



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 26 May 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

1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY	4
2. CONFIRMATION OF MINUTES.....	4
3. CONSIDERATION OF SUPPLEMENTARY ITEMS	4
4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST	5
5. TRANSFER OF AGENDA ITEMS.....	5
6. REPORTS	6
6.1 Clothing and Textile Recycling Pilot Initiative	6
6.2 Local Area Mobility Plan	27
7. COMMITTEE ACTION STATUS REPORT	50
7.1 Committee Actions - Status Report.....	50
8. QUESTIONS WITHOUT NOTICE	71
9. CLOSED PORTION OF THE MEETING.....	72

City Infrastructure Committee Meeting (Open Portion) held Wednesday, 26 May 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*.

The title Chief Executive Officer is a term of reference for the General Manager as appointed by Council pursuant s.61 of the *Local Government Act 1993* (Tas).

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, 28 April 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 Chief Executive Officer.

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 Clothing and Textile Recycling Pilot Initiative **File Ref: F21/42504; 2016-0192**

Report of the Cleansing & Solid Waste Policy Coordinator and the Director City Amenity of 21 May 2021 and attachment.

Delegation: Committee

REPORT TITLE: CLOTHING AND TEXTILE RECYCLING PILOT INITIATIVE**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 details of a clothing and textile recycling pilot initiative.

2. Report Summary

- 2.1. The pilot initiative involves the City partnering with a clothing and textile re-use and recycling service provider, SCRgroup, to offer a public clothing recycling option.
- 2.2. The initiative will see the placement of specific drop off hub(s) for clothing within City-owned property.
- 2.3. The involvement of the City is intended to increase exposure of the program, encourage other Local Governments and organisations to become involved, and lead to expansion across the region.
- 2.4. The program is designed to work in conjunction with charities, not in competition.

It provides an outlet for excess clothing stock unable to be sold, reduces the amount of material required to be landfilled by charities and reduces landfill charges payable.

- 2.5. SCRgroup currently operates in all states and territories other than Tasmania and the Northern Territory, and have approached the City of Hobart to partner in this pilot initiative.
- 2.6. On average 70% of clothing received is re-distributed to people in need. The remaining 30% is recycled either through rags, or directed to waste to energy facilities.
- 2.7. 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 City's participation in a clothing and textile recycling pilot initiative with SCRgroup, be received and noted.

4. Background

- 4.1. The City has been investigating clothing and textiles recycling options for a number of years.
- 4.2. There have historically been a lack of viable or sustainable options for Tasmania.
- 4.3. There is evidence of small programs, such as the clothing recycling boxes available at H&M clothing stores, and recycling of clothes into rags, however City Officers have been unable to identify suitable large scale clothing recycling options for the Hobart community.
- 4.4. This initiative involves a service provider established in most mainland states, now seeking to move into the Tasmanian space.
- 4.5. SCRgroup approached the City of Hobart as a priority, given the City's strong performance in the waste management and minimisation field.
- 4.6. Simultaneous to the City implementing this program, SCRgroup will be engaging with local charities and seeking to implement similar facilities.
- 4.7. SCRgroup is operating the program on the mainland whereby Local Government, schools, shopping centres, and charities such as Lifeline and St Vinnies involved.
- 4.8. The partnering of this program with charities will provide multi-layered benefits;
 - 4.8.1. It provides the charities with an avenue to re-use excess stock they are not capable of processing.
 - 4.8.2. It reduces the amount of material required to be landfilled.
 - 4.8.3. It reduces landfill disposal costs to the charity.
 - 4.8.4. It leads to a source of revenue for charities, as SCRgroup may pay the charities for clothing.
- 4.9. SCRgroup advise that on average 70% of the items they receive through the program are able to be re-used and provided to those in need of clothing.

The remaining 30% of material is recycled either into rags or into waste to energy facilities.
- 4.10. The monitoring, data collation and reporting associated with this program is notable, and data will be provided around Hobart's impact including clothing items re-used, avoided landfill fees, and environmental benefits realised through re-use and recycling of clothes.

- 4.11. While the pilot program will focus on clothing, there may be capacity to expand the scope of the program in future, including items such as manchester and towelling.
- 4.12. Clothing and textiles are contributing to the waste buried at the McRobies Gully Landfill. This program will provide an option for the Hobart Community to recycle clothes, and reduce waste to landfill.
- 4.13. **Attachment A** provides further detailed information on SCRgroup, their services, and outcomes of their programs.
 - 4.13.1. Though the attached indicates its major sorting facility is located in Malaysia, pre-sorting is undertaken on the Australian mainland and it is anticipated the group will seek to have a local pre-sorting capacity as the local program develops.

Example of clothing recycling drop-off hub



5. Proposal and Implementation

- 5.1. It is proposed that the City's participation in a clothing and textile recycling pilot initiative with SCRgroup, be received and noted.
- 5.2. It is proposed to commence the pilot program with placement of a clothing drop off hub or hubs within City-owned property.
- 5.3. The locations for the clothing drop off hub within City-owned property is yet to be finalised however the McRobies Gully Waste Management Centre will likely to be the first site selected, including the Tip Shop area (leased by Resource Work Cooperative).

- 5.3.1. Other locations for consideration in future stages may include City car parks, Mathers House, the Council Centre and YouthArc.

The City will liaise with SCRgroup to monitor the number of facilities implemented in the region to charities, community groups and other organisations, to assess the need for the City to host any additional hubs.

- 5.4. There is no cost associated with this pilot initiative with the Drop off hubs provided, monitored and serviced by SCRgroup.
- 5.5. SCRgroup offer a range of other services, for which a schedule of rates will be provided.

These services include a home pick up service, pop-up trailers and a schools program.

- 5.6. It is not proposed to engage any additional services (in excess of the drop off hubs) at this stage.

However officers will investigate options such as the 'Pop-up Recycling Day' service, which may be considered as an alternative to the former free entry to landfill weekends, reallocating funds to a recycling program rather than supporting landfilling of material.

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. This service can be provided at no cost to the City.

- 7.2. Impact on Future Years' Financial Result

7.2.1. Nil.

- 7.3. Asset Related Implications

7.3.1. Nil.

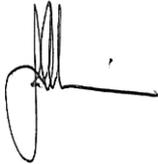
8. Marketing and Media

- 8.1. The initiative will provide promotion and media opportunities (for the City and the service provider), at the appropriate time.

9. Delegation

9.1. This 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: 21 May 2021
File Reference: F21/42504; 2016-0192

Attachment A: Introduction to SCRGroup ↓ 

Introduction to SCRgroup

Supporting a circular economy



Contents

About Us	03	Our Services	09
Our Purpose	04	Benefits of Clothing Hubs	11
Our Leaders	05	Our Strategy	13
Our History	06	Our Current Clients	14
2020 Impact	08		



About Us



Pioneering the way
Australians reuse and
recycle their post-consumer
products.

SCRgroup is one of Australia's largest clothing and post-consumer reuse and recycling companies, finding second homes for Australia's unwanted clothes and post-consumer products in local and global communities where they are needed the most.

96% of what we collect from the 1,500 clothing drop-off hubs we have nationally, is diverted from landfill. Almost 3 million Australians every year visit our clothing drop-off hubs.



Our Purpose



Our Mission

To provide innovative and convenient ways for Australians to reuse and recycle their unwanted clothing and household items, while achieving positive social and environmental impact.



Our Vision

To support a circular economy by being a global leader in repurposing post-consumer products.



Our Goal

To change perceptions around clothing reuse and recycling and educate Australians and future Australian generations about its importance.



Our Leaders



MANAGING DIRECTOR

CHRIS TODOROVSKI

Founder of SCRgroup, Chris holds an MBA, CPA and a Bachelor of Business.

Previously serving the charity sector, Chris has proudly provided the recycling industry for more than 20 years and is dedicated to diverting 100% of Australia's unwanted items from landfill.



**NATIONAL EXECUTIVE -
COMMS & BD**

ALEXIS TODOROVSKI

Alexis manages the delivery of all communication strategies as well as supporting research into consumer behaviours, partner needs and product development.

Alexis holds a Master of Marketing from the University of Melbourne, is a member of the Australian Institute of Marketing and is a published children's storybook author.



**NATIONAL EXECUTIVE -
FINANCE & OPERATIONS**

ANDRE SAMO

With 10 years of experience at PwC Australia, including 2 years at PwC New York, Andre is a Registered Member of the Institute of Chartered Accountants (ANZ). Andre holds a Bachelor of Commerce from The University of Melbourne and an alumni at The University of Cambridge Institute for Sustainability Leadership.



MANAGEMENT EXECUTIVE

ENZO BRUSCELLA

Enzo sits on the Board and Keep Victoria Beautiful, and previously on the Board of Waste Management Association of Australia. Enzo also has 30 years of State and local government experience.

Enzo is passionate about keeping SCRgroup ahead of the game through its social partnership business model and innovative services designed to meet the needs of local government, businesses and communities nationally.



Our History

5
million
kg

2008

Southern Cross Recycling was founded by founding director, Chris Todorovski, due to a need by charities to divest from operating clothing bins and sorting facilities.

In the first year, SCRgroup collected 5 million kilograms of Australia's unwanted items.

7
million
kg

2012

Southern Cross Recycling was restructured, and our sorting facility was relocated from Melbourne Australia to Kuala Lumpur Malaysia. Here, the recovery process of unwanted items was greater and new markets were established.

SCRgroup collected 7 million kilograms of Australia's unwanted items.

10
million
kg

2016

Southern Cross Recycling became SCRgroup and began diversifying into the recovery of other household items. SCRgroup had also become a national provider of recycling programs.

SCRgroup collected 10 million kilograms of Australia's unwanted items.

17
million
kg

2020

SCRgroup launched a world-first in clothing drop-off hub design, the Feelgood Hub.

SCRgroup also launched Thread:collect, an online home pick-up service, and our pop-up trailer program.

SCRgroup collected 17 million kilograms of Australia's unwanted items.



Where Does Everything Go?

SCRgroup has a vertically integrated ethical supply chain and can track where everything ends up.



2020 Impact

42.3 million

items of clothing were rehomed in communities that needed them most

17 million

kilograms collected

\$4.25 million

avoided landfill fees

2.83 million

Australians used our hubs

\$1.99 million

contributed to local Australian charities

96%

diversion from landfill

SCRgroup is a revolutionary company changing the way people think about clothing reuse and recycling.

Our for profit for purpose business model allows us to reinvest in innovation and research, keeping us at the forefront of local and global industry trends.



Our Services

Innovation is key to the success of our services and programs.

SCRgroup conducts in-house research to ensure programs are aligning to the needs of our clients and end users.

SCRgroup offers a suit of services to suit every recycling occasion and can also customise a service to suit different sustainability requirements.



Pop-up Trailers

These trailers suit multi-unit developments and areas where space for permanent hubs is limited. They are placed for 3 months at a time and feature in-built sensors.



Home Pick-up

A convenient online booking service that is offered to participating Councils.



Drop-off Hubs

The latest design in traditional clothing/e-waste drop-off hubs, these are available for public use, with a 24/7 hotline and serviced using SCRgroup's Quality Management System.



Our Services



Feel Good Hub

A world first in clothing drop-off hub design, the Feelgood Hub incorporates a modern feel and advertising panels.



School Program

National fundraising and education school program that teaches our future generations about the importance of clothing reuse and recycling.



Pop-up Recycling Day

Offered to councils as a cost-effective alternative to hard-waste collections, or to compliment annual hard waste council collections.



Take-back Program

Through reverse logistics, SCRgroup offers retailers the opportunity to provide clothing take-back programs to their online and in-store customers.

Benefits of Clothing Hubs

- France legislated that for every 1,500 inhabitants they will place 1 clothing hub.
- France doubled their clothing hub numbers from 15,621 in 2011 to 41,793 in 2016, which contributed to a threefold in their textile recycling rate.
- Well managed clothing hubs play a paramount role in increasing Australia's overall textile recycling rate, as it makes clothing recycling more accessible, 24 hours a day, to a wide reach in the community.
- Legitimate collectors will provide reports on volumes collected and diverted from landfill.
- Landfill cost savings.
- Reduction in illegal dumping.
- Decreases domestic waste contamination in household bins.
- Encourages sustainable behaviour change in the community and promotes awareness of clothing recycling.
- Supports a circular economy.



Image: Map of France

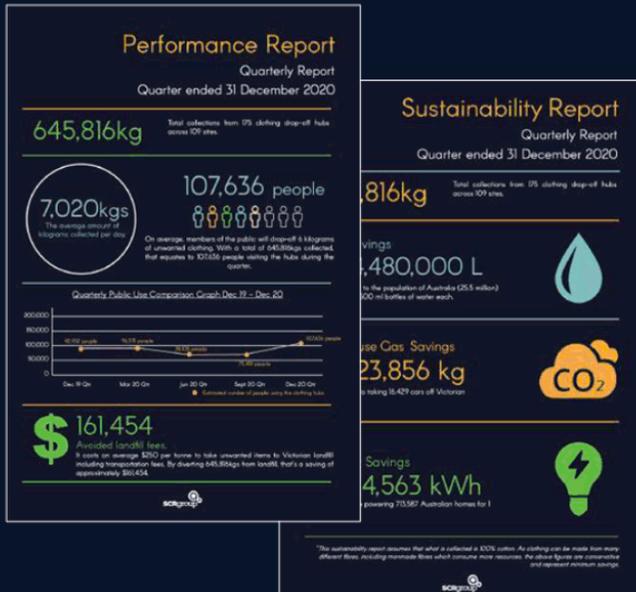
Our Strategy



SCRgroup will work with clients to define the problem and design a strategy aimed at achieving measurable, successful and sustainable solutions.



Our Strategy



To show our clients their impact, we provide reporting quarterly, bi-annually or annually, depending on their needs.

Performance Reports

Reports can be composed every 3, 6 or 12 months to enhance client's corporate reporting. These reports detail overall collection performance.

Sustainability Reports

Reports can be composed every 3, 6 or 12 months to enhance client's corporate reporting. These reports detail environmental impact, such as water, greenhouse gas and electricity savings as a result of diverting from landfill.



Our Current Clients

We offer solutions for:

Local Government

Shopping Centres

Schools

Charities

Private Organisations

Retailers

- Westfield (Scentre Group)
- Stockland
- Charter Hall
- Knight Frank
- Vicinity
- SCA Property Group
- Metro Trains (VIC)
- Highpoint Shopping Centre (GPT Group)
- AMP Capital
- Mintus/Revelop
- Aventus
- CBRE
- QIC
- APIL
- Retpro
- JLL
- The Blackstone Group
- Liuzzi
- HomeCo
- Crown Resorts
- Woolworths
- H&M
- FedEx
- TNT
- Save The Children
- Lifeline
- St Vinnies
- Waverley Council (NSW)
- City of Canada Bay (NSW)
- Strathfield Council (NSW)
- Canterbury-Bankstown Council (NSW)
- Shire of Mornington Peninsula (VIC)
- City of Brimbank (VIC)
- City of Whitehorse (VIC)
- City of Greater Dandenong (VIC)
- City of Wyndham (VIC)
- City of Maribyrnong (VIC)
- City of Whittlesea (VIC)





6.2 Local Area Mobility Plan
File Ref: F21/43899; 15/161

Report of the Traffic Engineer and the Director City Planning of 21 May 2021 and attachments.

Delegation: Committee

REPORT TITLE: LOCAL AREA MOBILITY PLAN**REPORT PROVIDED BY:** Traffic Engineer
Director City Planning**Report Purpose and Community Benefit**

- 1.1. The scope of work is to develop a Local Area Mobility Plan for the local areas within the City in response to the Hobart's City Deal - which is a move from regional and inner city movements by private vehicle to public transit. Alongside this Hobart will invest in and support the prominent existing active travel modes.
- 1.2. The plan will achieve a hierarchy of users in which high importance are placed on pedestrian and cyclists over heavy vehicles and freight where appropriate. The main purpose is to achieve liveable high quality amenity catchments where network needs are clarified and also where current and potential conflicts (in particular between heavy vehicle freight and pedestrians) are known and designed for.
- 1.3. This report details the LAMP project plan and the intention to commence a pilot process of the Local Area Mobility Plan.

2. Report Summary

- 2.1. The Local Area Mobility Plans (LAMP) project is aimed at providing active travel and sustainable choices for the community within their localised areas by developing key connected, safe and convenient walking and cycling routes to and from frequent destinations such as schools, the local retail shopping precincts, major parks and recreation areas and frequent bus stops.
- 2.2. A project plan for the LAMP is provided in **Attachment A**.
- 2.3. A map showing the LAMP Catchments is included at **Attachment B**.

3. Recommendation

That the report titled 'Local Area Mobility Plan' dated 21 May 2021 be received and noted for information.

4. Background

- 4.1. In accordance with *City of Hobart's Capital City Strategic Plan 2019-2029* Extract Page 12, the Hobart Transport Strategy is an 'Informing Strategy' as part of Council's planning and reporting requirements outlined at *Tasmanian Local Government Act Part 7 Administration Division 2 – Plans and report 70B Long-term strategic asset management plans*.

- 4.2. The City of Hobart has developed and delivered a planning and policy context for the Local Area Mobility Plans (LAMPS) which include the Vision, CoH 10 year Strategic Plan, CoH Annual Plan 2020-21 and Hobart City Deal.
- 4.3. The Transport Strategy themes and position statements were developed and adopted by Council on 8 October 2018, the relevant themes to the LAMP are:
 - 4.3.1. **THEME 3: Recognising Walking as the most fundamental mode of transport**

Position Statement – Pedestrian accessibility and walkability is central to future city transport, improvement and management decisions.

THEME 4: Supporting more people to ride bicycles

Position Statement – Bicycle riding has the potential to transform the City of Hobart’s transport task by providing for short and medium distance trips. The City of Hobart will develop a strong network of safe paths and streets where people regardless of age or ability can comfortably cycle.

THEME 5: Increase participation in great public transport and reduce city congestion.

Position Statement – Great cities around the globe rely on public transport to move people. We will advocate strongly for real improvements and additional funding to be provided by the State and Federal governments to increase frequency, improve connectivity and support new modes for crossing the River Derwent and travelling around the greater Hobart area.

THEME 8: Managing our traffic and movement network

Position Statement - Population and economic growth and the resultant traffic congestion cannot be sustainably managed by simply providing road expansion projects. Managing and operating our network will need a ‘SmartRoads’ approach where preference is provided to high occupancy vehicles, especially public transport, and active transport modes on selected corridors at selected times. Travel demand management will complement such a network management approach.
 - 4.4. This report is to inform the commencement of the Local Area Mobility Plan pilot project.

5. Proposal and Implementation

- 5.1. The Local Area Mobility Plans (LAMP) project is aimed at providing active travel and sustainable choices for the community within their localised areas by developing key connected, safe and convenient walking and cycling routes to and from frequent destinations such as schools, the local retail shopping precincts, major parks and recreation areas and frequent bus stops.
- 5.2. The provision of a connected active transport network will provide opportunities for the community to use other transport modes that not only assist in your journey but also play a key role in the communities' personal health and wellbeing.
- 5.3. A project plan for the LAMP is provided in **Attachment A**, which includes background information, project objectives and outcomes, the 9 catchment areas, methodology, key stakeholders and indicative program.
- 5.4. The LAMP process will commence with a pilot to test the methodology outlined in the attached project plan.

6. Strategic Planning and Policy Considerations

Vision

Hobart: A community vision for our island capital (30 August 2019)

<https://www.hobartcity.com.au/Council/Strategies-and-plans/Hobart-A-community-vision-for-our-island-capital?BestBetMatch=vision|d13b95b2-5146-4b00-9e3e-a80c73739a64|4f05f368-ecaa-4a93-b749-7ad6c4867c1f|en-AU>

10 Year Strategic Plan

City of Hobart Capital City Strategic Plan 2019-2029

<https://www.hobartcity.com.au/Council/Strategies-and-plans/Capital-city-strategic-plan-2019-2029>

Strategic Plan Section	Strategic Plan Outcome
5.1	An accessible and connected city environment helps maintain Hobart's pace of life.
5.2	Hobart has effective and environmentally sustainable transport systems.
5.3	Technology serves Hobart communities and visitors and enhances quality of life.
5.4	Data informs decision-making.

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. The development of plans will require the requirement of outsourcing data collection, facilitation of community meetings and graphical support which can be accommodated within the current year operating plan.

7.1.2. The LAMP process is a transport planning process which will identify a number of projects for investigation and potential implementation.

7.1.3. All projects will be identified, investigated, designed and funded in accordance with Council's budgetary selection and financial commitment processes.

7.2. Impact on Future Years' Financial Result

7.2.1. Nil.

7.3. Asset Related Implications

7.3.1. Nil.

8. Legal, Risk and Legislative Considerations

8.1. City of Hobart's transport planning, asset and services business is required to prepare a long term strategic plan in accordance with the *Tasmanian Local Government Act Part 7 Administration Division 2 – Plans and report*.

9. Environmental Considerations

9.1. A key aim of the LAMP Project is to encourage active travel behaviour and the use of public transport within the local communities which will evidently contribute to the reduction in greenhouse gas emissions.

10. Social and Customer Considerations

10.1. The LAMP is required to meet requirements described in Section 6.0 of this report

11. Marketing and Media

11.1. The LAMP project will be branded suitably and ongoing collaboration with Marketing and Media units during the required phases of the project including LAMP Launch, Community Engagement Processes, Final LAMP Launch.

11.2. The branding of the LAMP project is expected to inform and attract communities to make a contribution to the final LAMP process through the consultation process.

11.3. There are no foreseeable issues in relation to communications.

12. Community and Stakeholder Engagement

12.1. A Launch of the LAMP will be held in June which will allow the nearby schools, parent association, community associations and key focus groups to gather and discuss the project objectives and how the local community can influence the process.

12.2. The pilot will include two community consultation processes:

Engagement Package 1 - the local communities values around travel modes and associated key attributes that are associated with liveable streets and local areas

Engagement Package 2 - the local communities specific journeys to and from destinations outlined above

12.3. A stakeholder list is found in the Project Plan.

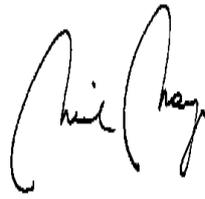
13. Delegation

13.1. That the City Infrastructure Committee notes the intention to commence the process of the Local Area Mobility Plan Pilot Project.

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.



Shivani Jordan
TRAFFIC ENGINEER



Neil Noye
DIRECTOR CITY PLANNING

Date: 21 May 2021
File Reference: F21/43899; 15/161

Attachment A: Attachment A LAMP Project Pan  ↓

Attachment B: Attachment B LAMP Catchments Map  ↓



13 May, 2021

MEMORANDUM TO: NEIL NOYE
DIRECTOR CITY PLANNING

RE: LOCAL AREA MOBILITY PLAN (LAMP) – PROJECT PLAN

1.0 PROJECT BACKGROUND & STRATEGIC CONTEXT

City of Hobart's Draft Transport Strategy 2018 - 2030

The City of Hobart's Draft Transport Strategy 2018 – 2030 addresses Hobart's current and future transport needs. The themes that are relevant to this project (Local Area Mobility Plan (LAMP) Project) are as follows:

Theme 3 of the Strategy "Recognising walking as the most fundamental mode of transport"

Action 3.1 – Develop a user hierarchy (in conjunction with Theme 8 – Managing our traffic and movement network) which will reinforce the importance of walking and pedestrian access in most situations including the city centre, waterfront and suburban neighbourhoods.

Theme 4 of the Strategy "Supporting more people to ride bicycles"

Action 4.1 – Develop a user hierarchy (Theme 8 – Managing our traffic and movement network) to reinforce the need for cycling access and provision in our city centre and suburban neighbourhoods

Theme 8 of the Strategy "Managing our traffic and movement network" outlines the following Action.

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

Created: 17/12/2012 Updated: 13/05/2021

Action 8.3 – In conjunction with planning (as previously described for the walking plan, Theme 3 and cycling plan, Theme 4), commence a process of progressively reviewing local area traffic management plans.

Hobart's City Deal

The Hobart City Deal is a shared 10 year vision between the Australian and Tasmanian State and Local Government. Its main focus is to guide and encourage investment to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city. The LAMP will facilitate liveable local areas that will encourage the use of sustainable transport modes and in turn reduce the level of freight and motor vehicle traffic on the network.

Local Area Precinct

In 2015, the Council considered a report which proposed the development of a Local Retail Precincts Plan to identify, describe and prioritise actions to revitalise the City's infrastructure at many of the significant non-CBD shopping strips.

The City of Hobart engaged a consultant to prepare a report *A Plan for Hobart's Local Retail Precincts*. The Council considered the report in December 2015, and resolved to endorse A Plan for Hobart's Local Retail Precincts as the framework for developing the City's significant local retail precincts.

The current status of the Local Retail Precincts projects are:

- Lenah Valley Local Precinct– Augusta Road Revitalisation - complete
- New Town Local Precinct – Works commence and stopped due to lack of funding.
- Midtown– Elizabeth Street Revitalisation including Blackspot project – Concept Design Stage
- South Hobart Local Retail Precinct – Macquarie Street Revitalisation - lower village complete and upper village construction not yet determined
- Battery Point Local Retail Precinct – Planned for 2022

The Local Retail Precinct projects are important retail attractors are key attractors and will be considered in the planning of the LAMP catchments.

2.0 PURPOSE

The main purpose of the Local Area Mobility Plan (LAMP) is to provide sustainable and liveable local areas within the City which will be defined through opportunities for the local community to access key destinations in their area with convenience,

improved safety and comfort within a framework which promotes sustainable travel choices.

The main objectives of the LAMP is to:

Key

'Improve health, liveability and well being outcomes for city living via mobility investment

'To improve road safety for all transport users'

Supportive

- Establish a documented methodology to plan for local transport and access improvements, and to identify projects to meet the future transport needs of local areas
- Provide a higher level of service, convenience and comfort (liveability) for the local community to access their preferred destinations within their local area. e.g. via managing speeds and volumes in local streets
- Reduce the adverse impacts of transport and access conflicts in the local street network
- Identify a hierarchy for modal movements including waste management, general vehicle movements, public transport, pedestrian and cyclist networks in local areas and produce an integrated local network plan.
- Find opportunities to implement pedestrian, bicycle and public transport modes of transport and include travel behaviour initiatives to encourage a shift in transport behaviour.
- Ensure City of Hobart's investment in the upgrades of local streets is of a quality that contributes to a significant cost benefit in the long term.

3.0 PROJECT SCOPE

1. Land use structure

- i. The Local Area Mobility Plan provides a structural basis for land use development in a locality in that key aspects of the transport network provide the physical and economic infrastructure for development.
- ii. Key land uses and future catalyst sites will be identified in the LAMP processes as opportunities.

2. Transport structure

The LAMP will be a framework for the community and key stakeholders to understand the future of the Hobart transport network when it comes to local mobility management.

Key transport components of the LAMPs to be expressed as maps and relied on for asset planning and investment cycles include:

- Freight access (acknowledged impacts, identification of mitigation measures)
- Public transport (stations and services)
- Hierarchy of walking routes including routes to local centres, community and sports facilities and schools
- Cycling routes based on planning for separated infrastructure
- Micro mobility opportunities
- General vehicle traffic and flows
- Park and ride (if any)
- Mobility as a service (city enterprise contracts, fleet type, last mile considerations)

4.0 PROJECT OUTCOMES

Consistent with the Hobart Transport Strategy 2030 the following project outcomes will be delivered by the LAMP process:

- Defined and well planned pedestrian and cycling routes with improved connectivity
- Better access to public transport and planning of public transport with consideration to adjacent land use
- Improved safety and amenity from a reduction in known pedestrian, cyclist and motor vehicle conflicts.
- Reduction of unnecessary trips in local streets by shifting non local traffic to the arterial networks.
- A LAMP design that encourages a shift of transport mode choice from motor vehicle and freight to sustainable transport.

- Manage motor vehicle speeds in local streets through innovative traffic management measures.
- A LAMP that is informed by the local community views as well as reliable data.
- A LAMP methodology that can be used as a framework or policy for Council for planning local streets and managing requests from the local community.
- A LAMP that provides a long term economical, environmental and social sustainable outcomes.
- The LAMP works will provide a significant benefit and return on investment for the City of Hobart.

5.0 VISION ALIGNMENT

- Hobart's Transport Strategy 2018 - 2030
 - o Theme 3 – Managing our traffic and movement network

“Action 8.3 – In conjunction with planning (as previously described for the walking plan, Theme 3 and cycling plan, Theme 4), commence a process of progressively reviewing local area traffic management plans.”
- Australian Standards and Guidelines
 - o Australian Standards (AS1742.13 – 2009) Manual of uniform traffic control devices, Part 13: Local area traffic management
 - o Austroads Guide to Traffic Management Part 8: Local Area Traffic Management
- Hobart's City Deal

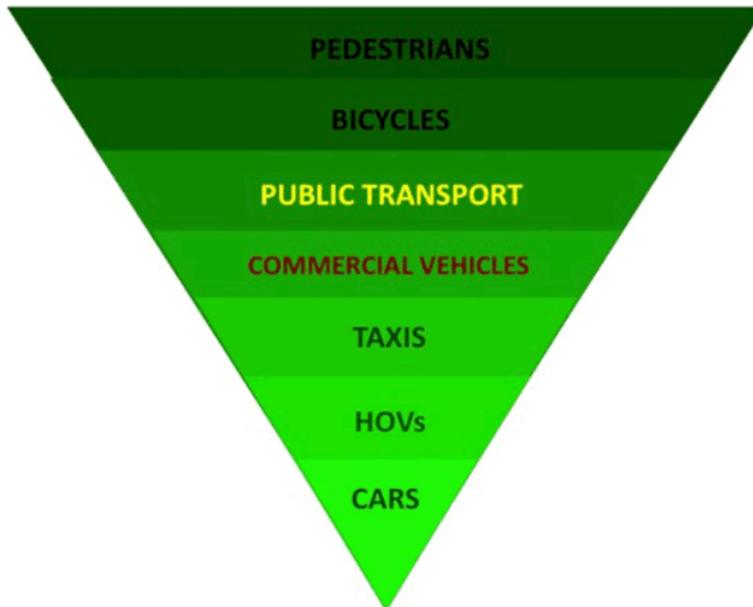
“The Hobart City Deal will leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city. It is a 10 year partnership that will provide the framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges.”

6.0 PROJECT SCOPE

The scope of work is to develop a Local Area Mobility Plan for the local areas within the City in response to the Hobart's City Deal - which is a move from regional and inner city movements by private vehicle to public transit. Alongside this Hobart will invest in and support the prominent existing active travel modes.

The plan will achieve a hierarchy of users in which high importance are placed on pedestrians over heavy vehicles and Freight. The main purpose is to achieve liveable high quality amenity catchments where network needs are clarified and also where current and potential conflicts (in particular between heavy vehicle freight and pedestrians) are known and designed for.

The LAMP will be adopting a Safe Systems Approach which will encourage safer road use by aiming to reduce the volume of motor vehicle traffic, by encouraging greater use of safer modes of travel such as public transport.

LAMP Decision Making Hierarchy of Transport Modes

The selection of local area catchments and LAMP project priority will require a multicriteria assessment process. Criteria selected for the multicriteria assessment will be align with City of Hobart's Strategic Plan objectives and other key transport objectives outlined in the Transport Strategy. The analysis for the prioritisation of catchments will consider the following:

- expenditure road improvement for the last 5 years
- Completion of Local Retail precincts and linked to future work
- Incomplete Local Retail precincts and scoping required
- Road safety assessments (RSA) complete and knowledge of complaints
- Local and specific requirements
- Link to future planning work outlined in the Transport Strategy or major blackspot / vulnerable road users projects.

A methodology on the development of LAMP will be prepared and include.

- Inventory of the existing data and data required to assess case by case scenarios such as operating speeds, road crashes, traffic volumes, sustainable transport infrastructure, land use data.
- Review of LATM cases within Australia and internationally that could potentially be applied to the City of Hobart municipality.
- Measures (or performance indicators) will be developed to identify the areas that require improvement works.
- This methodology can be used for future decision making of community requests.

The application of the methodology can then be applied to local area catchments within CoH. The development of plans include considerations of the following:

- The land use destinations
- Future case catchment development scenario
- Network hierarchy for each transport mode system
- Operating speeds on local streets
- Road safety Audits within the local network.
- Trip origin and destination data to and from major attractors such as to and from schools and retail businesses.
- Review of the connectivity and condition of sustainable transport network such as bicycle and pedestrian infrastructure.

The deliverables will include plans showing transport modifications to the existing network.

Following the installation of LAMP, ongoing monitoring of key road characteristics (volumes, crash data and speed data) will be undertaken to measure improvement on safety and travel.

SYSTEMS AND INSTRUMENTS

- The plan shall be in accordance with the Australian Standards (AS1742.13 – 2009) Manual of uniform traffic control devices, Part 13: Local area traffic management and Austroads Guide to Traffic Management Part 8: Local Area Traffic Management.

- A statutory process as outlined in the Local Government Highways Act for road closures.
- Local Government Highways Act – Council's delegations for the installation of signage, line marking and parking
- As the Department of State Growth hold responsible for speed controls in the City, any speed modifications requires a written application to the Transport Commissioner.
- The development of the LAMP will be undertaken using an evidence based approach. A review of Case studies of LAMP plans in Australia and overseas

RISK AND INSURANCE

- Defines Council's role in accordance with Statutory responsibilities and insurance framework – Local Government Highways Act Section 21 – care control and management – we are required to deliver this – a LAMP is the planning stage
- Documented processes of LAMP and decisions made by internal and external stakeholders.
- The City maintains an integrated management system which conforms to the requirements of the Quality, Environmental and Safety Management Systems. The system is only certified to the Environmental Management System Standard at McRobies Gully Waste Management Centre. A review of the decision to suspend certification will be undertaken once the City has implemented the systems which made up the Phoenix Project. A decision was made to cease certification at the time of implementing the new systems as the organisation was undergoing a lot of change. Prior to this the City was certified to ISO 9001, ISO 14001 and AS/NSZ 4801 across the whole organisation.
- Allocation of responsibilities and risks to business units in the Council and externally defined/ integrated planning in finalisation of LAMP (Stakeholders are aware and committed to results of LAMP process).

KEY STAKEHOLDERS

The LAMP process is a significant engagement process proposed by Council. The proposed intensive consultation with the community to gather information and identify issues in the network. A key stakeholder list for identified catchments is included at Attachment A.

A detailed list will be developed for each individual local area for the LAMP once selected.

Community engagement on the LAMP are highlighted in the Project Plan in Attachment B.

REVENUE

Cost

The cost of the LAMP project will be defined through the development of plans. And following the decision on local areas and an understanding of community and network needs.

A long term cost benefit is anticipated through a reduction of asset renewal works from the improvements to public transit, reduction in motor vehicle travel and safety improvements.

The key LAMP outcome is for a list of projects to be identified and scoped for funding and implementation.

Funding opportunities

- Department of State Growth Grants via the Vulnerable Road User and Blackspot funding schemes
- Future Road Asset Renewal Projects – reconstructions, overlays and reseals.
- Future Parks Projects including tree planting and landscaping.

IMPLEMENTATION

Opportunities

Following the completion of the detailed design, a formal process in which collaboration / integration between City Mobility, Road Asset and Parks and Recreation will be undertaken to enable civil construction works & tree planting / landscaping to occur.

Collaboration / Integration of CoH projects

- Road Assets – Reconstruction, overlay and sealing works
- Parks and Recreation – landscape works

Funding opportunities from other government organisations

- State Government funded Blackspot Programme
- Vulnerable Road Users Programme

Risks

- Community expectations / scheduling
- Project cost exceeds budget (through unanticipated variations)
- Project timeframe
- Resourcing

A project Risk Management Plan will be developed identifying potential risks and associated treatments.

Mitigation Measures

Following the implementation of the LAMP, A Road Safety Audit (RSA) may be prepared by an external consultant.

COMMUNICATIONS PLAN

For each LAMP a concise Communications Plan will be developed.

Project Team Structure

- Project Manager and Plan Development – Shivani Jordan
- Study Methodology (Consultant) and Advisor – Steven Burgess
- Reviewer: Senior Transport Engineer – Stuart Baird
- Manager City Mobility – Louisa Carter

Project Sponsor

Director City Planning – Neil Noye

Louisa Carter

Manager City Mobility

ATTACHMENT A MAP CATCHMENT STAKEHOLDER GROUPS

Stakeholder	Responsibilities	Contribution
Internal		
Project Owner (City Mobility, City Planning)	Project Management	The development and management of the project.
Asset Owner (City Amenity)	Service Authority	Owner of road infrastructure and furniture within the road reservation.
Asset Owner (Parks and Recreation)	Service Authority	Responsible for maintenance of tree planting and landscaping
Project Deliver (Project Delivery)	Project Implementation	Responsible for delivering the project.
External		
<u>Organisations</u>		
City of Hobart	Project Owner (City Mobility)	
Department of State Growth	Transport Commissioner	Manages and controls speeds and traffic signals
TasNetworks	Lighting asset Owner	Service Authorities
TasWater	Underground water and sewer owners	Bulk Water Authority
Department of Education	Government schools	
Metro	Bus Operators and Infrastructure Owners	Manages and operates buses
<u>Advocacy Groups</u>		
Active Travel Committee	Bicycle and pedestrian advisory committee for City of Hobart	CoH's community groups for active travel
Cycling South	Bicycle advisory group	CoH's advisory for cycling infrastructure
Local Progress Associations	Community advisory groups	
Access Advisory Committee	DDA advisory group	CoH's advisory for DDA
Local Schools		Involvement in Community engagement process – local feedback.

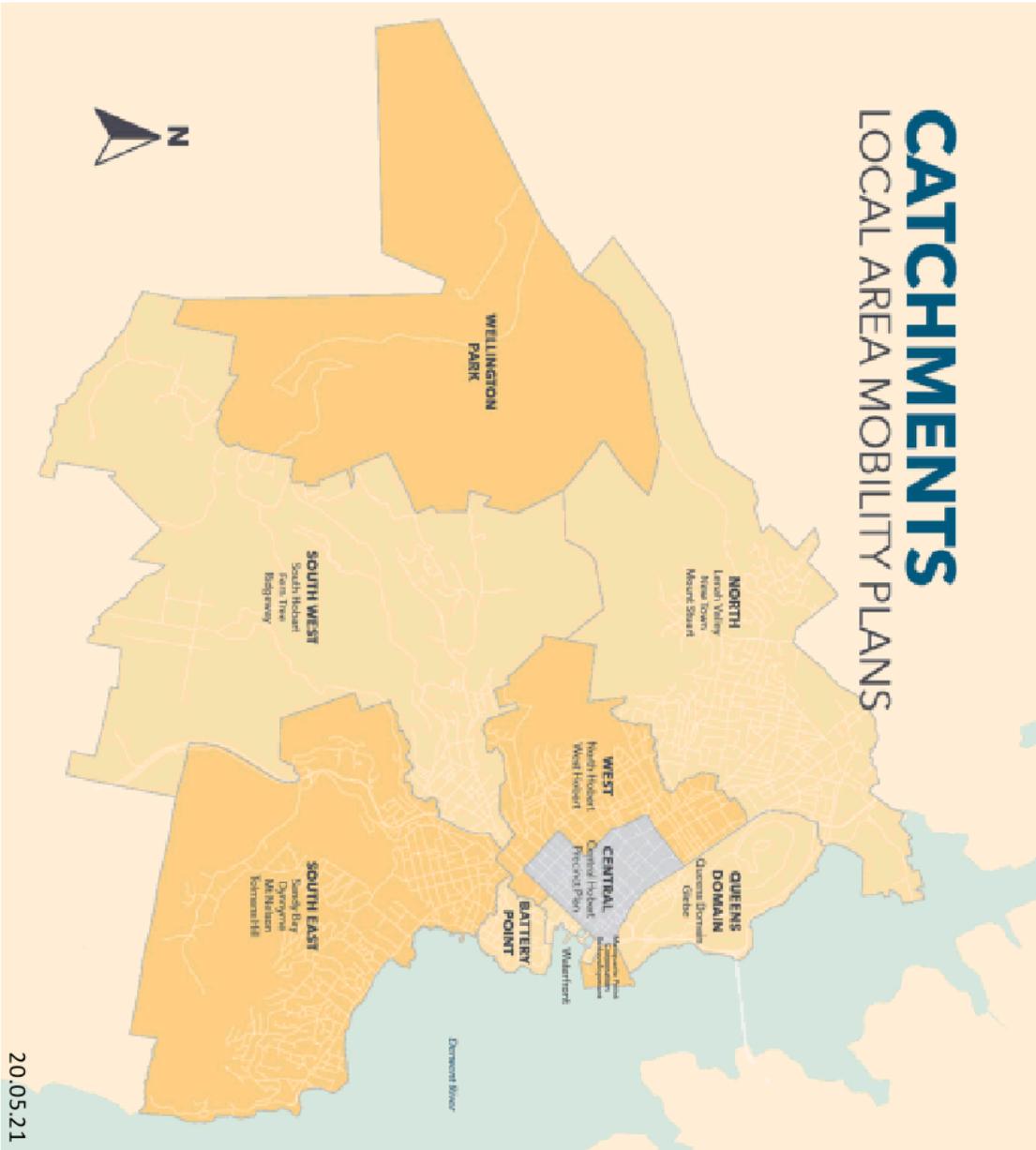
Stakeholder	Responsibilities	Contribution
<u>Local Businesses</u>	Business owners	Involvement in Community engagement process – local feedback.
<u>Property Owners (Residence)</u>	Resident owners	Involvement in Community engagement process – local feedback.
<u>Ride Share Services</u>	Ride Share service owners	Uber, Uber eats etc..

ATTACHMENT B LAMP PROGRAM

Activity	Indicative Program
Initiation & Planning (All Catchments)	
Project Plan	28 September 2020
LAMP Study Methodology	2 November 2020
Define Catchments	4 November 2020
Commence Preparation of Base Maps & Preliminary Data Collection	December - April 2021
Memo to Elected Members	13 May 2021
Risk Register	Ongoing Review
Catchment 1 (North Catchment)	
Phase 1 - Project Launch	
Launch Event	2 June 2021
Phase 2 – Problem Definition Opportunities and Constraints	
Preparation of MCA (Draft)	7 June 2021
Communications Plan	7 June 2021
Consultation Package 1 (Liveable Data)	10 June 2021 – 8 July 2021 2wks survey 2wks Data analysis & Reporting
Consultation Package 2 (Route Definition & Constraints)	15 June 2021 – 30 July 2021
Yoursay Survey Live	7 July 2021 – 21 July 2021 (2wks)
Walk In Public Sessions (x2) – Public discussions	13 July 2021 & 15 July 2021

Workshops Commence (x2) – Parameters & GAM	23 July 2021 & 29 July 2021
School Discussions	7 July 2021 – 21 July 2021
External Stakeholder liaison (Metro / DSG)	8 July 2021 – 9 July 2021
Council's Focus Groups (HATC & DDA)	17 July 2021 – 20 July 2021 (depending on Meeting Dates)
Scoping, Base Map Development & Opportunities & Constraint Mapping	
Setting parameters & identification of relationships.	12 July 2021 – 26 July 2021
Establish Quantifiable Targets	12 July 2021 – 26 July 2021
MCA Review	9 July 2021
Walkable Riding Journey Mapping	5 August 2021 – 11 August 2021
Pedestrian, cycling & Traffic Surveys, school travel surveys	18 June 2021 – 23 August 2021
Phase 3 – Scenario Option and Development	
Audits	9 August 2021 – 6 September 2021
Development of Scenario Options and associated documentation	30 August 2021 – 28 September 2021
Develop Scenario strategies and policies to support LAMP	28 September 2021 – 5 October 2021
Internal stakeholder requirements	28 September 2021
External stakeholder requirements	30 September 2021
Phase 4 - Scenario Options Evaluation and Shortlisting	
Report on scenario options	5 October 2021
Scenario options evaluation (MCA Spreadsheet)	5 October 2021

QA Concept and Estimate	26 October 2021 – 15 November 2021
Approval to Commence CE	15 October 2021
Memo to Elected Members	18 October 2021
Phase 5 – Shortlisted Scenarios & Consultation	
Commence Community Consultation on shortlisted scenarios and Reporting	Mid November 2021
Phase 6 - Develop LAMP	
Develop Final LAMP Package (Schedule, budget, associated design work)	December 2021
Phase 7 – LAMP Launch	
CIC Approval - Meeting	December / January 2021
Catchment 2 (Same methodology as Catchment 1)	Due Date
Catchment 3 (Same methodology as Catchment 1)	Due Date



ATTACHMENT B
HOBART LAMP CATCHMENTS

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

CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT				
OPEN PORTION OF THE MEETING				
November 2014 to May 2021				
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 CIC 28/4/2021, item 6.1</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 Committee at its meeting held on 28 April 2021 noted the City's intention to undertake select stakeholder consultation on the Draft Hobart Transport Strategy Implementation Framework before formal consideration of its adoption.</p> <p>HTSIF Key relevant project:</p> <ul style="list-style-type: none"> • Local Area Mobility Plan (Lenah Valley/ New Town) proposed to commence in 2021.
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 routes in the City, including consideration of zebra crossings.</p>	<p>Director City Planning</p>	<p>Hobart Active Travel Committee Hobart Primary Walking Plan (Draft) has been developed (April 2021).</p> <p>HTSIF Key relevant projects:</p> <ul style="list-style-type: none"> • Hobart Primary Walking Plan Implementation • Central Hobart Precincts Plan • Local Area Mobility Plan (Lenah Valley/ New Town) proposed to commence in 2021.

Ref	Title	Report / Action	Action Officer	Comments
3	<p>PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS</p> <p>Council 12/10/2015, item 14</p>	<ol style="list-style-type: none"> 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). 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. 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. 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. 5. As part of the review of signage, alternative options to sandwich 	Director City Planning	<p>Work to implement the Council's resolution with regard to the reconstructed sections of Liverpool Street, Morrison Street, Salamanca Place and Sandy Bay shopping centre is complete.</p> <p>Planning is underway for implementing the other elements.</p> <p>A further report addressing clause 3 will be presented to an upcoming Committee meeting.</p> <p>Hobart Active Travel Committee <i>Primary Walking Plan (Draft)</i> has been developed (April 2021).</p> <p>HTSIF Key relevant projects:</p> <ul style="list-style-type: none"> • Hobart Primary Walking Plan Implementation • Central Hobart Precincts Plan • Local Area Mobility Plan (Lenah Valley/ New Town) proposed to commence in 2021. <p>Initial discussions with City of Hobart Accessibility Advisory Committee Coordinator for new consultancy/ audit: <i>DDA Access Review: Hobart Centres and surrounds</i></p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>		
4	<p>ESTABLISHMENT OF AN ADVISORY COMMITTEE FOR THE IMPLEMENTATION OF A SULLIVANS COVE WATERFRONT PRECINCT PLAN</p> <p>Council 6/6/2016, item 13</p>	<p>1. A Waterfront Precinct Plan be developed as part of the Hobart Transport Strategy and an Advisory Committee be established to assist in the development of the plan.</p> <p>2. The Sullivans Cove Tripartite Steering Committee and the Waterfront Business Community to consider increasing their membership in order to increase communication.</p>	Director City Planning	Preliminary discussions with TasPorts, Senior Commercial Manager. Scoping pending.
5	<p>CITY OF HOBART TRANSPORT STRATEGY – ENGAGEMENT REPORT</p> <p>Council 8/8/2016, item 14 Council 8/10/2018, item 14 CIC 28/4/2021, item 6.1</p>	<p>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.</p> <p>2. The Council adopt the 9 themes and position statements in the draft strategy.</p>	Director City Planning	<p>The Council in October 2018 adopted the 9 themes and position statements in the draft strategy.</p> <p>The Committee at its meeting held on 28 April 2021 noted the City's intention to undertake select stakeholder consultation on the Draft Hobart Transport Strategy Implementation Framework before formal consideration of its adoption.</p>

Ref	Title	Report / Action	Action Officer	Comments
		3. The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.		
6	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	1. Subject to detailed design and planning approval, the next stage of the Salamanca Pedestrian Works, generally as shown on the figure 'Concept Plan – Final (7/6/2018)' in Attachment C and the figure 'Concept Plan – Materials (7/6/2018)' 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. 2. The General Manager ensure that Aldermen are updated on any significant changes to the concept design that may occur through the detailed design and construction process.	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.
7	ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOBYS LANE - FOOTPATH REVIEW Council 3/4/2017, item 26	1. Consideration of the future management of the section of the Salamanca Place southern footpath between Kennedy Lane and Woobys Lane, occur once the 'Stage 1' footpath widening works have been	Director City Planning	1. The consultation necessary to report to the Committee has been held back so as not to complicate the consultation occurring for the wider Salamanca Pedestrian works t.

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>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.</p> <p>A detailed design will now be prepared.</p>
8	<p>PARKLET POLICY Council 24/10/2016, item 10 Council 5/6/2017, item 13 Committee 21/6/2017, item 6.4</p>	<p>That the matter be deferred to a subsequent City Infrastructure Committee meeting to enable further public consultation.</p>	<p>Director City Planning</p>	<p>A report addressing this matter is being finalised and will be presented to an upcoming Committee meeting.</p> <p>This will be informed by the current work of the City of Hobart to support business operators as they move along the Roadmap for a COVID-safe Tasmania, including complying with the physical distancing requirements and occupation limits.</p> <p>This has included allowing operators can apply to amend their existing permits or apply for a new permit to occupy a public space within the Hobart municipal area,</p>

Ref	Title	Report / Action	Action Officer	Comments
				<p>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>
9	<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>	<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.</p>	<p>Director City Planning</p>	<p>Officers are progressing the matter.</p>
10	<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 	<p>Director City Planning</p>	<p>The Council decision is being actioned.</p>

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>		
11	<p>CITY TO COVE CONNECTIONS Council 3/7/2017, item 18</p>	<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>Hobart Active Travel Committee <i>Primary Walking Plan (Draft)</i> has been developed (April 2021).</p> <p>HTSIF Key relevant projects:</p> <ul style="list-style-type: none"> • <i>Hobart Primary Walking Plan Implementation</i> • <i>Central Hobart Precincts Plan</i> • <i>Local Area Mobility Plan</i> (Lenah Valley/ New Town) proposed to commence in 2021. <p>Initial discussions with City of Hobart Accessibility Advisory Committee Coordinator for new consultancy/ audit: <i>DDA Access Review: Hobart Centres and surrounds</i></p>
12	<p>PETITION - UPGRADE OF THE SCHOOL CROSSING IN FORSTER STREET, NEW TOWN Council 21/8/2017, item 6 Council 18/12/2017, item 6.2</p>	<p>1. The following recommendations to further improve the safety of the children's crossing in Forster Street at New Town Primary School be endorsed:</p> <p>(a) The Department of State Growth be requested to ensure that the</p>	Director City Planning	<p>1(a) Complete</p> <p>1(b)(c) Officers are progressing the other matters in liaison with the Department of State Growth.</p> <p>2. Offer extended to New Town Primary School by Bicycle</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>renewal of the line marking in Forster Street, New Town be prioritised to be completed prior to the commencement of the 2018 school year;</p> <p>(b) Work with the Department of State Growth to review and revise the operating times of the variable 40 km/h school zone signage to ensure that it is consistent with the start and finish times of the school; and</p> <p>(c) Continue to work with the Department of State Growth's Road Safety Branch to improve the conspicuousness of the children's crossing through either improved signage or the trialling the use of flashing lights as an alternative to the flags.</p> <p>2. An offer be made to New Town Primary School giving them the option of participating in an Active Routes to School workshop.</p> <p>3. The organiser of the petition be advised of the Council's decision.</p>		<p>3. Network to participate in an Active Routes to School workshop. Complete.</p>
13	<p>99 STEPS, WEST HOBART Council 8/10/2018, item 12 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 seat and fence, along with a ramp and</p>	<p>Director City Amenity</p>	<p>Works are scheduled to commence shortly</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>		
14	<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>	<p>The City Infrastructure Committee be requested to address on-street parking in the area of the development.</p>	<p>Director City Planning</p>	<p>The Council decision is being actioned.</p>
15	<p>ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE</p>	<p>That:</p> <p>1. The draft concept design for Elizabeth Street Midtown Retail Precinct project</p>	<p>Director City Planning</p>	<p>The Council decision is being actioned.</p>

Ref	Title	Report / Action	Action Officer	Comments
	<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>(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.</p> <ol style="list-style-type: none"> 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. 		
16	<p>CAMPBELL STREET (BETWEEN LIVERPOOL STREET AND COLLINS STREET) - TRIAL TRAFFIC MANAGEMENT</p>	<p>That a trial of the traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street be approved for an initial period of at least 12 months from the opening of the Royal Hobart Hospital K Block.</p>	<p>Director City Planning</p>	<p>The installation of traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street has been completed.</p>

Ref	Title	Report / Action	Action Officer	Comments
	<p>ARRANGEMENTS FOR ROYAL HOBART HOSPITAL K-BLOCK Council 9/9/19, item 15</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>		<p>Trial assessment scheduled to commence May 2021.</p>
17	<p>INSTALLATION OF TRAFFIC SIGNALS - INTERSECTION OF COLLINS STREET AND MOLLE STREET Council 9/9/2019, item 17</p>	<p>That the installation of traffic signals at the intersection of Molle Street and Collins Street to improve the safety and amenity of pedestrians and cyclists be supported.</p> <p>(i) Subject to the proposed bulbing in Molle Street being reduced in length to accommodate a further two car parking spaces.</p> <p>The General Manager be authorised to negotiate with the landowner of 40-50 Molle Street for the incorporation of the existing driveway and associated 'right of way' utilised by pedestrians and cyclists into the proposed traffic signals, including the transfer of any land necessary to facilitate that installation.</p> <p>A further report be provided on the possible use of different surface</p>	<p>Director City Planning</p>	<p>Land transfer agreed and legal process underway with private property owner for the area required to signalise the junction.</p> <p>Funding has been secured through Australian Government programs for the majority of the project costs.</p> <p>A development application for the works has been submitted.</p>

Ref	Title	Report / Action	Action Officer	Comments
		treatments to highlight the pedestrian crossings.		
18	<p>HUON ROAD - UPHILL BICYCLE PASSING OPPORTUNITY PROJECT</p> <p>Open Council 16/12/2019, Item 12</p>	<ol style="list-style-type: none"> 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. 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. 	Director City Planning	Construction underway, scope extended.
19	<p>CAMPBELL STREET AND ARGYLE STREET BICYCLE CONNECTIONS</p> <p>Open Council 16/12/2019, Item 13</p> <p>Open Council 10/5/2021, item 11</p>	<ol style="list-style-type: none"> 1. Subject to a successful grant funding proposal, the Argyle Street, Campbell Street, Liverpool Street and Bathurst Street trial bicycle facilities, as generally described in Attachment E to item 6.2 of the Open City 	Director City Planning	<p>The Council decision of 10 May 2021 is being actioned.</p> <p>A further report on the feasibility of introducing priority car pool and bus lanes will be provided following further Central</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>Infrastructure Committee agenda of 28 April 2021, be installed.</p> <ol style="list-style-type: none"> 2. Should a planning approval be required due to the archaeology overlay (or another trigger) the General Manager be authorised to lodge such an application. 3. Appropriate public information resources to explain the function and reasoning for the new facilities be created and form part of the trial. 4. The City of Hobart develops the arrangements to support and undertake clearway towing and vehicle removal operations, recoup costs and levy appropriate fines; 5. A review of parking charges, operating hours and un-metered spaces in the area surrounding the project be undertaken, and appropriate changes be implemented to offset any revenue impacts. <p>Council 16 December 2019</p> <p>A report be provided on the feasibility of introducing priority car pool and bus lanes on Campbell and Argyle Streets.</p>		<p>Hobart Precinct Plan work and engagement.</p>

Ref	Title	Report / Action	Action Officer	Comments
20	<p>BROOKE / DESPARD STREETS - CONGESTION REDUCING INITIATIVE - THREE-MONTH TRIAL</p> <p>Open Council 10/3/2020, item 16</p>	<ol style="list-style-type: none"> 1. Approval be given to implement a three-month trial congestion reducing initiative that would: <ol 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 potential ongoing funding should the trial be successful. 3. Funding of \$17,483 to implement the three-month trial will be allocated to the Special Events Traffic Management budget allocation in the 	<p>Director City Planning</p> <p>Deputy General Manager</p>	<p>Further options have been discussed with the Salamanca Late Night Stakeholder Group for potential options.</p> <p>Council to commence consultation with business owners (April/May 2021).</p>

Ref	Title	Report / Action	Action Officer	Comments
		Traffic Strategy and Projects function area of the 2019-20 annual plan.		
21	NETWORK OPERATING PLAN (NOP) – BRIEFING Open CIC 24/6/2020, item 6.1	A further report on the progress of the inner Hobart Network Operation Plan (NOP) be provided at the appropriate time.	Director City Planning	NOP Phase 1 report is being finalised by the Department of State Growth.
22	REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS Open Council 6/7/2020, item 10	That: 1. The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as: a) Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/hour to 40km/hour. (Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr). b) Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 40km/hour	Director City Planning	Clause 1 complete. Clause 2(b) Application to reduce speed has been approved by Commissioner for Transport with funding secured to implement the changes.

Ref	Title	Report / Action	Action Officer	Comments
		<p>(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.</p> <p>(Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)</p> <p>f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidendopes Lane from 50 km/hour to 40km/hour.</p> <p>2. The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>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> <ul style="list-style-type: none"> a) North Hobart between Burnett Street and Tasma Street from 50km/hour to 40km/ hour <p>(Note: Extending the existing 40km/hour zone between Federal Street and Burnett Street).</p> <ul style="list-style-type: none"> b) Lenah Valley between Giblin Street and Greenway Avenue from 50km/hour to 40km/ hour. c) South Hobart from Excell Lane and the Southern Outlet Junction from 50km/hour to 40km/ hour. d) Sandy Bay along Sandy Bay Road from Osborne Street and Russell Crescent, and including King Street between Grosvenor Street and Princes Street, Gregory Street between Grosvenor and Sandy Bay Road, Princes Street between King Street and Sandy Bay Road, and Russell Crescent between Sandy Bay Road and King Street from 50km/hour to 40km/ hour. 		

Ref	Title	Report / Action	Action Officer	Comments
		<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>		
23	<p>The North Hobart Retail and Entertainment Precinct Place Vision and Access and Parking Plan Project Open Council 23/11/2020, Item 17 Open Council 7/12/2020, item 18</p>	<p>That:</p> <ol style="list-style-type: none"> 1. 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"> (i) Questions 2,3 and 4 be answered in order of priority (from 1 to 5) (ii) 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> 2. 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) week period, commencing on Monday 	<p>Director City Planning Director City Innovation</p>	<p>The Council decision is being actioned</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>		
24	<p>Petition - Dynnyrne Road – Resealing Open Council 22/2/2021</p>	<p>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.</p> <p>There were 20 signatories to the petition.</p> <p>That the petition be received and noted and referred to the appropriate Committee.</p>	Director City Amenity	A report on the matter is Attached to the agenda
25	<p>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>	<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> <p>(ii) An active travel plan for the site be developed with a focus on the overall</p>	Director City Planning	<p>Hobart Active Travel Committee <i>Primary Walking Plan (Draft)</i> has been developed (April 2021).</p> <p>HTSIF Key relevant projects:</p> <ul style="list-style-type: none"> • <i>Hobart Parking Policy</i> • <i>Hobart Primary Walking Plan Implementation</i> • <i>Central Hobart Precincts Plan</i>

Ref	Title	Report / Action	Action Officer	Comments
	<p>Signage, and Associated Works</p> <p>Open Council 9/3/2021, item 9.1</p>	<p>traffic movements, ingress and egress from the site at 48-50 New Town Road.</p>		<ul style="list-style-type: none"> • <i>Local Area Mobility Plan</i> (Lenah Valley/ New Town) proposed to commence in 2021. <p>Initial discussions with City of Hobart Accessibility Advisory Committee Coordinator for new consultancy/ audit: <i>DDA Access Review: Hobart Centres and surrounds</i></p>

8. 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 Chief Executive Officer or the Chief Executive Officer'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, Chief Executive Officer or Chief Executive Officer's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
 - (ii) a written response will be provided to all Elected Members, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

9. CLOSED PORTION OF THE MEETING

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:

- Contract information of a commercial nature; and
- Purchase of land.

The following items are listed for discussion:-

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| Item No. 1 | Minutes of the last meeting of the Closed Portion of the Committee Meeting |
| Item No. 2 | Consideration of supplementary items to the agenda |
| Item No. 3 | Indications of pecuniary and conflicts of interest |
| Item No. 4 | Reports |
| Item No. 4.1 | Response to Petition - Dynnyrne Road - Resealing
LG(MP)R 15(2)(d) |
| Item No. 4.2 | Collins Street at Molle Street Intersection Upgrades - Purchase
of Land
LG(MP)R 15(2)(f) and (g) |
| Item No. 5 | Committee Action Status Report |
| Item No. 5.1 | Committee Actions - Status Report
LG(MP)R 15(2)(c)(ii) and (f) |
| Item No. 6 | Questions Without Notice |