and Parking Plan Project</p> <p>Open Council 23/11/2020, Item 17</p> <p>Open Council 7/12/2020, item 18</p>	<p>That:</p> <ol style="list-style-type: none"> The Council approve the 10 questions for community engagement marked as Attachment A to item 3.1 of the Special Meeting of All Council Committees agenda of 7 December 2020 with the following amendments: <ol style="list-style-type: none"> Questions 2,3 and 4 be answered in order of priority (from 1 to 5) Question 4 action 4 be amended to read: <p style="margin-left: 40px;">“The current operation of Condell Place as a car park be maintained and include long term car parking options and / or multi-storey purpose uses.”</p> Taking account of the busy period leading up to the end of the current calendar year, particularly for businesses and the post New Year holiday period, the public engagement process be undertaken for an eight (8) 	<p>Director City Planning</p> <p>Director City Innovation</p>	The Council decision is being actioned

Ref	Title	Report / Action	Action Officer	Comments
		<p>week period, commencing on Monday 1 February 2021, in line with the methodology detailed in this report.</p> <p>3. A further report detailing the outcomes of the engagement process and proposed project action plan, including the associated capital and operating cost implications, be submitted to a Council meeting in the second quarter of 2021.</p>		
29	<p>McRobies Gully Good Neighbour Agreement - Working Group - Draft Terms of Reference</p> <p>Open Council 7/12/2020, item 15</p>	<p>PART A</p> <p>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 item 6.4 of the Open City Infrastructure Committee agenda of 25 November 2020, be approved.</p> <p>PART B</p> <p>That:</p> <ol style="list-style-type: none"> 1. An invitation be extended to the Resource Recovery Centre to ascertain if the Centre wish to nominate a representative to partake in the McRobies Gully Good Neighbour Agreement Working Group. 2. Should the Resource Recovery Centre accept the invitation and 	Director City Amenity	<p>The Resource Recovery Centre have joined the group with a meeting currently scheduled to be held in April 2021</p> <p>Complete</p>

Ref	Title	Report / Action	Action Officer	Comments
		nominate a representative to join the McRobies Gully Good Neighbour Agreement Working Group, the General Manager be authorised to amend the Terms of Reference accordingly.		
30	H-TRAMS Request to Store Historic Tram - Queens Domain Quarry Open Council 7/12/2020, item 16	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 relocate 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;	Director City Amenity	The agreement is with H-TRAMS to consider and return Complete

Ref	Title	Report / Action	Action Officer	Comments
		<ul style="list-style-type: none"> (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. <p>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.</p> <p>3. The General Manager be delegated authority to finalise arrangements and determine any future storage matters relating to H-TRAMS.</p>		
31	Naming of Private Road - TT Flynn Street, Sandy Bay Open CIC 24/2/2021, item 6.2	That the City Infrastructure Committee, under the delegation of the Council, endorse the official naming of the private street (contained within the land within CT 176312/1 owned by the University of Tasmania) of 'TT Flynn Street' and accordingly advise Placenames Tasmania.	Director City Amenity	The submission has be referred to Placenames Tasmania Complete

Ref	Title	Report / Action	Action Officer	Comments
32	Petition - Dynnyrne Road – Resealing Open Council 22/2/2021	The General Manager tabled a petition from residents of Dynnyrne Road requesting the Council undertake immediate remedial work on Dynnyrne Road to rectify problems with the resealing of the road. There were 20 signatories to the petition. That the petition be received and noted and referred to the appropriate Committee.	Director City Amenity	A report on the matter is being prepared.
33	Request for Speed Limit Reduction 490 to 601 Huon Road South Hobart Open Council 9/3/2021, item 12	The General Manager be authorised to make application on behalf of the City of Hobart to the Transport Commission for speed limit changes broadly in keeping with the proposed changes described in Attachment B item 6.1 of the Open City Infrastructure Committee agenda of 24 February 2021.	Director City Planning	The Council decision is being actioned
34	State Government Waste Announcements - Container Refund Scheme and Waste to Landfill Levy Open Council 9/3/2021, Item 13	That: 1. The report on the State Government Waste Announcements - Container Refund Scheme and Waste to Landfill Levy, be received and noted. 2. The following feedback be provided to the Local Government Association of Tasmania on the proposed implementation of a Container Refund	Director City Amenity	The Council's resolution has been forwarded to LGAT Complete

Ref	Title	Report / Action	Action Officer	Comments
		<p>Scheme and the draft Waste and Resource Recovery Bill.</p> <p>Container Refund Scheme</p> <p>(i) The implementation of the Scheme is supported on the basis that:</p> <p>(a) The operational model has split responsibility between the administration and finance of the Scheme and the network operator; and</p> <p>(b) There be a broad range of accessible collection points for the containers to be returned.</p> <p>Draft Waste and Resource Recovery Bill</p> <p>(ii) The Draft Bill is supported on the basis that:</p> <p>(a) The funding collected through the imposition of a Waste to Landfill Levy be fully re-invested for use in waste management and minimisation;</p> <p>(b) Funding collected from the imposition of the Levy be used to reimburse regions for the loss of waste levies currently in place, and reimburse Councils who have invested in regional waste initiatives</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>where an existing levy is not in place;</p> <ul style="list-style-type: none"> Such reimbursements should reflect population and waste tonnage within the regions. <p>(c) Consideration be given to the implementation of the Levy at an initial rate of \$20 per tonne, increasing annually by \$10 per tonne (to a maximum of \$60 per tonne) rather than a \$20 increase every second year, as currently proposed; and</p> <p>(d) The proposed commencement of the Levy on 1 November 2021 be noted, however kerbside collection of waste to landfill be excluded from the Levy until the 1 July 2022 (to align with Councils' annual rates notices).</p>		
35	48-50 New Town Road and 52 New Town Road and 46 New Town Road and 7A Clare Street, New Town and Adjacent Road Reserve - Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire,	<p>That:</p> <p>(i) The City Infrastructure Committee be requested to consider commuter parking and traffic issues in the surrounding residential areas of New Town Road, Jennings Street, Seymour Street, Clare Street and Augusta Road.</p>	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
	Signage, and Associated Works Open Council 9/3/2021, item 9.1	(ii) An active travel plan for the site be developed with a focus on the overall traffic movements, ingress and egress from the site at 48-50 New Town Road.		

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 Parking Permits - Battery Point
File Ref: F21/5638; 13-1-10

Memorandum of the Director City Planning of 19 March 2021 and attachments.

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

PARKING PERMITS - BATTERY POINT

Meeting: City Planning Committee

Meeting date: 18 January 2021

Raised by: Deputy Lord Mayor Burnet

Question:

Can the Director advise how many residential parking permits are issued and how does that correlate to the number of car parks available?

Response:

2014 data

The last comprehensive work on this matter was conducted in 2014, as part of a review of on-street parking management in Battery Point.

At that time, in the area highlighted in Figure 1, resident parking permits issued and on-street parking supply could be summarised as follows:

Zone (from Figure 1)	Dwellings / Businesses	Resident Parking Permits Issued	On Street Parking Spaces (All)	On Street Parking Spaces (Resident Permit Holders)
Purple	163	128	149	119
Red	99	50	53	29
Blue	618	265	600	344
Total	880	443	802	482



Figure 1 – Battery Point Resident Parking Areas from 2014 Review

In summary, in 2014, in the part of Battery Point as shown in Figure 1, there were 443 annual resident parking permits issued. In this same area there were 802 on-street parking spaces, with 482 of those 802 on street parking spaces having restrictions providing priority to resident parking permit holders.

2021 data (current)

A recent kerbside audit (October 2020) and desktop review of residential permits in Battery Point (February 2021) indicates that supply for residential parking permit area is adequate with approximately 70% take-up, leaving 30% capacity.

There are 581 residential parking spaces in Battery Point, with 412 active residential parking permits.

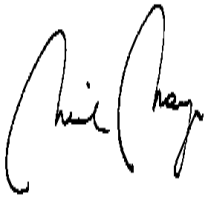
There are an additional 287 unrestricted carparking spaces in Battery Point.

See Attachment A – *Battery Point Parking 23 February 2021.*

Summary

1. There is an adequate supply of spaces for residential parking in Battery Point; and
2. Permit numbers for residential parking permits have remained relatively stable in the low to mid 400s in number per year.

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.



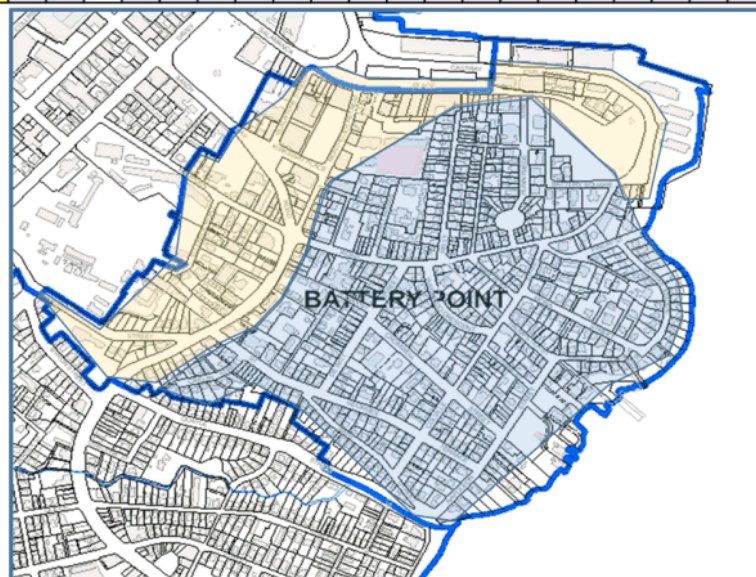
Neil Noye
DIRECTOR CITY PLANNING

Date: 19 March 2021
File Reference: F21/5638; 13-1-10

Attachment A: Battery Point Parking 23 February 2021 ↓ 

Battery Point Parking - 23 February 2021

Parking Zones	Hampden Rd	Stowell St	Kelly St	Arthurs Circus	Francis St	Waterloo Crs	De Wift St	Knopwood St	McGregor St	South St	Runnymede St	Battery Sq	Secheron Rd	Finlay St	Clarke Ave	Mona St	Marine Terrace	Derwent Lane	Trumpeter St	Napoleon St	Stone St	Colville St	Cromwell St	St Georges Terr	Bath St	Logan St	Newcastle St	Crelin St	Albura St	Sandy Bay Rd	Ellerslie Rd	Gladstone St	Kirkway Pl	Montpelier Ret	Salamanca Pl	Castray Esp	Total
Residential Parking Zone	47	15	29	11	12	24	32	0	7	33	12	17	0	5	33	28	19	0	14	20	11	29	43	56	23	5	16	9	9	0	11	0	0	7	4	0	581
½P (30 Minute)	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	3	9	31
2P (2 Hour)	13	0	12	2	0	2	4	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	15	0	17	0	0	2	23	95
¼P (15 Minute)	4	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	3	7	0	32
5M (5 minutes)	4	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	1	0	1	4	23	
1P Parking (1 Hour)	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	2	0	14
3P Parking (3 Hour)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	12	
Unrestricted parking	0	0	0	2	0	15	15	0	0	0	7	0	4	12	29	20	2	5	9	19	0	22	14	33	34	5	4	6	10	13	0	0	0	0	0	7	287
10P Meter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	
3P Meter	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
2P Meter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10	123	12	151	
1P Meter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10	0	0	14	
Loading Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	6	
15 Min Meter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	5
¼P Meter (30 Minute)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	16	0	20	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
Disabled	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	4	1	8	
Total parking available																																					1304



Note; Parking taken from GIS and Street View. An on ground street by street survey was not conducted

Blue Area Total
Residential Parking spaces - 550
Unrestricted Parking spaces - 257

Yellow Area
Residential Parking spaces - 31
Unrestricted Parking spaces - 30

Residential Parking permits issued	
2020	2019
412	457

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:

- Commercial information of a commercial nature; and
- Acquisition of land.

The following items are listed for discussion:-

Item No. 1	Minutes of the last meeting of the Closed Portion of the Committee Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Committee Action Status Report
Item No. 4.1	Committee Actions - Status Report LG(MP)R 15(2)(c)(ii) and (f)
Item No. 5	Questions Without Notice