



CITY OF HOBART

# **AGENDA**

## **City Infrastructure Committee Meeting**

### **Open Portion**

**Wednesday, 29 June 2022**

**at 5:15 pm**

**Council Chamber, Town Hall**

## THE MISSION

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

## THE VALUES

**The Council is:**

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

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## **ORDER OF BUSINESS**

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

### **APOLOGIES AND LEAVE OF ABSENCE**

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**City Infrastructure Committee Meeting (Open Portion) held Wednesday,  
29 June 2022 at 5:15 pm in the Council Chamber, Town Hall.**

**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**

Councillor W F Harvey (Chairman)  
Lord Mayor A M Reynolds  
Deputy Lord Mayor H Burnet  
Alderman S Behrakis  
Councillor J Fox

**Apologies:**

**Leave of Absence: Nil.**

**NON-MEMBERS**

Alderman M Zucco  
Alderman J R Briscoe  
Alderman Dr P T Sexton  
Alderman D T Thomas  
Councillor M S C Dutta  
Councillor Dr Z E Sherlock  
Councillor W N S Coats

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

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**2. CONFIRMATION OF MINUTES**

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The minutes of the Open Portion of the City Infrastructure Committee meeting held on [Wednesday, 1 June 2022](#), are submitted for confirming as an accurate record.

**3. CONSIDERATION OF SUPPLEMENTARY ITEMS**

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

**Recommendation**

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer.

#### **4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST**

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

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

#### **5. TRANSFER OF AGENDA ITEMS**

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

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

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

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

## **6. REPORTS**

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### **6.1 Response to Petition - Pedestrian Crossing - McRobies Road, South Hobart** **File Ref: F22/55984; R0659**

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Report of the Senior Engineer - Roads and Traffic and the Director City Futures of 20 June 2022 and attachment.

Delegation: Council

**REPORT TITLE:                   RESPONSE TO PETITION - PEDESTRIAN CROSSING  
- MCROBIES ROAD, SOUTH HOBART****REPORT PROVIDED BY:** Senior Engineer - Roads and Traffic  
Director City Futures**1.     Report Purpose and Community Benefit**

1.1.     This report has been written to assist the Committee in considering a petition that was received at the Council meeting of 28 March 2022 and referred to the City Infrastructure Committee.

1.2.     There is no specific community benefit aim to this report. At this stage the report is an administrative response to provide information to Committee.

**2.     Report Summary**

2.1.     At Council's meeting held on Monday 28 March 2022, a petition containing 232 signatures was tabled. The petition raised concerns about the safety of the pedestrian and cyclist crossing of McRobies Road between Degraeves Street and Cascade Road (where the Hobart Rivulet pedestrian and cycling route crosses McRobies Road), and called for Council to:

2.1.1.   "Keep kids safe crossing McRobies Road in South Hobart".

2.1.2.   Implement a reduced speed limit, signage and traffic slowing measures.

2.2.     To reflect the concerns raised by the community, it is the opinion of officers that an application should be prepared to extend this 40 km/h area zone to include:

2.2.1.   McRobies Road between Cascade Road and Syme Street;

2.2.2.   Syme Street between Cascade Road and Degraeves Street;

2.2.3.   Nevin Street.

**3.     Recommendation**

***That:***

***1.   An application be made to the Transport Commission requesting a change to the speed limit on McRobies Road between Cascade Road and Syme Street, Syme Street between Cascade Road and Degraeves Street, and Nevin Street in South Hobart from the current default urban speed limit of 50 km/h to 40 km/h.***

***2.   The petitioners be so advised.***

## 4. Background

4.1. At Council's meeting held on Monday 28 March 2022, a petition containing 232 signatures was tabled. The petition raised concerns about the safety of the pedestrian and cyclist crossing of McRobies Road between Degraives Street and Cascade Road (where the Hobart Rivulet pedestrian and cycling route crosses McRobies Road). The petition called for Council to:

4.1.1. "Keep kids safe crossing McRobies Road in South Hobart".

4.1.2. Implement a reduced speed limit, signage and traffic slowing measures.

4.2. The documentation submitted with the petition (a copy of the petition and supporting documentation forms Attachment A to this report) also makes reference to the existing crossing facility (kerb bulbing and pram ramps) not providing adequate sight distance for pedestrians and cyclists or for vehicles approaching the crossing.

4.3. This report has been prepared to assist the City Infrastructure Committee in considering what action it wishes to take in response the petition.

4.4. Figure 1, below, shows the general locality of McRobies Road in South Hobart, with the approximate path of pedestrian demand shown in green, and the location of the subject crossing point highlighted.



Figure 1 – Locality Plan of McRobies Road Petition

## 5. Discussion

5.1. The petition called for the Council to:

5.1.1. "Keep kids safe crossing McRobies Road in South Hobart".

- 5.1.2. Implement a reduced speed limit, signage and traffic slowing measures.
- 5.2. The documentation submitted with the petition also makes reference to:
  - 5.2.1. McRobies Road carrying a significant amount of heavy vehicle traffic (accessing the City of Hobart Waste Management Centre) and that these vehicles approach the crossing on a 'blind corner', often travelling too fast, and are endangering people trying to cross the road.
  - 5.2.2. A 40 km/h speed limit being implemented in Degraeves Street in 2019, but not extended to cover McRobies Road.
  - 5.2.3. That the Hobart Rivulet pedestrian and cycling link is increasing in popularity, and that while the City of Hobart did upgrade the crossing of McRobies Road in 2012, that these facilities are no longer sufficient.
- 5.3. In relation to road safety on this section of McRobies Road, in the 22 years (January 2000 to present) to which access is available to crash data recorded by Tasmania Police, there has been only one recorded crash on McRobies Road between Cascade Road and Syme Street. The crash, which occurred in 2011, involved a vehicle travelling the wrong way up McRobies Road from Degraeves Street after failing to observe a 'No Entry' sign and crashing head on with a vehicle travelling in the correct direction. The result was property damage only.
- 5.4. A vehicle speed and volume survey was undertaken on McRobies Road at the crossing point in March and April 2022. At that time, McRobies Road (on the approach to the crossing facility) carried an average of 1,168 vehicle movements per weekday, and the 85<sup>th</sup> percentile vehicle speed (the speed that 85 out of every 100 vehicles was travelling slower than) of 39 km/h.
- 5.5. The national guidance on the provision and design of pedestrian crossing facilities (AustRoads Guide Part 4A - Unsignalised and Signalised Intersections) details what sight distance should be provided at a pedestrian crossing to allow a pedestrian (or cyclist) waiting to cross a road, and a driver approaching a crossing to be able to see each other.
- 5.6. Using that guidance, a driver approaching the pedestrian crossing would need to be able to see the pedestrian crossing point while their vehicle is at least 40 metres away from the crossing. 40 metres is enough distance for a driver travelling at 40 km/h to take 2 seconds to react to the presence of a pedestrian on the crossing, then start to brake, and come to a halt before the crossing.

- 5.7. Measuring the sight distance that is available at the site, about 60 metres of sight distance is available for a driver to see a pedestrian on the crossing.
- 5.8. The second type of sight distance is called crossing sight distance, and is the distance that a pedestrian (or cyclist) who is at the crossing can see an approaching vehicle at the time that they are deciding whether to start crossing. At this site, using the methodology described in the AustRoads guidance, 44 metres of sight distance is required.
- 5.9. Again, measuring on site, the sight distance available for a pedestrian making a decision about whether to start crossing to observe approaching vehicles is about 60 metres.
- 5.10. From this review, the current crossing has sufficient sight distance available to be considered safe and appropriate.
- 5.11. As part of the sight distance assessment, the conditions of existing signage, road surface, road markings and delineation were investigated. No issues of note were observed on-site.
- 5.12. Photos of the site are shown in Figure 2 to Figure 5 below.



*Figure 2 – McRobies Road – Approach from Cascade Road*



*Figure 3 – McRobies Road - Approach to Existing Crossing Facility*



*Figure 4 – Existing Crossing Facility*



*Figure 5 – View up McRobies Road – From Crossing Facility*

- 5.13. Overall, based on current vehicle speeds, sight distance and crash history, it is the opinion of officers that the current treatment for pedestrians and cyclists to cross McRobies Road is safe and appropriate.

- 5.14. At this site, both large trucks and tourist buses use this route, making it difficult to narrow the road further and reduce the distance that pedestrians need to cross.
- 5.15. The measured speed of vehicles is low, and implementing physical treatments (like road humps or similar) would be unlikely to further reduce speeds significantly, and would be very problematic for residents in the nearby houses due to the significant additional noise they would cause when trucks and trailers moved across them.
- 5.16. Currently, McRobies Road has a 50 km/h speed limit.
- 5.17. On 24 July 2019, the City Infrastructure Committee considered a report on reducing the speed limit on Degraeves Street. Subsequently at its meeting of 5 August 2019, the Council resolved inter alia:

*That: 1. The Council write to the Transport Commissioner requesting a change to the speed limit on Degraeves Street and Apsley Street, South Hobart from the current default urban speed limit of 50 km/h to 40 km/h.*

*(i) The submission to include a report detailing the characteristics of the road (as per the requirements of the Transport Commissioner).*

*2. Consideration of wider area speed limit reductions in residential areas be included as an action in the City of Hobart Transport Strategy Action Plan.*

- 5.18. A 40 km/h area zone was subsequently applied for, approved and installed covering Degraeves Street, Tara Street and Apsley Street.
- 5.19. To reflect the concerns raised by the community, it is the opinion of officers that an application should be prepared to extend this 40 km/h area zone to include:
  - 5.19.1. McRobies Road between Cascade Road and Syme Street;
  - 5.19.2. Syme Street between Cascade Road and Degraeves Street;
  - 5.19.3. Nevin Street.

## **6. Proposal and Implementation**

- 6.1. It is proposed that an application be prepared and submitted for approval to the Transport Commission, for the existing 40 km/h area speed limit that covers Degraeves Street, Apsley Street and Tara Street, to be extended to include:
  - 6.1.1. McRobies Road between Cascade Road and Syme Street;
  - 6.1.2. Syme Street between Cascade Road and Degraeves Street;
  - 6.1.3. Nevin Street.

- 6.2. The existing streets covered by the 40 km/h area zone, and the additional streets recommended for inclusion are shown in Figure 6.

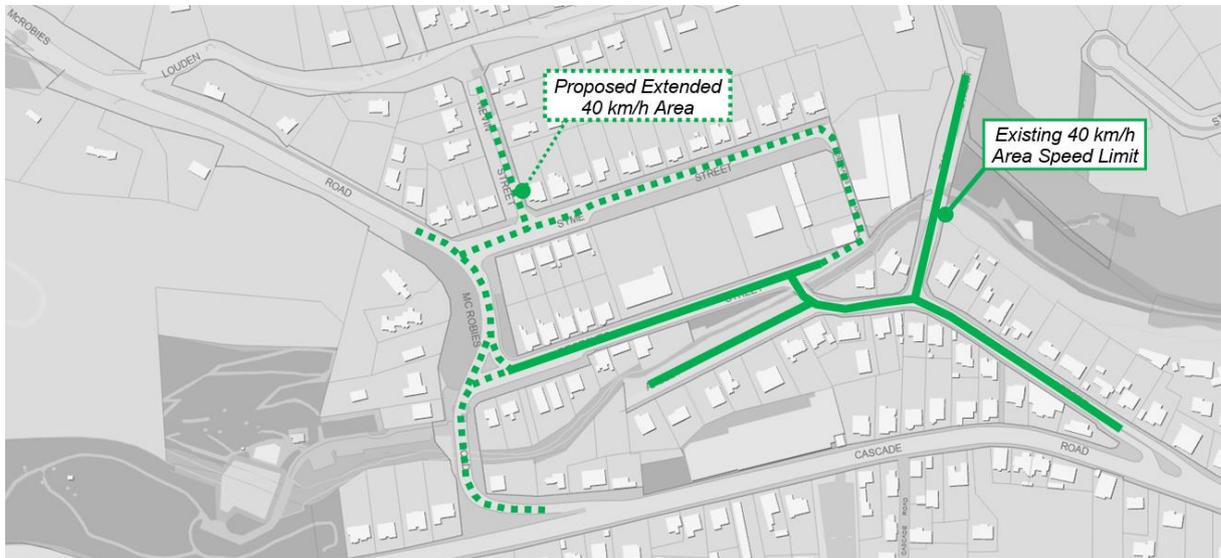


Figure 6 – Existing and Recommended Extended 40 km/h Area Zone

- 6.3. If the application is successful, the necessary changes to speed limit signage would be implemented.

## 7. Strategic Planning and Policy Considerations

- 7.1. Pillar five of the 'Capital City Strategic Plan 2019-29' focuses on Movement and connectivity. The following strategies, contained in Outcome 5.1 "An accessible and connected city environment helps maintain Hobart's pace of life", and Outcome 5.2 "Hobart has effective and environmentally sustainable transport systems" are considered relevant to this matter:

*5.1.1 - Improve connectivity throughout Hobart's inner city and suburbs.*

*5.1.2 - Consider social, environmental and economic elements in transport and technology decision-making.*

*5.1.3 - Investigate transport and technology possibilities that reinforce values of efficiency, sustainability, connection and helping people to meet the needs of daily life.*

*5.1.4 - Ensure equal access is factored into transport and technology decision-making.*

*5.1.5 - Increase the climate resilience of transport and connectivity networks.*

*5.1.6 - Work with stakeholders to prioritise low emission, energy efficient, renewable transport and technology initiatives, including trialling emerging solutions.*

*5.1.7 - Collaborate with stakeholders and business on the efficient, sustainable and innovative movement of people, information and goods.*

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

*5.2.4 - Identify and implement infrastructure improvements to enhance access and road safety and reduce air and noise pollution.*

*5.2.5 - Prioritise opportunities for safe and integrated active transport.*

*5.2.6 - Increase the recognition of Hobart as a 'walking city', encouraging walking as a fundamental mode of transport.*

*5.2.7 - Support and encourage more people to ride bicycles through the development of safe paths and streets, separated cycleways, end-of-journey facilities and related infrastructure.*

7.2. Undertaking a speed limit reduction investigation would largely be in keeping with these strategies

## **8. Financial Implications**

8.1. Currently there are no financial impacts.

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

9.1. None are foreseen.

## **10. Delegation**

10.1. The approval of changes to speed limits is the responsibility of the Transport Commission.

10.2. The recommendations of this report, including to apply to the Transport Commission for a reduction in speed limit on part of McRobies Road, is delegated to the Council.

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



Owen Gervasoni  
**SENIOR ENGINEER - ROADS AND  
TRAFFIC**



Katy Cooper  
**DIRECTOR CITY FUTURES**

Date: 20 June 2022  
File Reference: F22/55984; R0659

Attachment A: Petition - Pedestrian Safety - McRobies Road, South Hobart -  
22 March 2022 ↓ 



## South Hobart Sustainable Community

Active Transport Group  
C/O Gemma Kitsos  
330 Strickland Ave South Hobart  
0431016587  
Gemmakitsos@gmail.com

March 22, 2022

Kelly Grigsby  
CEO  
City of Hobart Council

### McRobies Road Petition Submission

To the CEO of City of Hobart Council Kelly Grigsby,

McRobies Road in South Hobart is part of the vital rivulet route for all vulnerable users, including children travelling to school and people with mobility issues.

This is also the road to a large City of Hobart Waste Management Centre. Trucks and other heavy vehicles come around a blind corner, often too fast, endangering people trying to cross the road.

While the Council (responding letter by Owen Gervasoni 22 Feb 2022) has agreed to 'undertake a safety review at the site to ensure that appropriate sight distance is still available for pedestrians and cyclists looking to use the crossing to observe approaching drivers', we urgently need traffic calming measures, signage and a reduced speed limit before someone is killed. The City of Hobart Council need to take responsibility to slow vehicles and keep kids safe.

A petition has been submitted to Council with 232 signatures supporting the need for change (appendix 1). Signs have been created by local children and put in place on McRobies road to alert oncoming traffic to the crossing cyclists and pedestrians.

We acknowledge that crossing facilities in the form of kerb ramps and a footpath widening were installed to aid pedestrians and cyclists to cross at this location in 2012. However, these safety measures are not enough. It is also clear that cyclists using this route do not cross at the given facilities due to safety concerns.

Each year, 36 Australians on average die whilst riding a bike, a figure that has not changed in 20 years. Approximately 23 per cent of the fatalities in an average year involve a heavy vehicle (Bureau of Infrastructure Transport Regional Economics; Australian Road Deaths Database).

In 2019, the City received approval from the Transport Commission to install a 40km/h area zone on Degraives Street and Apsley Street. The extension of the speed limit onto McRobies Road was not supported at this time due to its key function for supplying transport to and from the McRobies Gully Waste Management Centre.

We argue that this statement is somewhat contradictory as vehicles traveling to the Waste Management Centre use this road at greater speed than the surrounding street connections despite this being a pedestrian and cyclist crossing link. The speed reductions in the surrounding streets sets a precedent for 40Km/h safety zones. We note that McRobies Road is 20 km/hr after the Waste Management Centre gates. A reduced speed limit is not a new idea as stated in the City of Hobart Transport Strategy 2018-2030 Theme 8, Action 8.4: *Consider wider area speed limit reductions to 40 km/hr in residential areas.*

We would also like to point out that the use of this rivulet link has increased since 2019 and drastically since 2012. More tourists are accessing the Brewery and the Female factory via the rivulet. This has become even more apparent with the e-scooter trial. Census data also indicates the changing demographic in South Hobart to families who need to access the primary school, childcare centre and Collegiate Early Learning Centre.

The South Hobart community values active transport and the health and environmental benefits it brings. "A bike is the only vehicle that can simultaneously increase physical and mental wellbeing...reduce carbon emissions and air pollution, decongest roads, 'calm' traffic and increase 'liveability', and reduce the cost of living for Australians" (Bicycle Network 2022 Federal election Policy Paper).

The Bicycle Network states that to encourage more riders we need to action community concerns about riding. "A stigma remains regarding bike use, which in many cases is due to rider's fears of interacting with motor traffic. Around 60 per cent of people in our capital cities are concerned about their safety on a bike" (Barriers to investing in cycling: Stakeholder views from England 2019: Transport for Victoria. Victorian Cycling Strategy 2018-2028).

Please consider our petition to keep Active Transport Users safe.

Relevant Policy: City of Hobart Transport Strategy 2018–30  
Theme 3 – Recognising walking as the most fundamental mode of transport  
Theme 4 – Supporting more people to ride bicycles

**Gemma Kitsos**

On behalf of the South Hobart Sustainable Community Active Transport Group



## Keep Kids Safe on Mcrobies Rd South Hobart



 Gemma Kitsoos started this petition to City of Hobart Council

Keep kids safe!

Mcrobies Rd in South Hobart is a vital route for local kids to ride and walk to school.

This is also the road to a large garbage dump. Trucks come around a blind corner, often too fast, endangering kids trying to cross the road.

We need traffic calming measures, signage and a reduced speed limit before there is someone killed. The City of Hobart Council need to take responsibility to slow their vehicles and keep kids safe.

232 have signed. Let's get to 500!

  
At 500 signatures, this petition is more likely to be featured in recommendations!



 Share on Facebook

 Send an email to friends

 Tweet to your followers

 Copy link



<b>Keep Kids Safe on McRobies Road Petition</b> ( <a href="https://change.org">change.org</a> )
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	Name	City	State	Postal Code	Country	Signed On
1	Gemma Kitsos	Hobart	Tas	7004	Australia	2/03/2022
2	Tara Blandon	Melbourne	Tas	3000	Australia	2/03/2022
3	Sam Ling	Hobart	Tas	7000	Australia	2/03/2022
4	Alex Kitsos	SOUTH HOBART	Tas	7004	Australia	2/03/2022
5	anita oakley	south Hobart	Tas	7004	Australia	2/03/2022
6	Llewellyn Newlyn	Bellerive	Tas	7018	Australia	2/03/2022
7	Bonnie Butler	Hobart	Tas	7000	Australia	2/03/2022
8	Christy Measham	Hobart	Tas	7000	Australia	2/03/2022
9	Jarrah Vercoe	Hobart	Tas	7005	Australia	2/03/2022
10	Anna Blake	Hobart	Tas	7000	Australia	2/03/2022
11	Emma Gunn	Hobart	Tas	7000	Australia	2/03/2022
12	Robin Ling	Hobart	Tas	7005	Australia	2/03/2022
13	Gavin Duhig	West Hobart	Tas	7000	Australia	2/03/2022
14	Monica Toohey	Brisbane	QLD	4064	Australia	2/03/2022
15	Shaun Keating	SOUTH HOBART	Tas	7004	Australia	2/03/2022
16	Prue Waters	Hobart	Tas	7004	Australia	2/03/2022
17	Olivia Wenn	South Hobart	Tas	7004	Australia	2/03/2022
18	Susie Furphy	Hobart	Tas	7000	Australia	2/03/2022
19	Nadine Rowell	Fern Tree	Tas	7054	Australia	2/03/2022
20	Pierre Feutry	Hobart	Tas	7004	Australia	2/03/2022
21	Jenny Plapp	Hobart	Tas	7008	Australia	2/03/2022
22	Nadia Mahjouri	Hobart	Tas	7000	Australia	2/03/2022
23	Clare Wiltshire	South Hobart	Tas	7004	Australia	2/03/2022
24	james marten-coney	South Hobart	Tas	7004	Australia	2/03/2022
25	Marita Johnstone	South Hobart	Tas	7004	Australia	2/03/2022
26	Nerida Warburg	South Hobart	Tas	7004	Australia	2/03/2022
27	Nathan Duhig	South Hobart	Tas	7004	Australia	2/03/2022
28	Jonathan Wallis	Hobart	Tas	7000	Australia	2/03/2022
29	Anna Wittert van Hoogland	Hobart	Tas	7000	Australia	2/03/2022
30	Charlie Woolley	Hobart	Tas	7000	Australia	2/03/2022
31	Jessie Archer	Melbourne	Vic	3000	Australia	2/03/2022
32	Katy Thomas	Hobart	Tas	7000	Australia	2/03/2022
33	Gaby Jung	South Hobart	Tas	7004	Australia	2/03/2022
34	Ruth Vercoe	Hobart	Tas	7000	Australia	2/03/2022

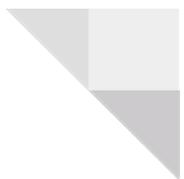
35	Matt Willson	South Hobart	Tas	7004	Australia	2/03/2022
36	Monika Corban	Hobart	Tas	7000	Australia	2/03/2022
37	Sarah Johnson	Hobart	Tas	7004	Australia	2/03/2022
38	Chris Court	South Hobart	Tas	7004	Australia	2/03/2022
39	Jackie Housego	Melbourne	Vic	3000	Australia	2/03/2022
40	Chloe Lucas	Hobart	Tas	7000	Australia	2/03/2022
41	Rebekah McWhirter	South Hobart	Tas	7004	Australia	2/03/2022
42	Scott Rowell	Fern Tree	Tas	7054	Australia	2/03/2022
43	Lou-anne-anne Barker	South Hobart	Tas	7004	Australia	2/03/2022
44	Hannah Clark	Hobart	Tas	7000	Australia	2/03/2022
45	Callum Waller	Hobart	Tas	7000	Australia	2/03/2022
46	Josie Waller	Hobart	Tas	7000	Australia	2/03/2022
47	Lissa Villeneuve	South Hobart	Tas	7004	Australia	2/03/2022
48	Linda G	Hobart	Tas	7004	Australia	2/03/2022
49	John Thurstans			3184	Australia	2/03/2022
50	Kellie Andrews	Hobart	Tas	7000	Australia	2/03/2022
51	Amy Piesse	Melbourne	Vic	3000	Australia	2/03/2022
52	Rachel O'Flaherty	South Hobart	Tas	7009	Australia	2/03/2022
53	Verity Wood	South Hobart	Tas	7004	Australia	2/03/2022
54	Sam de Zoete	South Hobart	Tas	7004	Australia	2/03/2022
55	Jessica Hidding	Hobart	Tas	7054	Australia	2/03/2022
56	Pauline Cook	Fern Tree	Tas	7054	Australia	2/03/2022
57	Penelope Clark	South Hobart	Tas	7004	Australia	2/03/2022
58	David Aitken			6110	Australia	2/03/2022
59	Stefan Hattrell	South Hobart	Tas	7004	Australia	2/03/2022
60	Stacey Maley	South Hobart	Tas	7004	Australia	2/03/2022
61	Ben Gardner	South Hobart	Tas	7004	Australia	2/03/2022
62	Vivien Rice	South Hobart	Tas	7004	Australia	2/03/2022
63	Alistair Hazeldine	Hobart	Tas	7004	Australia	2/03/2022
64	Amelia Clifford	South Hobart	Tas	7004	Australia	2/03/2022
65	Jo McCulloch	South Hobart	Tas	7004	Australia	2/03/2022
66	Naomi Schultz	Hobart	Tas	7000	Australia	2/03/2022
67	Jessica Kneebone	South Hobart	Tas	7004	Australia	2/03/2022
68	Rachel Andrew	Hobart	Tas	7000	Australia	2/03/2022
69	Elvin Lea	Hobart	Tas	7000	Australia	2/03/2022
70	James O'Connor	Hobart	Tas	7000	Australia	2/03/2022
71	Trevor Lockett	Brisbane	QLD	4000	Australia	2/03/2022
72	Tim Watson	Hobart	Tas	7004	Australia	2/03/2022

73	Mark Ewing	South Hobart	Tas	3000	Australia	2/03/2022
74	Siobhan Duhig	Brisbane	QLD	4000	Australia	2/03/2022
75	Di Elliffe	Hobart	Tas	7000	Australia	2/03/2022
76	Danielle Louis	Hobart	Tas	7054	Australia	2/03/2022
77	Mirjana Cornelson	Hobart	Tas	7004	Australia	2/03/2022
78	Michael Versluis	Seville Grove		6112	Australia	2/03/2022
79	Louise Gilfedder	South Hobart	Tas	7004	Australia	2/03/2022
80	Rena Wilson	Brisbane	QLD	4064	Australia	2/03/2022
81	Kate Sumner	Hobart	Tas	7000	Australia	2/03/2022
82	David Day	South Hobart	Tas	7004	Australia	2/03/2022
83	Barbara Elliot	Hobart	Tas	7000	Australia	2/03/2022
84	Marina Chapman	Hobart	Tas	7001	Australia	2/03/2022
85	Rosemary Yeoland	Hobart	Tas	7005	Australia	2/03/2022
86	Kim Robinson	Hobart	Tas	7000	Australia	2/03/2022
87	Ian Paterson	Hobart	Tas	7000	Australia	2/03/2022
88	Jonathan Humphreys	Hobart	Tas	7000	Australia	2/03/2022
89	Joel Pedro	South Hobart	Tas	7004	Australia	2/03/2022
90	Susie Watson	SOUTH HOBART	Tas	7004	Australia	2/03/2022
91	Holley Jones	Hobart	Tas	7000	Australia	2/03/2022
92	Mani Baker	South Hobart	Tas	7004	Australia	2/03/2022
93	Ouita Spalding	FERN TREE	Tas	7054	Australia	2/03/2022
94	sarah aitken	Geelong	Vic	3220	Australia	2/03/2022
95	Emma Godden				Australia	3/03/2022
96	Ted Bildstein	Tasmania	Tas	7109	Australia	3/03/2022
97	rebecca hage	Gold coast	QLD	4226	Australia	3/03/2022
98	Alice Fan	Goulburn	NSW	2580	Australia	3/03/2022
99	marjie laredo	South Hobart	Tas	7004	Australia	3/03/2022
100	Abby Culleton	Millmerran		4357	Australia	3/03/2022
101	Courtney Good	Sydney	NSW	2000	Australia	3/03/2022
102	Shontelle Gray	Brisbane	QLD	4132	Australia	3/03/2022
103	Holly Walz	Melbourne	Vic	3000	Australia	3/03/2022
104	Frank Toman	South Hobart	Tas	7004	Australia	4/03/2022
105	Aaron Scott	Hobart	Tas	7004	Australia	4/03/2022
106	Daisy Glass	Perth	WA	6000	Australia	4/03/2022
107	Pamela Parks	Hobart	Tas	7000	Australia	4/03/2022
108	Clare Larkman	Melbourne	Vic	3000	Australia	4/03/2022
109	Rebecca Shields		Tas	7054	Australia	4/03/2022
110	Laura Edwards	Hobart	Tas	7000	Australia	4/03/2022

111	jodi alexander	South Hobart	Tas	7004	Australia	4/03/2022
112	Emitis Eivazi	Sydney	NSW	2000	Australia	4/03/2022
113	myaih bates	Melbourne	Vic	3000	Australia	4/03/2022
114	Tom Clemens	Hobart	Tas	7004	Australia	4/03/2022
115	Wesley Taylor	Adelaide	SA	5000	Australia	5/03/2022
116	Nasir Uddin	Ashfield		2131	Australia	5/03/2022
117	Elizabeth Milinkovic	Blaxlands ridge	NSW	2758	Australia	5/03/2022
118	uta green	Launceston	Tas	7250	Australia	5/03/2022
119	Sapi Lino	Sydney	NSW	2001	Australia	5/03/2022
120	Elle W	Dynnyrne	Tas	7005	Australia	5/03/2022
121	Peter Doyle	Hobart	Tas	7004	Australia	6/03/2022
122	Sallie Burton	Hobart	Tas	7000	Australia	6/03/2022
123	Andy Beltz	Hobart	Tas	7052	Australia	6/03/2022
124	David Williamson	Hobart	Tas	7000	Australia	6/03/2022
125	Ben Clark	South Hobart	Tas	7004	Australia	6/03/2022
126	Isaiah Grieger	Adelaide	SA	5000	Australia	6/03/2022
127	Aaron Leeman-Smith	Hobart	Tas	7000	Australia	6/03/2022
128	Matthew Burniston			3351	Australia	6/03/2022
129	Sarah Lewis		Tas	7009	Australia	6/03/2022
130	Sam Wood	Darwin	NT	800	Australia	6/03/2022
131	Dany Pacaud	Hobart	Tas	7001	Australia	6/03/2022
132	Weichen Wells	Hobart	Tas	7000	Australia	6/03/2022
133	Sophie Underwood	Hobart	Tas	7000	Australia	6/03/2022
134	James Trainer	South Hobart	Tas	7004	Australia	6/03/2022
135	Eleanor Downes	South Hobart	Tas	7004	Australia	6/03/2022
136	Klaus Meiners	South Hobart	Tas	7004	Australia	6/03/2022
137	Maddie Lewis	Melbourne	Vic	3000	Australia	7/03/2022
138	Margaret Ricks	Launceston	Tas	7250	Australia	7/03/2022
139	Haochen Niu	Sydney	NSW	2000	Australia	7/03/2022
140	Vicki Campbell		Tas	7054	Australia	7/03/2022
141	Christina Schallenberg	Hobart	Tas	7004	Australia	7/03/2022
142	Lance House	Hobart	Tas	7000	Australia	7/03/2022
143	Stephanie Tohill	Sydney	NSW	2220	Australia	7/03/2022
144	Janet Stone	South Hobart	Tas	7004	Australia	7/03/2022
145	deanna ivetic	Sydney	NSW	2000	Australia	7/03/2022
146	Natasha Kajewski	Brisbane	QLD	4000	Australia	7/03/2022
147	Priscilla Richards	Hobart	Tas	7004	Australia	7/03/2022
148	teegan may	Adelaide	SA	5001	Australia	8/03/2022

149	Steph Robinson	Wollongong	NSW	2500	Australia	8/03/2022
150	Jacob Hoffmeyer	Canberra	NSW	2600	Australia	8/03/2022
151	PLAYER42 ready	Darwin	NT		Australia	8/03/2022
152	Kirsten Hewitt	Hobart	Tas	7000	Australia	8/03/2022
153	Lauren Carroll			3068	Australia	8/03/2022
154	Keith Hewitt	Hobart	Tas	7000	Australia	8/03/2022
155	Tori Cordingley	Cheltenham		3192	Australia	8/03/2022
156	Natasha Locke	Hobart	Tas	7028	Australia	8/03/2022
157	Ilka Barr			3071	Australia	8/03/2022
158	Penny Andersen	Hobart	Tas	7004	Australia	8/03/2022
159	Ian Henderson	Hobart	Tas	7000	Australia	8/03/2022
160	Catherine Posselt		NSW	2430	Australia	9/03/2022
161	masume nasseri	Perth	WA	6001	Australia	9/03/2022
162	Nanna Bayer	South Hobart	7004	7004	Australia	9/03/2022
163	Anita Pryor	South Hobart	7005	7004	Australia	9/03/2022
164	David Ross	Hobart	Tas	7004	Australia	9/03/2022
165	sophie stirling	Sydney	NSW	2160	Australia	10/03/2022
166	Hippigr182@gmail.com Tighe	Brisbane	QLD	4000	Australia	10/03/2022
167	Evelyn Meerding	Taroona	Tas	7053	Australia	10/03/2022
168	Margo Adler	South Hobart	Tas	7004	Australia	10/03/2022
169	Natalie Holman	Hobart	Tas	7000	Australia	10/03/2022
170	David Grajfoner	Capel Sound.		3940	Australia	10/03/2022
171	Anastasia Madden	Coffs Harbour	NSW	2450	Australia	10/03/2022
172	andrew heard	Hobart	Tas	7000	Australia	10/03/2022
173	Bronwyn Kimber	Ridgeway	Tas	7054	Australia	10/03/2022
174	Patrick Oakley	Hobart	Tas	7004	Australia	11/03/2022
175	Circe Alditheral	West Coast	Tas	7321	Australia	11/03/2022
176	Ming Darling	Canberra	ACT	2600	Australia	11/03/2022
177	Christian Darling	NSW	NSW	2621	Australia	11/03/2022
178	Sally Rowell	Melbourne	Vic	3000	Australia	12/03/2022
179	Serein Sirideáin				Australia	12/03/2022
180	Kyra D			4680	Australia	13/03/2022
181	Georgina Hodes	Brisbane	QLD	4001	Australia	13/03/2022
182	ayumi bee	Jindabyne	NSW	2627	Australia	14/03/2022
183	M C				Australia	14/03/2022
184	Emma Davis			4054	Australia	14/03/2022
185	Joseph Vowels	Bowling Green		4210	Australia	14/03/2022
186	Tetyana Kovalchuk	Sydney	NSW	2210	Australia	14/03/2022

187	Daniel Baldwin	Hobart	Tas	7000	Australia	15/03/2022
188	Tania Francis	Brisbane	QLD	4000	Australia	15/03/2022
189	Georgia Georgievski	Melbourne	Vic	3000	Australia	15/03/2022
190	Isabel Manoj				Australia	15/03/2022
191	Nina Cadman	South Hobart	Tas	7004	Australia	15/03/2022
192	Bella Green	Glen Iris		3146	Australia	16/03/2022
193	Shaun Baptista	Perth	WA	6000	Australia	16/03/2022
194	Jace Higgins	Brisbane	QLD	4000	Australia	17/03/2022
195	Juanita Furzer	Sydney	NSW	2000	Australia	17/03/2022
196	Esther Smets	South Hobart	Tas	7004	Australia	17/03/2022
197	Chris Wessing	Melbourne	Vic	3000	Australia	17/03/2022
198	Shaz Harrison-Williams	West Hobart	Tas	7000	Australia	17/03/2022
199	Rekha Oldfield	South Hobart	Tas	7004	Australia	17/03/2022
200	Fern Cadman	Hobart	Tas	7001	Australia	17/03/2022
201	Mia Patton	Hobart	Tas	7000	Australia	17/03/2022
202	Amelia Clifford	Hobart	Tas	7004	Australia	17/03/2022
203	Tracey Beaton	Brisbane	QLD	4053	Australia	17/03/2022
204	Rebecca French	Hobart	Tas	3000	Australia	17/03/2022
205	Brooke Beehler	Melbourne	Vic	3001	Australia	17/03/2022
206	Anna Wall	Melbourne	Vic	3000	Australia	17/03/2022
207	Helen Rothwell		Tas	7008	Australia	17/03/2022
208	Roger Scott	Melbourne	Vic	7004	Australia	17/03/2022
209	Sk Target	Hobart	Tas	7004	Australia	17/03/2022
210	Kellie Bryan	ADL		5052	Australia	17/03/2022
211	Joanna Sinclair	Ridgeway	Tas	7054	Australia	17/03/2022
212	Vanessa Bolic		NSW	2262	Australia	17/03/2022
213	Claudia Llanos Riveros	Hobart	Tas	7000	Australia	17/03/2022
214	Jose Eguiguren	Hobart	Tas	7000	Australia	17/03/2022
215	Hannah Moloney	South Hobart	Tas	7004	Australia	17/03/2022
216	Debba Hutchins	Brisbane	QLD	4000	Australia	17/03/2022
217	Pamela Khoh	Mortdale	NSW	2223	Australia	17/03/2022
218	Seraphine Brown	Perth	WA	6000	Australia	17/03/2022
219	Jane Irwin	Townsville	QLD	4810	Australia	17/03/2022
220	Keira Gibsone	Perth	WA	6122	Australia	17/03/2022
221	Robert Fleming	Queanbeyan	NSW	2620	Australia	17/03/2022
222	Sophie Marshall	Hobart	Tas	7000	Australia	17/03/2022
223	Linda Kirkwood	Armada	NSW	3143	Australia	17/03/2022
224	Kieren Blake	South Hobart	Tas	7004	Australia	17/03/2022



225	Susie White	Howrah	Tas	7028	Australia	17/03/2022
226	Jannie Marshall	Hobart	Tas	7000	Australia	17/03/2022
227	Sarah Lovibond	Fern Tree	Tas	7054	Australia	17/03/2022
228	Christine Tan	Hobart	Tas	7000	Australia	17/03/2022
229	Jutta Poelz	South Hobart	Tas	7004	Australia	17/03/2022
230	Lateesha Smithers	Sydney	NSW	2000	Australia	18/03/2022
231	Georgi Marshall	Moonah	Tas	7009	Australia	20/03/2022
232	Jen Calder	Hobart	Tas	7000	Australia	20/03/2022



**6.2 Hobart Active Travel Committee - Meeting Minutes**  
**File Ref: F22/55230; 21/31**

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Memorandum of the Director City Futures of 17 June 2022 and attachment.

Delegation: Committee



City of **HOBART**

**MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE**

**Hobart Active Travel Committee - Meeting Minutes**

The Hobart Active Travel Committee met on 5 April 2022 and the minutes from the meeting are attached for your information.

**RECOMMENDATION**

***That the minutes of the Hobart Active Travel Committee meeting of 5 April 2022 be received and noted.***

*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.*

Katy Cooper  
**DIRECTOR CITY FUTURES**

Date: 17 June 2022  
File Reference: F22/55230; 21/31

Attachment A: Minutes of the Hobart Active Travel Committee Meeting held 5 April 2022 ↓ 

**HOBART ACTIVE TRAVEL COMMITTEE  
MEETING MINUTES**

<b>Date:</b>	<b>5 April 2022</b>
<b>Time:</b>	<b>12.30pm to 2pm</b>
<b>Venue</b>	<b>Lord Mayor's Court Room – Town Hall</b>

**ATTENDEES**

<b>NAME</b>	<b>POSITION</b>
Cr Anna Reynolds	Lord Mayor, Hobart City Council
Cr Helen Burnet	Deputy Lord Mayor, Hobart City Council (Chairperson)
Cr Bill Harvey	Councillor, Hobart City Council
Garry Bailey	Chief Advocacy Officer, RACT
Corey Peterson	Chief Sustainability Officer, Infrastructure Services and Development, UTAS
Mary McParland	Executive Officer, Cycling South – Greater Hobart Councils Regional Cycling Committee
Alison Hetherington	Public Affairs Adviser, Bicycle Network
Roger Vreugdenhil	Community Representative
Tom Clemens	Community Representative
Paul Kennedy	Community Representative
Christian Bell	Pedestrian and Public Transport Users Group
Helen Pryor	Pedestrian and Public Transport Users Group
Katy Cooper	Director City Futures, City of Hobart
Neil Noye	Director City Life, City of Hobart
Phillip Holliday	Executive Manager City Place Making, City of Hobart
Stuart Baird	Senior Transport Engineer, City of Hobart
Alison Surtees	Committee Coordinator, City of Hobart

**APOLOGIES**

<b>NAME</b>	<b>POSITION</b>
Cr Jax Fox	Hobart City Council
Sandra Hogue	Manager Urban Futures, City of Hobart
Dr Kate White	Heart Foundation
Lydia Schofield	Geography and Spatial Science, UTAS
Mark Woodland	Road and Public Order Services, Tasmania Police
Luke Middleton	Project Manager Active Transport and Signage Infrastructure, Department of State Growth

Number	Item	Action
<b>1.0</b>	<b>Preliminaries</b>	
1.i	Acknowledgement of Country Cr Bill Harvey opened the meeting and performed the Acknowledgement of Country. Katy Cooper, the new City of Hobart Director City Futures, was introduced to the Committee and provided an introduction about herself.	
<b>2.0</b>	<b>Previous minutes</b>	
2.i	The meeting notes from 7 December 2021 were accepted. Cr Burnet arrived at the meeting at 12.36pm and assumed the Chair.	
2.ii	<b>HATC 2022 Action Tracker</b> - Addition from last meeting as to arrange a Collins Street mini-workshop. This matter is discussed later in the meeting.	
2.iii	<b>Council projects – updates/questions</b> - <b>Argyle/Campbell Streets</b> – The detail design consultancy package was awarded in December 2021. A risk assessment and design review by the consultant of the concept design will be undertaken before the final detailed design is completed. This work is ongoing. - <b>Molle Street Intersection Upgrade</b> – Physical works are scheduled to commence in the coming month. Contract signed with contractor – residents and businesses to be advised of works commencement. - <b>Castray Esplanade</b> – Corey requested that the section of path adjacent to the CSIRO carpark be widened. Noted for future works program consideration. - <b>Collins Street</b> – A separate workshop/site visit/walking meeting to be organised with the Committee prior to the next meeting. - It was discussed that there is potential to use the digital twin and augmented reality to create a virtual tour of the proposed upgrades to allow the public to see the future possibilities for design. - <b>Cenotaph car park</b> – works have now been completed but walkway/cycleway link reinstatement could possibly have been realigned to make it more obvious.	Relevant council officers advised. Stuart / Alison
<b>3.0</b>	<b>Committee engagement</b>	
3.i	<b>Update from Council meetings and other committees</b> - Alison H to send a save the date flyer for the next Tas Active Living Coalition Forum - <i>'Rethinking Transport for Recovery, Resilience, and Health'</i> that is to be held on 18 May	Alison H
3.ii	<b>Hot issues</b> - A section of the Intercity Cycleway is currently closed to allow a subsidence issue on the Risdon Road embankment to be maintained. - Helen P questioned the walkway closure near Blinking Billy Point. The walkway is currently closed due to structural failures in the retaining wall which is a safety issue for walkway users. Helen mentioned that a seat has also been removed from the same area. Neil to follow-up on the seating issue.	Neil

Number	Item	Action
	<ul style="list-style-type: none"> <li>- The request for a briefing at a future HATC meeting from TasPorts in relation to the management of the port area when it comes to pedestrians was raised – it was noted that the invitation had been extended previously to TasPorts. A further invitation to be sent.</li> <li>- Following the presentation from the Skating representative, Rebecca Taylor, the committee briefly discussed expanding the terms of reference to include representation from this aspect of active travel. In the interim, before new membership arrangements are made through changes to the Terms of Reference, it was considered the Chair could extend an invitation to Rebeca Taylor to attend.</li> </ul>	<p>Stuart</p> <p>Stuart / Alison S</p>
<b>4.0</b>	<b>Community Requests/Concerns</b>	
4.i	<p><b>Hobart Walking Club – Request for Construction of Shared Walkway/Cycleway at Battery Point (refer to Attachment 1 of the Agenda)</b></p> <ul style="list-style-type: none"> <li>- It was noted that CoH funding had been identified pre-COVID for planning and redesign for the project. However the COVID event reorganised funding and project priorities.</li> <li>- The HATC noted that the recent Motion from Councillor Dutta has covered much of the intent of the correspondence received from the Hobart Walking Club.</li> <li>- The Council motion can be viewed here: <a href="http://hobart.infocouncil.biz/Open/2022/03/CO_15032022_MIN_1619_WEB.htm">http://hobart.infocouncil.biz/Open/2022/03/CO_15032022_MIN_1619_WEB.htm</a> (Item 11)</li> <li>- A reply will be sent to the Hobart Walking Club.</li> </ul>	<p>Stuart through Shivani</p>
4.ii	<p><b>South Hobart Sustainable Community – Active Transport Group – Safety Improvement Opportunities (refer to Attachment 2 of the Agenda)</b></p> <ul style="list-style-type: none"> <li>- These matters have been previously considered by Council officers and a response issued to the South Hobart Sustainable Community – Active Transport Group (refer Attachment 1).</li> <li>- An invitation to be extended to the South Hobart Sustainable Community – Active Transport Group for a representative to attend a future HATC meeting.</li> </ul>	<p>Meeting date to be determined. Stuart / Alison S</p>
<b>5.0</b>	<b>Information Sharing</b>	
5.i	<p><b>Update on e-Scooter trial</b></p> <ul style="list-style-type: none"> <li>- A printed update was provided to the Committee from Robert Stevenson (City of Hobart’s Manager Smart and Sustainable Hobart) following the e-Scooter forum held on 30 March (refer Attachment 2).</li> </ul>	
5.ii	<p><b>DSG – Macquarie Street and Davey Street update</b></p> <ul style="list-style-type: none"> <li>- Christian Bell asked if dedicated bus lanes were going to be added or will the lane be a clearway. This has not yet been determined but further information is coming from the Department of State Growth (DSG) soon. The Council’s submission to DSG argues the case for bus lanes.</li> <li>- The RACT raised concerns with DSG in relation to the clearways being blocked due to construction. DSG advised that this is not an issue at present but if it becomes an issue permits can be cancelled.</li> </ul>	

Number	Item	Action
	<b>a. Other Public Transport (PT) Issues: Free PT, Bikes on Buses</b> <ul style="list-style-type: none"> <li>- Kingborough Council currently doing an audit of all their bus shelters. This is part of their City Deal.</li> <li>- The comment was made that the data coming out of the free bus fare trial will be effected by the bus driver shortage, petrol prices and the high numbers of school children with COVID.</li> </ul>	
5.iii	<b>Central Hobart Precinct Plan</b> <ul style="list-style-type: none"> <li>- Sandra to provide an update at the next meeting.</li> </ul>	Sandra
5.iv	<b>School Access Travel Plan Pilot Project</b> <ul style="list-style-type: none"> <li>- Launched last week at Goulburn Street Primary School, South Hobart Primary School and New Town Primary School.</li> <li>- City of Hobart currently focussing on state schools with the grant received nominating the aforementioned schools.</li> <li>- Independent schools (Fahan and Friends) have used consultants in collaboration with CoH officers to produce school travel plans – although their focus is also dealing with school traffic issues within school grounds – due to the nature of those schools and their catchments.</li> <li>- Stuart will update the Committee as the work progresses.</li> </ul>	
5.v	<b>Regatta Ground – Intercity Cycleway</b> <ul style="list-style-type: none"> <li>- The new section of the Intercity Cycleway, linking towards Macquarie Point has been opened.</li> <li>- A complaint has been received about the construction, Neil to raise with project managers.</li> </ul>	Neil
5.vi	<b>Australian Government Election 2022</b> <ul style="list-style-type: none"> <li>- Greater Hobart Strategic Partnership Federal Election Priorities (refer Attachment 3)</li> </ul>	
6.0	<b>Next Meeting</b>	
6.i	<ul style="list-style-type: none"> <li>- Future Collins Street – walking meeting – Monday 23 May 2022 – 2pm-3pm</li> <li>- Normal Scheduled meeting – Tuesday 7 June 2022 – 1pm-2.30pm</li> </ul>	Alison to send out meeting requests for 2022 meetings

The Chairman closed the meeting at 1.58pm.

**Attachment 1**

Enquiries to: Owen Gervasoni  
☎: 62382128  
✉: [coh@hobartcity.com.au](mailto:coh@hobartcity.com.au)  
Our Ref: 21/21 (F21/97493)

27 October 2021

South Hobart Sustainable Community Active Transport Group  
c/o Anna Blake  
Via Email: [secretary@southhobart.org](mailto:secretary@southhobart.org)

Dear Ms Blake

**SOUTH HOBART – SAFER SPACES FOR ACTIVE TRANSPORT**

I am writing to acknowledge receipt of your letter, dated 22 September 2021, and to provide you with an update before your scheduled meeting of 27 October 2021.

Your offer for one of our officers to attend your meeting on 27 October is noted and appreciated, unfortunately we will not be able to attend this meeting. Hopefully we will be able to join you in the future.

I also note that in your letter you advise that you would be happy to send a member of your group to a meeting of the Hobart Active Travel Committee.

As you may be aware, the Manager City Mobility (Louisa Carter) undertakes the administration of the Hobart Active Travel Committee. Ms Carter has unfortunately been away from work due to personal issues for several months, and at this time we are unsure about the date of her return.

Currently I am acting in the position, but at this time I am not fully across the detail of the Hobart Active Travel Committee, other than I am aware that there is a process for considering / adding new members. I will add your letter to the Committee, and the potential inviting of a representative from your group to join the Committee to the agenda for the next meeting.

In terms of the matters that you have raised in your letter of 22 September, they are matters that involve a number of different areas at the City of Hobart. We are in the process of compiling a response, and expect to be able to provide this to you in the coming weeks.

If you would like to discuss this further, I can be contacted directly on 62382128, or via email to [coh@hobartcity.com.au](mailto:coh@hobartcity.com.au) marked to my attention.

Yours sincerely



(Owen Gervasoni)  
**ACTING MANAGER CITY MOBILITY**

Hobart Town Hall  
50 Macquarie Street  
Hobart TAS 7000

Hobart Council Centre  
16 Elizabeth Street  
Hobart TAS 7000

City of Hobart  
GPO Box 503  
Hobart TAS 7001

T 03 6238 2711  
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 CityofHobartOfficial  
ABN 39 055 343 428  
Hobart City Council



Enquiries to: Shivani Jordan  
☎: 6238 2804  
✉: coh@hobartcity.com.au  
Our Ref: 21/31

22 February 2022

Anna Blake  
Secretary  
South Hobart Sustainable Community  
Active Transport Group

Via Email: [secretary@southhobart.org](mailto:secretary@southhobart.org)

Dear Anna

## RE: SOUTH HOBART – SAFER SPACES FOR ACTIVE TRANSPORT

I am writing in response to your letter, dated 22 September 2021, regarding community concerns with safety and accessibility of pedestrians and cyclists in South Hobart.

I apologise for the delay in our response, we have consulted with the responsible departments within Council in order to provide a collaborative and considered response to the individual issues raised in your letter.

### Strickland Avenue and Cascade Road Safety Improvements

In terms of your concerns regarding the lack of formal footpath infrastructure on Strickland Avenue, the road is one of many within the Hobart municipal area that have been constructed in the past as a semi-rural type road with no dedicated footpath infrastructure.

In the past, the City has undertaken work on Strickland Avenue to provide improved pedestrian amenity when there have been other works undertaken, and the addition of footpath infrastructure can be added in a cost effective manner. For example the bridge structure at the Rivulet crossing near Lawley Crescent was reconstructed and rebuilt as a two lane bridge with a separate footpath when the bridge structure needed to be replaced.

On the majority of Strickland Avenue, the topography and existing conditions are such that constructing a footpath to a suitable standard has been seen as a project of such high cost, that it is not feasible. The City has over the last decade allocated funding towards the implementation of a number of safety measures at blind corners

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50 Macquarie Street  
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W [hobartcity.com.au](http://hobartcity.com.au)

CityofHobartOfficial  
ABN 39 055 343 428  
Hobart City Council

and for construction of road shoulders (in areas where there were no formal pedestrian pathways).

The topography, which includes high embankments, steep drops and thick tree cover combined with at times poor weather conditions could result in risks to road users. The City recognises these risks, and in 2019 completed a road safety review of Strickland Avenue. The review identified a number of issues with delineation and roadside hazards including inconsistent guideposts, faded line markings, exposed culverts, unprotected pedestrian paths and objects within an unsafe distance to the road reserve (i.e. clear zone). The City successfully nominated this project for the 2021-2022 State Government Safer Rural Roads Grant Programme. The works are programmed to be delivered in 2022.

A key outcome from City of Hobart's Transport Strategy is to develop 'Local Area Mobility Plans' for individual suburbs within the City. These plans are aimed at providing for 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 key destinations.

The work will be informed through a comprehensive community engagement process with the local community, key community groups and key stakeholders. The final 'Local Area Mobility Plan' for South Hobart would define a set of infrastructure projects that will form the City's Traffic and Transport Capital Works Program for the next 10 to 20 years.

The suggestions of a lower speed limit, and road upgrades to include footpath and bicycle lanes on Strickland Avenue and Cascade Road would be considered as part of the process of developing Local Area Mobility Plans for the south west of the City.

#### South Hobart Primary School – Rivulet Safety

The City of Hobart is commencing the process of developing 'School Access Travel Plans' as part of the City's ongoing strategy and planning to support and encourage active travel modes (walking, scootering, cycling or busing), and to improve the health and liveability of Tasmania's capital city.

The City has received funding through the State Government Community Road Safety Program to initially prepare school access travel plans for 3 schools (including the South Hobart Primary School) has been selected as one of the three schools. I have attached further information on these School Access Travel Plans

These school access travel plans are expected to provide a number of future projects to be delivered by the school, or Council, or jointly. For infrastructure projects on the road network (and the Rivulet path etc.) that would be delivered by Council, it would be expected that these projects would feed into the LAMP process along with the other projects identified under that process.

In terms of infrastructure work near the South Hobart Primary School, the City has been successful in obtaining State Government Vulnerable Road User Grant funding for the extension of a section of footpath outside the South Hobart Primary School,

between the school gates to the Hobart Rivulet Park, including the construction of a small retaining wall (to support the footpath), removal of tree, new tree planting and the realignment of the school fence.

In terms of the recommendations regarding the clearing of vegetation (tree branches within the rivulet area) to maximise sight lines for approaching motorists and pedestrians at the Anglesea Street bridge, the City's Parks and Recreation officers will investigate and if necessary trim any vegetation obscuring visibility at both approaches to the bridge.

In terms of the safety for cyclists crossing McRobies Road from Cascades Gardens to access Degraeves Street, crossing facilities in the form of kerb ramps and a footpath widening were installed to assist pedestrians and cyclists to cross at this location in 2012. City of Hobart officers will undertake a safety review at the site to ensure that appropriate sight distance is still available for pedestrians and cyclists looking to use the crossing to observe approaching drivers (and visa versa).

In 2019, the City received approval from the Transport Commission to install a 40km/h area zone on Degraeves Street and Apsley Street. The extension of the speed limit onto McRobies Road was not supported at this time due to its key function for providing transport to and from the McRobies Gully Waste Management Centre.

#### Lower Marlyn Road track resurfacing / grading

The gravel section of track which connects Old Farm Road to Marlyn Road in South Hobart has been identified as an important recreational link in the '*Hobart Rivulet Park Strategic Master Plan 2011*'. It potentially provides a more direct and unobstructed route for pedestrians and cyclists than Strickland Avenue, as well as being a potential extension to the Hobart Rivulet Park. The land and track however is owned and managed by the Cascade Brewery, and at this stage following a new parent company taking over the brewery in mid-2019, all land discussions between the City of Hobart and the owners have been on hold.

#### Hobart Rivulet Linear Track – proposed extension

The City's '*Hobart Rivulet Park Strategic Master Plan 2011*' and a separate study that looked at the planning of the Hobart Rivulet, the Sandy Bay Rivulet, and the New Town Rivulet, the '*Review of the Three Rivulet Plans - 2016*' study made a series of recommendations, including that a rivulet trail route extending from the Cascade Brewery to the Strickland Avenue Bridge be investigated.

To date the city's priority has been to complete all the recommended works in the existing Rivulet Park which has been considerable and ongoing.

To date, the detailed planning for the extension of the Rivulet Park has not been progressed and funding is not currently available in the City's 10 year capital works program.

It nevertheless remains an active priority as an important strategic recreational connection that would connect the City to the mountain for all users.

Hobart Rivulet Linear Park - Lighting

The question regarding lighting at the Hobart Rivulet Linear Park was reported to the Council's Parks and Recreation Committee at its meeting on 14 October 2021. Below is a copy of the information provided to elected members.

*"In 2019 plans were underway to engage a lighting consultant to review lighting along the Hobart Rivulet pathway with the intention to extend current lighting and review options for established lighting.*

*Community response to the establishment of lighting was very strong in opposition to high level, street light intensity lighting because of the effect on neighbouring properties and fauna. Subsequently low level lighting has been constructed and in some cases has produced an unsatisfactory lighting outcome for pedestrians.*

*With the onset of COVID-19 and the removal of capital works budgets, this project was suspended and has not progressed. The item will be re-submitted for consideration during the preparation of the 2022-23 budget."*

If you wish to discuss the above matters, please contact Shivani Jordan utilising the details provided above.

Yours sincerely

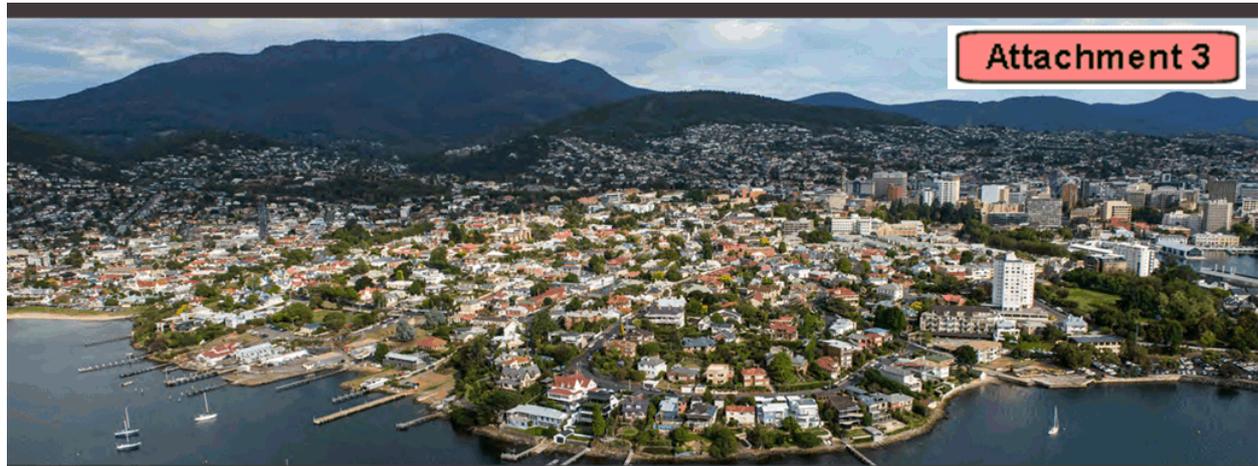


Owen Gervasoni  
**ACTING MANAGER CITY MOBILITY**

## Attachment 2

**Active Transport Committee – Briefing  
April 2022****E-scooter Access Forum – 30<sup>th</sup> March – The Town Hall Ballroom**

- The event was attended by The Lord Mayor of Hobart, Councillor Anna Reynolds, the Deputy Lord Mayor Councillor Helen Burnett, the Tasmanian Anti-Discrimination Commissioner Sarah Bolt, Road Safety Manager Craig Hoey and Policy Officer Teagan Pearce from the Tasmanian Department of State Growth, three representatives from the Tasmanian Department of Communities, Daniel Vigilante from the Victorian Department of Transport, two representatives from each operator, Beam and Neuron, eight City of Hobart officers, and more than 20 members of the public, including disability advocates with lived experience, representatives from local or state government, and those working in the disability sector.
- The forum was also attended online by two Auslan Interpreters and recorded via Zoom.
- The event was opened by Manager Smart and Sustainable Hobart, Robert Stevenson from the City of Hobart, who provided background and an overview of the e-scooter trial. He was followed by presentations from representatives of the operators, Beam and Neuron.
- Jen Nichols, who is an advocate in the disability sector with lived experience, shared how the e-scooter trial has impacted her. As a cyclist prior to her loss of sight, Jen expressed support for trial as well as the need for riders and operators to be aware of the challenges experienced by the blind community with e-scooters on footpaths.
- Questions from attendees were received across key themes included engagement in the lead up to the trial and ongoing, placement of scooters and the risks they present, and broader safety around helmet use and speed of scooters.
- One solution to the increased demand to footpath space created by the introduction of e-scooters, voiced by several spokespeople, was long-term investment in mixed use cycle paths along key inner city corridors.
- A request for a 'round table' discussion with key stakeholders has been put forward by disability advocates. Council Officers will liaise with the Department of State Growth to determine how to convene such a roundtable.
- Officers are collating the questions and answers from the forum and intend to share these in an accessible format, together with the two presentations from the operators as well as Jen Nichols' presentation.



# Greater Hobart Strategic Partnership Federal Election Priorities

The Federal Election 2022 presents an opportunity for investment in key strategic infrastructure that will ensure Greater Hobart, and the southern electorates of Clark and Franklin, not only recovers from COVID-19, but thrives into the future. The Greater Hobart Strategic Partnership is seeking a commitment from candidates in high value infrastructure and digital connectivity projects that will stimulate the recovery of our city, creating local jobs, and positioning Tasmania as a knowledge economy.

The Greater Hobart Strategic Partnership is calling on all candidates and parties in the Federal election to commit to ongoing funding and strengthening of the Hobart City Deal.

Greater Hobart	Vision for Greater Hobart 2050	Investment summary
<ul style="list-style-type: none"> <li>Greater Hobart is already home to around 199 000 people and is expected to reach 227 000 residents by 2040.</li> <li>Greater Hobart is home to 37% of Tasmania’s population and a significant proportion of Tasmania’s workforce.</li> <li>Leveraging off Hobart as the capital city, Greater Hobart is the powerhouse of economic activity and population growth in Tasmania, experiencing unprecedented business investment and development in the last 5 years.</li> <li>With the impact of COVID-19 and the widespread switch to working from home, the choice to live and work outside of Australia’s sprawling urban centres puts Greater Hobart in an enviable strategic position.</li> </ul>	<p><i>‘We will live in the world’s best small capital city; a city built for people that is connected, friendly and safe. Greater Hobart is a thriving and an inspiring place to live, where we all work together to make a positive contribution to our extraordinary environment’.</i></p> <ul style="list-style-type: none"> <li>To achieve this vision and to maintain its competitive advantage, Greater Hobart needs a commitment to investment in critical and strategic infrastructure from candidates in the 2022 federal election.</li> <li>By investing in catalyst ‘city shaping projects’, Greater Hobart will continue to attract and support our growing communities in Clark and Franklin, and will continue to be the driver of economic activity and growth in Tasmania.</li> </ul>	<p>These priority projects are aligned with the strategic objectives of the Hobart City Deal:</p> <ul style="list-style-type: none"> <li><b>Greater Hobart Ferries</b> <b>\$20m</b></li> <li><b>Greater Hobart Active Transport Network Plan</b> <b>\$18m</b></li> <li><b>Digital Twin Project</b> <b>\$9.6m</b></li> <li><b>Support for the Antarctic and Science Precinct</b></li> <li><b>Support for Activating the Northern Suburbs Transit Corridor</b></li> </ul>



Kingborough



Project 1:  
**Greater Hobart Ferries**  
**\$20m**

**The vision**

Our cities and people are linked through pathways across both land and water, providing a wide range of transport choices that also work to reduce traffic congestion.



**The ask**

The Bellerive to Hobart ferry is already operating. A \$20 Million investment over three years will support expansion to this service.

**Our Connected City – Greater Hobart River Ferries Project**

- Greater Hobart River Ferries Project will fully maximise the Derwent River as a commuter transport waterway through an initial four all weather floating jetties and ferry terminals at new multi stop locations on the river at Bellerive, Lindisfarne, Sandy Bay and Wilkinsons Point.
- Integrated bus services and active transport pathways will be connected to this network of ferry terminals along the river.
- This project leverages Greater Hobart’s natural water infrastructure to the advantage of its residents and contributes to decreasing traffic congestion by presenting a range of efficient, accessible transport alternatives.

# Greater Hobart Strategic Partnership Federal Election Priorities

Project 2:  
**Greater Hobart Active Transport Network Plan**  
**\$18m**

**The vision**

In Our Dynamic City the people of Greater Hobart have a choice of safe, accessible, clean and healthy transport options to get them where they need to go when they want to go there.



**The ask**

This project is shovel-ready. We require \$18 Million to deliver this network.

**Our Connected City – Greater Hobart Active Transport Network**

- As our cities grow car congestion is making our commutes longer and changing part of what made Greater Hobart special.
- The Active Transport Network will help ensure commuting remains a minor part of our daily lives.
- Linked and accessible pathways throughout Greater Hobart will preserve our easy connections with active transport choices like bikes, scooters mobility devices and wheelchairs.
- This interconnected network will link people with work, learning and each other in safe, accessible, healthy and climate friendly ways.
- This project is shovel-ready with appropriate support from the Federal Government.

## Project 3: Digital Twin Project \$9.6m

### The vision

The Partnership's Digital City project will enable the Cities of Greater Hobart to better plan for the future and maximise opportunities for smart, sustainable development.



### The ask

This project is ready to be delivered. We require \$9.6 Million to deliver the project.

### Our Digital City – Greater Hobart virtual planning tool

- The Partnership's Digital City project will bring the successful model used across Victoria and NSW into Tasmania enabling the Cities of Greater Hobart to better plan for the future and maximising opportunities for smart, sustainable development.
- The investment is critical to ensure Tasmania keeps pace with the digital transformation agendas happening across the national and global landscape
- It does this by creating virtual 'twins' of our cities online, complete with current sewerage, power lines, road infrastructure, buildings and natural infrastructure so anyone with access to the internet can use it.
- It gives residents, developers, council planners and many others the ability to engage online to accurately predict the impacts of proposed developments on their neighbourhoods and across council areas.
- The Digital City project will link Tasmania into national planning frameworks and model its many benefits to local councils throughout our state.

# Greater Hobart Strategic Partnership Federal Election Priorities

## Project 4: The Antarctic and Science Precinct

Information relating to this project is commercial in confidence and requires the permission of the parties involved to be provided.

### The ask

The Greater Hobart Strategic Partnership is getting behind the work of the Australian and the Tasmanian Governments in achieving a world class Antarctic and Science Precinct.

### Our Knowledge City— The Antarctic and Science Precinct

- Establishing an Antarctic and Science Precinct represents an exciting opportunity to expand Hobart's capacity as a premier gateway to the Antarctic and Southern Ocean and to bring together the collective Hobart-based science and research capability in the sector.
- The precinct will be a focal point for international, national and private Antarctic and Science research organisations and institutes in Tasmania and will support collaboration to advance scientific research, education and international engagement and continue to grow Australia's position as a leader in science exploration in Antarctica, and further enhance Hobart's position as a gateway to Antarctica.
- The precinct is proposed to be located adjacent to the Hobart CBD and working port at Macquarie Wharf. The upgrade of the Macquarie Wharf is an essential element to the precinct, future proofing the logistical capability of the Port of Hobart.

## Project 5: Activating the Northern Suburbs Transit Corridor

- Activating the Northern Suburbs Transit Corridor is a key initiative of the Hobart City Deal agreed by the Greater Hobart councils, and the State and Federal Governments.

- There are major city-shaping and congestion-busting benefits to be achieved by activating the Corridor.

- Hobart City Council and Glenorchy City Council have been actively progressing precinct planning opportunities to support land use change along the corridor.

- A key benefit of the project will be for there to be more, much-needed housing located closer to services and supported by an efficient public transport service.



## **7. COMMITTEE ACTION STATUS REPORT**

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### **7.1 Committee Actions - Status Report**

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A report indicating the status of current decisions is attached for the information of Elected Members.

***RECOMMENDATION***

***That the information be received and noted.***

Delegation: Committee

Attachment A: Committee Action Status Report OPEN

<b>CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT</b>				
<b>OPEN PORTION OF THE MEETING</b>				
<b>November 2014 to 29 June 2022</b>				
Ref	Title	Report / Action	Action Officer	Comments
1	<p><b>221A LENA VALLEY ROAD, 2-16 CREEK ROAD, LENA VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) – PLN-14-00584-01</b></p> <p>Council 22/9/2014, item 9.2 CIC 28/4/2021, item 6.1 CIC 27/10/2021, item 6.5</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><b>27 October 2021</b></p> <p>That the matter be deferred due to a petition tabled at the Council meeting of 25 October 2021 which may impact this report.</p>	Director City Futures	<p>A report on this matter was tabled at the City Infrastructure Committee meeting of 27 October 2021 and the matter was deferred due to a petition tabled at the Council meeting of 25 October 2021 that may impact the outcome.</p> <p>The report on the petition was considered at the 2 March 2022 Committee meeting, decisions from this meeting are pending.</p> <p>The report on this item will be provided to Committee in July 2022.</p>
2	<p><b>IMPROVEMENTS TO PEDESTRIAN CROSSINGS</b></p> <p>Council 13/4/2015, item 10 Open CIC 27/10/2021, item 6.3</p>	<p>A briefing be organised for elected members by the Australian Road Research Board on their latest research on Safe Systems and pedestrian priority crossing infrastructure.</p>	Director City Futures	<p>A presentation for Elected Members by ARRB will be made immediately prior to the 29 June 2022 City Infrastructure Committee meeting.</p>
3	<p><b>PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS</b></p> <p>Council 12/10/2015, item 14</p>	<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</p>	Director City Futures Director City Life	<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>Responsibility for the carriage of these items will be undertaken by City Place</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>and Salamanca Square (including Woobys Lane and Kennedy Lane).</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated.</li> <li>6. Officer hold discussions with relevant stakeholders in relation to the hazards</li> </ol>		<p>Making, City Mobility and City Life. A proposed action plan/direction will be provided to Elected Members in due course.</p>

Ref	Title	Report / Action	Action Officer	Comments
		potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages.		
4	<b>CITY OF HOBART TRANSPORT STRATEGY – ENGAGEMENT REPORT</b> Council 8/8/2016, item 14 Council 8/10/2018, item 14 CIC 28/4/2021, item 6.1	<ol style="list-style-type: none"> <li>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.</li> <li>The Council adopt the 9 themes and position statements in the draft strategy.</li> <li>The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</li> </ol>	Director City Futures	<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> <p>Once appointed, the Manager City Mobility will take responsibility for the carriage of the implementation framework. A proposed action plan / direction will be provided to Elected Members in due course.</p>
5	<b>AP14 SALAMANCA PEDESTRIAN WORKS – UPDATED CONCEPT DESIGN</b> Council 10/10/2016, item 11 Council 9/4/2018, item 11 Council 9/7/2018, item 15	<ol style="list-style-type: none"> <li>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</li> </ol>	Director City Futures	<p>Stage 2A of the works are complete.</p> <p>Stage 2B of the works are complete.</p> <p>Detailed planning is being finalised for commencement of the next stage of works, between Montpelier Retreat and Kennedy Lane.</p> <p>COMPLETE</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>the remaining \$2.5M funded over the 2019/2020 and 2020/2021 financial years.</p> <p>2. The General Manager ensure that Aldermen are updated on any significant changes to the concept design that may occur through the detailed design and construction process.</p>		
6	<p><b>PARKLET POLICY</b> 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 Futures</p>	<p>Guidelines have been drafted for the consideration of the Executive Leadership Team. COMPLETE</p>
7	<p><b>COLLINS COURT REDEVELOPMENT - STAGE TWO</b> Council 3/7/2017, item 17 Council 7/12/2020, item 14</p>	<p>That:</p> <p>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 make a capital investment in the project at this time.</p> <p>2. The outcomes of the stakeholder and wider public engagement process, be</p>	<p>Director City Futures</p>	<p>The Council decision is being actioned. COMPLETE</p>

Ref	Title	Report / Action	Action Officer	Comments
		the subject of a further report to the Council in 2021.		
8	<b>CITY TO COVE CONNECTIONS</b> Council 3/7/2017, item 18	<ol style="list-style-type: none"> <li>1. That widening the footpaths in Elizabeth Street, from Collins Street, to Franklin Wharf be considered as an integral component of the Elizabeth Street Bus Mall Improvement project.</li> <li>2. That community engagement be conducted on the proposed Brooke Street to Franklin Square link.</li> <li>3. The outcomes of the community consultation in 2 above be the subject of a further report to the Council.</li> </ol>	Director City Futures	<p>The Elizabeth Street Bus mall Improvement project widened footpaths in Elizabeth Street between Collins Street and Macquarie Street.</p> <p>Further widening of footpaths in Elizabeth Street, community and stakeholder engagement associated with the proposed Brooke Street to Franklin Square link is being addressed as part of the implementation of the Central Hobart Precincts Structure Plan.</p> <p>This project has been on hold because there has been considerable uncertainty about the plans communicated by the State Government in relation to potential construction of an underground Bus Mall / and or construction of a public transport hub in another location in the city.</p>
9	<b>99 STEPS, WEST HOBART</b> Council 8/10/2018, item 12 Council 6/5/2019, item 14	<ol style="list-style-type: none"> <li>1. 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</li> </ol>	Acting Director City Enablers	<ol style="list-style-type: none"> <li>1. An assessment of the site to be undertaken to determine if the physical constraints of the site will allow a design which would achieve compliance.</li> <li>2. COMPLETE</li> </ol>

Ref	Title	Report / Action	Action Officer	Comments
10	<p><b>ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE</b></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"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>	Director City Futures	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
11	<p><b>CAMPBELL STREET (BETWEEN LIVERPOOL STREET AND COLLINS STREET) - TRIAL TRAFFIC MANAGEMENT ARRANGEMENTS FOR ROYAL HOBART HOSPITAL K-BLOCK</b></p> <p>Council 9/9/19, item 15</p>	<p>That a trial of the traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street be approved for an initial period of at least 12 months from the opening of the Royal Hobart Hospital K Block.</p> <p>A report on the operation of the traffic management and parking arrangement be provided following the 12 month trial to enable Council to consider a more permanent arrangement in Campbell Street.</p> <p>The Council authorise the General Manager to negotiate with the Royal Hobart Hospital administration for a contribution towards upgrading the reinstated footpath (in Campbell Street adjacent to the Royal Hobart Hospital) from asphalt to unit paver materials.</p>	Director City Futures	<p>This will be addressed as part of the ICAP AP06 Campbell Street Upgrade project. The current trial traffic and parking arrangements in Campbell Street have been in place for some 18 months. Delays last year in RHH K Block and Hedberg occupation and the movement impacts of COVID-19, have somewhat delayed the conclusion of the trial. An evaluation of these provisions, taking account of stakeholder comment and traffic engineering considerations is currently being undertaken and will be submitted to the Council in the coming months, enabling the consideration of more permanent arrangements in lower Campbell Street.</p> <p>It is noted that the Council has committed to the Argyle Street and Campbell Street bicycle project, and this will, in large part address aspects of this Council resolution.</p> <p>A report will be provided to the 4 August 2022 City Infrastructure Committee meeting.</p>
12	<p><b>INSTALLATION OF TRAFFIC SIGNALS - INTERSECTION OF</b></p>	<p>That the installation of traffic signals at the intersection of Molle Street and Collins</p>	Director City Futures	<p>The construction works at the intersection are currently underway with completion expected in August/September 2022.</p>

Ref	Title	Report / Action	Action Officer	Comments
	<p><b>COLLINS STREET AND MOLLE STREET</b> Council 9/9/2019, item 17</p>	<p>Street to improve the safety and amenity of pedestrians and cyclists be supported.</p> <p>(i) Subject to the proposed bulbing in Molle Street being reduced in length to accommodate a further two car parking spaces.</p> <p>The General Manager be authorised to negotiate with the landowner of 40-50 Molle Street for the incorporation of the existing driveway and associated 'right of way' utilised by pedestrians and cyclists into the proposed traffic signals, including the transfer of any land necessary to facilitate that installation.</p> <p>A further report be provided on the possible use of different surface treatments to highlight the pedestrian crossings.</p>		
13	<p><b>CAMPBELL STREET AND ARGYLE STREET BICYCLE CONNECTIONS</b> Open Council 16/12/2019, Item 13 Open Council 10/5/2021, item 11</p>	<ol style="list-style-type: none"> <li>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 Infrastructure Committee agenda of 28 April 2021, be installed.</li> <li>Should a planning approval be required due to the archaeology overlay (or another trigger) the</li> </ol>	Director City Futures	<p>The Council decision of 10 May 2021 is being actioned.</p> <p>The draft final design for the installation of bicycle facilities has been received and required alterations to traffic signals are being finalised with the Department of State Growth.</p> <p>Installation is anticipated for summer 2022/2023.</p> <p>A further report with feasibility of introducing priority car pool and bus lanes</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>General Manager be authorised to lodge such an application.</p> <p>3. Appropriate public information resources to explain the function and reasoning for the new facilities be created and form part of the trial.</p> <p>4. The City of Hobart develops the arrangements to support and undertake clearway towing and vehicle removal operations, recoup costs and levy appropriate fines;</p> <p>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> <p><b>Council 16 December 2019</b></p> <p>A report be provided on the feasibility of introducing priority car pool and bus lanes on Campbell and Argyle Streets.</p>		<p>will be provided following further Central Hobart Precinct Plan work and engagement.</p>
14	<p><b>BROOKE / DESPARD STREETS - CONGESTION REDUCING INITIATIVE - THREE-MONTH TRIAL</b></p> <p>Open Council 10/3/2020, item 16</p>	<p>1. Approval be given to implement a three-month trial congestion reducing initiative that would:</p> <p>(i) Close Brooke Street at Morrison Street to taxi and rideshare vehicles on Friday and Saturday</p>	<p>Acting Director City Enablers</p> <p>Director City Life</p>	<p>As advised by a memorandum to the Elected Members in March 2020, the trial did not initially go ahead due to the COVID-19 pandemic.</p> <p>Once out of lockdown, through the City of Hobart Late Night Precinct Stakeholder</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>evenings from 11.00 pm to 5.00 am;</p> <p>(ii) Create a taxi holding area in the CSIRO car park in Castray Esplanade on Friday and Saturday evenings between 11.00 pm and 5.00 am;</p> <p>(iii) Create a nominated waiting location for ride share vehicles in Salamanca Place between Davey Street and Gladstone Street; and</p> <p>(iv) Create four pick-up locations for ride share passengers across the waterfront precinct.</p> <p>2. The Lord Mayor write to the State Treasurer seeking co-funding of the trial congestion reducing initiative and potential ongoing funding should the trial be successful.</p> <p>3. Funding of \$17,483 to implement the three-month trial will be allocated to the Special Events Traffic Management budget allocation in the Traffic Strategy and Projects function area of the 2019-20 annual plan.</p>		<p>Meeting, it was suggested that the trial should not go ahead for the time being.</p> <p>Officers are awaiting the outcome of the Coroner's investigation into safety on the waterfront to inform options going forward.</p>
15	<b>REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS</b>	<p>That:</p> <p>1. The Council endorse the engagement with key stakeholders and the preparation of supporting</p>	Director City Futures	<p>1. Clause 1 complete.</p> <p>2. Clause 2(b)</p>

Ref	Title	Report / Action	Action Officer	Comments
	<p><b>DISTRICT AND RETAIL PRECINCTS</b> Open Council 6/7/2020, item 10</p>	<p>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.</p> <p>(Note: Elizabeth Street 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</p> <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</p>		<p>Application to reduce speed on Lenah Valley Road in the retail precinct has been approved by Commissioner for Transport with funding secured to implement the changes. Implementation is underway with ‘switch’ on of the variable speed signs anticipated in July 2022.</p> <p>3. Clause 2(d) The application to the Transport Commission for the Sand Bay Retail Precinct is being prepared with a view to installation being undertaken in late 2022 if the application is supported.</p> <p>Other clauses (other areas for lowering speeds) are being progressively applied for and implemented as resourcing allows.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>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 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</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>(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 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>		

Ref	Title	Report / Action	Action Officer	Comments
16	<p><b>DRAFT CONTAINER REFUND SCHEME BILL 2021 - RELEASE FOR PUBLIC COMMENT</b> Open Council 5/7/2021, Item 10</p>	<p>That:</p> <ol style="list-style-type: none"> <li>1. The report on the State Government Container Refund Scheme, be noted.</li> <li>2. The Chief Executive Officer be authorised to contribute to the review of the Draft Container Refund Scheme Bill 2021, and provide a supportive submission to the Local Government Association of Tasmania.</li> <li>3. The Chief Executive Officer be authorised to provide feedback on the Regulation (when developed) to underpin the administration of the Draft Container Refund Scheme Bill 2021.</li> </ol>	Director City Life	<p>The Council decision is being actioned and is subject to State Government progress on the legislation and arrangements. COMPLETE</p>
17	<p><b>HOBART TRANSPORT NETWORK OPERATING PLAN PHASE ONE REPORT</b> Open CIC 25/8/2021, item 6.1</p>	<p>That:</p> <ol style="list-style-type: none"> <li>1. The document entitled 'Developing a Transport Network Operations Framework for Hobart – Outcomes Report' (Jacobs Rev 1.4 dated 22 June 2021), marked as Attachment A, be received and noted.</li> <li>2. A further report on phase two of the Hobart Transport Network Operations Plan development be provided to the Council when the consultancy for the next phase has concluded.</li> <li>3. The City of Hobart and Department of State Growth continue to work together to develop the next phase of</li> </ol>	Director City Futures	<p>The Council decision is being actioned. Officers are regularly meeting with the Department of State Growth to progress clause 3.</p>

Ref	Title	Report / Action	Action Officer	Comments
		work for the development of the Hobart Transport Network Operations Plan.		
18	<b>PLASTIC WASTE REDUCTION INITIATIVE HOBART WATERFRONT TOURISM SECTOR</b> Open Council 11/10/2021, Item 11	That the Chief Executive Officer be authorised to explore collaborative opportunities to reduce the consumption of single use plastic water bottles within the Hobart waterfront precinct.	Director City Life	Discussions with the proponent are currently underway. COMPLETE
19	<b>WASTE MANAGEMENT STRATEGY – ANNUAL PROGRESS REPORT 2020-21</b> Open CIC 27/10/2021 Item 6.2	That: 1. The report outlining the City's 2020-21 progress in the implementation of the 'City of Hobart Waste Management Strategy 2015-2030: a strategy to achieve zero waste to landfill by 2030' be received and noted. 2. Communications materials are developed to promote progress on this strategy.	Director City Life	The Committee's resolution is being actioned and is subject to a number of State Government initiatives that will change how waste is managed into the future. COMPLETE
20	<b>48-50 NEW TOWN ROAD - HOSPITAL DEVELOPMENT - COMMUTER PARKING AND ACTIVE TRAVEL PLAN</b> Open Council 8/11/2021 Item 11	1. The Chief Executive Officer ensure that an Active Travel Plan, in accordance with the resolution of 9 March 2021, is completed and submitted to Council.  <b>PART B</b> That a report be provided back to Council on including Active Travel Plans into the	Director City Life	This is on hold until the permit holder commences work and the Council is assured that the proposal will proceed. A condition to be included that an Active Travel Plan is to be provided as part of the application process.

Ref	Title	Report / Action	Action Officer	Comments
		planning approval system for large developments over a certain size.		
21	<b>ARGYLE STREET CAR PARK WORKS PROGRAMME</b> Open CIC 8/12/2021, item 6.4	The Chief Executive Officer engage with the Department of Health and Royal Hobart Hospital management to search for partnership opportunities to advance projects with joint benefit.	Manager Smart and Sustainable Hobart	Tender to be released in June or July 2022 for upgraded infrastructure at the Argyle Street Car Park and the City's other major off-street car parks to improve entry/exit gates and make the car parks ready for 24-hour operation. COMPLETE
22	<b>RESPONSE TO PETITION - REPLACEMENT OF BUS SHELTER AND BENCH SEAT AT BUS STOP 11, SANDY BAY ROAD</b> Open Council 8/12/2021, item 12	That: <ol style="list-style-type: none"> <li>1. The City continue to work with other agencies to try to achieve a sustainable long-term solution for bus stop 11 located on Sandy Bay Road.</li> <li>2. Elected Members be kept informed of the matter via advice memorandums.</li> <li>3. The Lord Mayor write to Federal Hotels seeking support for a contribution to a replacement bus shelter, in relation to bus stop 11, Sandy Bay Road.</li> <li>4. The petitioners be advised of the Council's decision.</li> </ol>	Manager Smart and Sustainable Hobart	<ol style="list-style-type: none"> <li>1. Contracts in final stages of negotiation with the bus shelter designer (and winner of the Smarter Hobart Challenge).</li> <li>2. In May 2022, the Smarter Hobart Challenge Digital Bus Shelter Competition won a Planning Institute of Australia award for digital innovation, bringing the project to prominence among stakeholders. Elected Members will be informed through the standard weekly update channels.</li> <li>3. Officers have secured Federal Group's commitment to donation of a small land parcen within their front wall to allow space for the new bus shelter.</li> <li>4. Petitioners being advised in May 2022 of progress.</li> </ol> <p>COMPLETE</p>

Ref	Title	Report / Action	Action Officer	Comments
23	<p><b>HOBART MICROMOBILITY TRIAL AND AMENDMENTS TO TRAFFIC ACT 1925 (TAS)</b></p> <p>Open Council 8/12/2021, item 13</p>	<p>That:</p> <ol style="list-style-type: none"> <li>1. The Council notes that 3<sup>rd</sup> party insurance is required for the duration of the trial and delegates authority to the Chief Executive Officer to determine the roads in the Hobart Local Government Area permitted for use by Personal Mobility Devices that are not already specifically authorised by State Government legislation.</li> <li>2. At the conclusion of the 12-month commercial micromobility trial a report be provided to the Council:               <ol style="list-style-type: none"> <li>(i) detailing the trial's outcomes;</li> <li>(ii) making recommendations in relation to a formal Personal Mobility Device Policy;</li> <li>(iii) identifying where Personal Mobility Devices should and should not be permitted to operate on roads under the care and control of the City of Hobart; and</li> <li>(iv) formalising any changes to the delegated authority to determine Personal Mobility Device use on roads under the care and control of the City of Hobart.</li> </ol> </li> </ol>	<p>Manager Smart and Sustainable Hobart</p>	<ol style="list-style-type: none"> <li>1. Third Party insurance was stipulated as mandatory in contracts with the operators. Evidence of currency of insurance was given to Council before trial. No roads gazetted by CEO to date.</li> <li>2. Data collection ongoing. Report to be prepared at the conclusion of the trial.</li> </ol> <p>COMPLETE</p>

Ref	Title	Report / Action	Action Officer	Comments
24	<p><b>PETITIONS - HAIG STREET AND AUGUSTA ROAD, LENA VALLEY - ROAD SAFETY CONCERNS</b></p> <p>Open Council 11/04/2022, item 10</p>	<p>That:</p> <ol style="list-style-type: none"> <li>1. Mobility improvements be investigated for Augusta Road and Haig Street as part of the overall Local Area Mobility Plan (LAMP) process.                             <ol style="list-style-type: none"> <li>(i) Priority be given to the Lenah Valley Local Area Mobility Plan.</li> </ol> </li> <li>2. The petitioners be advised of the outcomes of officer findings as outlined within this report.</li> <li>3. A further report be prepared outlining the Local Area Mobility Plan processes and timeframes.</li> </ol>	Director City Futures	<p>Clauses 1 and 2 are complete</p> <p>A timeline is currently being prepared for the Local Area Mobility Plan process.</p>
25	<p><b>FEDERAL STREET, NORTH HOBART FOOTPATH TREES</b></p> <p>Open Council 11/04/2022, item 11</p>	<p>That:</p> <ol style="list-style-type: none"> <li>1. The footpath on Federal Street, between Argyle and Elizabeth Street, be remediated to make it safe for pedestrians.</li> <li>2. The future management of trees in the streetscape be considered as part of the North Hobart Precinct Plan project planned for this year.</li> </ol>	<p>Acting Director City Enablers</p> <p>Director City Life</p>	<p>1. Council Officers have undertaken works on the Federal Street footpath to make it safe for pedestrians. COMPLETE</p> <p>2.A report on property damage will be provided as soon as possible.</p> <p>COMPLETE</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>3. Council officers consult with land owners adjacent to the footpath on Federal Street, between Argyle and Elizabeth Street in respect of any property damage and report back to Council.</p>		
26	<p><b>Exploring City Bus Options</b> Open Council 16/05/22 Item 12</p>	<p>That:</p> <ol style="list-style-type: none"> <li>1. Hobart has the lowest use of public transport per capita of all capital cities and improving the share of journeys taken by public transport is one of the key goals of the Hobart City Deal and Hobart's Transport Strategy.</li> <li>2. Hobart's heritage street grid creates a physical limit to the number of vehicles that can be easily accommodated within the central precinct area, and congestion creates productivity challenges for the city.</li> <li>3. City of Hobart residents have a shorter journey into the CBD than Greater Hobart residents but face high fares on a per/km basis. A range of subsidised transport choices may be a viable option to help lower the cost of living in this municipality.</li> </ol>	Director City Futures	Council Officers will action the decision and will confirm a date for the next report as soon as possible.

Ref	Title	Report / Action	Action Officer	Comments
		<p>And requests that,</p> <ol style="list-style-type: none"> <li>1. The CEO engage in discussions with stakeholders including the State Government, existing bus operators including Metro and providers of niche bus services (like UTAS and on-demand bus companies) to explore interest in working with the City of Hobart to provide a free city bus service, a free bus fare zone and/or new on-demand bus services of benefit for City of Hobart residents.</li> <li>2. Regular meetings with Metro Tasmania be convened.</li> <li>3. Provide a report back to Council on the outcomes of discussions and options for further consideration</li> </ol>		
27	<p><b>Response to Petition - Installation of a Footpath on Queens Walk</b></p> <p>Open Council 16/05/22</p> <p>Item 13</p>	<p>That:</p> <ol style="list-style-type: none"> <li>1. The City liaise with the owners operators of the apartment complex at 1 Queens Walk, regarding the development of a public footpath connection either through the 1 Queens Walk site itself, or on the Queens Walk Road reserve past the 1 Queens Walk site.</li> </ol>	Director City Futures	Council Officers will action the decision.

Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none"> <li>2. Design work for the provision of a pedestrian path along the Queens Walk Road reserve between Risdon Road in Lutana, and the 1 Queens Walk site, be progressed.</li> <li>3. The funding of \$25,000 for the design of the pedestrian path be listed for consideration in the 2022/23 capital works program.</li> <li>4. The construction of a pedestrian path along the Queens Walk Road reserve between Risdon Road in Lutana and the 1 Queens Walk site be listed for consideration in the 2023/24 capital works program for \$250,000, with the project to be partially funded by the City's Capital Works program with the balance to be sought under the Vulnerable Road User or similar grant programs that may be available.</li> <li>5. The petitioners be so advised.</li> </ol>		
28	<p><b>Petition - Keep Kids Safe Crossing McRobies Road, South Hobart - Ms Gemma Kitsos</b></p> <p>Open Council 28/03/22</p>	<p>The Chief Executive Officer tabled a petition calling for the Council to reduce the speed limit and install signage and traffic slowing measures in McRobies Road, South Hobart.</p>	<p>Director City Futures</p>	<p>A report is being prepared and will be included on the 29 June 2022 Committee agenda.</p>

Ref	Title	Report / Action	Action Officer	Comments
	Item 6.1			

**8. RESPONSES TO QUESTIONS WITHOUT NOTICE**

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Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.  
File Ref: 13-1-10

**The Chief Executive Officer 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 Lenah Valley Local Area Mobility Plan (LAMP)**  
**File Ref: F22/55575; 13-1-10**

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Memorandum of the Director City Futures of 17 June 2022.

*That the information be received and noted.*

Delegation: Committee



City of **HOBART**

**MEMORANDUM: LORD MAYOR  
DEPUTY LORD MAYOR  
ELECTED MEMBERS**

## **LENAH VALLEY LOCAL AREA MOBILITY PLAN (LAMP)**

**Meeting: City Infrastructure Committee**

**Meeting date: 1 June 2022**

**Raised by:** Lord Mayor Reynolds

### **Question:**

Can the Director advise if the Lenah Valley Local Area Mobility Plan (LAMP) will be able to commence prior to the further report outlining the Local Area Mobility Plan processes and timeframes being prepared? If so, when do Council staff expect to commence community engagement?

Will the Lenah Valley Local Area Mobility Plan be able to commence prior to the appointment of a permanent Manager City Mobility commencing?

Once a LAMP is created for an area, what are the next steps to begin implementing mobility improvements to an area?

Is there already funding set aside in the capital works budget to fund infrastructure projects that are identified in LAMPs?

### **Response:**

In response to the matters raised:

*Can the Director advise if the Lenah Valley Local Area Mobility Plan (LAMP) will be able to commence prior to the further report outlining the Local Area Mobility Plan processes and timeframes being prepared? If so, when do Council staff expect to commence community engagement?*

Unfortunately due to significant staff constraints we cannot proceed until two key roles are filled and the planning adequately completed.

*Will the Lenah Valley Local Area Mobility Plan be able to commence prior to the appointment of a permanent Manager City Mobility commencing?*

It is expected that a core responsibility of the Manager City Mobility, when appointed, will be to manage the delivery of the Local Area Mobility Plan (LAMP) process. To that end, it is not considered appropriate to commence the active engagement process until such time that the position is filled.

*Once a LAMP is created for an area, what are the next steps to begin implementing mobility improvements to an area?*

It is planned that one of the key outputs from a LAMP for each specific area will be a list of projects, that can be ranked and prioritised in terms of benefit to the community. This will allow the City of Hobart to plan and prioritise its infrastructure spending in a way that will deliver the greatest benefit.

It is anticipated that planning, detailed design, and construction of projects would focus on the highest ranked projects within the funding constraints available.

*Is there already funding set aside in the capital works budget to fund infrastructure projects that are identified in LAMPs?*

There is currently no specific funding set aside in future years for funding infrastructure projects identified in the LAMP's. However funding is set aside in existing allocations to fund road safety projects, local area traffic management projects, and projects to upgrade infrastructure for people with disabilities.

It is anticipated that these existing funding allocations, along with the State Government managed 'Vulnerable Road User' and 'Blackspot' funding programs would form the initial basis of funding for the highest ranked projects.

Part of the overall project planning will include the making of recommendations for future capital works funding.

*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.*



Katy Cooper  
**DIRECTOR CITY FUTURES**

Date: 17 June 2022  
File Reference: F22/55575; 13-1-10

## **9. QUESTIONS WITHOUT NOTICE**

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Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.  
File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the 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.

## 10. CLOSED PORTION OF THE MEETING

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### RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Minutes of a Closed Committee Meeting
- Responses to Closed Questions Without Notice
- Closed Questions Without Notice

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<br>LG(MP)R 15(2)(c)(i), (d), (f) and (g) |
| Item No. 5   | Responses to Questions Without Notice                                      |
| Item No. 5.1 | Effluent Spill<br>LG(MP)R 15(2)(c)(i) and (i)                              |
| Item No. 6   | Questions Without Notice   |