



CITY OF HOBART

AGENDA

Special Joint City Infrastructure and Finance Committees Meeting

Open Portion

Monday, 23 January 2017

at 3.45 pm

Lady Osborne Room, Town Hall

THE MISSION

Our mission is to ensure good governance of our capital City.

THE VALUES

The Council is:

about people	We value people – our community, our customers and colleagues.
professional	We take pride in our work.
enterprising	We look for ways to create value.
responsive	We're accessible and focused on service.
inclusive	We respect diversity in people and ideas.
making a difference	We recognise that everything we do shapes Hobart's future.

ORDER OF BUSINESS

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

APOLOGIES AND LEAVE OF ABSENCE

- 1. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST 4**
- 2. REPORTS 5**
 - 2.1 Department of State Growth's Hobart Traffic Congestion Report
- Implementation of Clearways and Parking Incentives 5

Special Joint City Infrastructure and Finance Committees Meeting (Open Portion) held Monday, 23 January 2017 at 3.45 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS

Burnet
Thomas
Deputy Lord Mayor Christie
Zucco
Ruzicka
Sexton
Reynolds
Denison
Harvey

Apologies: Nil

Leave of Absence:
Alderman Reynolds

ALDERMEN

Lord Mayor Hickey
Briscoe
Cocker

1. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

Aldermen 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.

2 REPORTS

2.1 Department of State Growth's Hobart Traffic Congestion Report - Implementation of Clearways and Parking Incentives File Ref: F17/2557

Report of the Manager Traffic Engineering of 20 January 2017 and attachments.

Delegation: Council

**REPORT TITLE: DEPARTMENT OF STATE GROWTH'S HOBART
TRAFFIC CONGESTION REPORT -
IMPLEMENTATION OF CLEARWAYS AND PARKING
INCENTIVES**

REPORT PROVIDED BY: Manager Traffic Engineering
Director City Infrastructure

1. Report Purpose and Community Benefit

- 1.1. The report considers a number of actions recommended to progress to address traffic congestion across Hobart, but particularly measures to assist with reducing traffic impacts during February 2017 at the start of the school year. In particular, this report considers the following short term actions:
 - 1.1.1. The implementation of parking restrictions in Davey Street upstream of the Southern Outlet.
 - 1.1.2. Changes to parking on the right side of Barrack Street (between Macquarie Street and Davey Street).
 - 1.1.3. The introduction of a parking trial (coincident with the start of the 2017 school year) to target a reduction in morning peak vehicle numbers in Hobart.
- 1.2. This report is further to the Council resolution of 6 June 2016 in relation to the implementation of clearways on the right side of Davey Street upstream of the Southern Outlet and on the right side of Barrack Street (between Macquarie Street and Davey Street), including feedback from the community consultation undertaken.

2. Report Summary

- 2.1. The proposal is to consider the following short term recommendations identified in the *Hobart Congestion Traffic Analysis – 2016 report*, namely:
 - 2.1.1. A clearway on the right side of Davey Street up stream of the southern outlet, outside 229 Davey Street and 231 Davey Street.
 - 2.1.2. A clearway on the right side of Barrack Street between Macquarie Street and Davey Street.
- 2.2. Letters were sent to residents and property owners directly affected by the proposed clearways.
 - 2.2.1. No objections were received in relation to the proposed clearway on Barrack Street.

- 2.2.2. Two responses were received from Davey Street residents objecting to the proposed clearway. The objections were primarily related to issues with access into a driveway and limited on-street parking availability.
- 2.3. It is considered that the overall impact to the residents is low as the clearway is intended to operate for a short period of time on weekday afternoons between 4.30pm and 6.00pm.
- 2.4. It is recommended that the clearways be implemented on the right side of Davey Street (upstream of the Southern Outlet) and on the right side of Barrack Street (between Macquarie Street and Davey Street).
- 2.5. Officers have been working with the Department of State Growth to progress a number of actions to address traffic congestion across Hobart, but particularly measures to assist with reducing traffic impacts during the February 2017 period when schools resume. One of the specific short term actions was to investigate a parking trial to target a reduction in morning peak vehicle numbers in Hobart.
- 2.6. It is recommended that underutilised parking on the Queens Domain be promoted for use by commuters during February 2017 to divert vehicles from the city centre. It is recommended that the all-day parking rate in the TCA North and Aberdeen Street car parks be reduced from \$4 per day to \$2 per day.

3. Recommendation

That:

1. ***The Council approve clearways being implemented on the following Hobart streets:***
 - (i) ***For 25 metres on the right side of Davey Street upstream of the Southern Outlet; and***
 - (ii) ***The right side of Barrack Street (between Macquarie Street and Davey Street).***
2. ***Parking rates in the TCA Ground (North) car park and the Aberdeen Street car park be reduced from \$4 per day to \$2 per day.***

4. Background

- 4.1. At its meeting held on 25 May 2016, the City Infrastructure Committee considered a report on the Department of State Growth's Hobart Traffic Congestion Report. The Council (at its meeting of 6 June 2016) subsequently resolved the following:

"That: 1. The following works be implemented to progress the short term recommendations in the State Government report Hobart Congestion Traffic Analysis – 2016:

- 1.1 Consideration of a 25 m clearway on the right side of Davey Street upstream of the Southern Outlet, to increase the queuing space of vehicles accessing South Hobart, subject to consultation with the frontage properties, with a further report to be provided to the Committee in respect to this matter.*
- 1.2 Consideration of changes to parking on the right side of Barrack Street (between Macquarie Street and Davey Street), subject to consultation with the frontage properties, with a further report to be provided to the Committee in respect to this matter.*
- 1.3 Undertake preliminary investigations to determine if the proposed lane reallocations in Murray Street (at Collins Street and Macquarie Street) and Molle Street (at Davey Street and Macquarie Street) can be achieved.*
 - 1.3.1 Council officers investigate opportunities to realign the existing lanes across the CBD.*
- 1.4 Continue to provide data to the Department of State Growth to assist in the development of an extended Hobart Traffic Model.*
- 2. The following short term recommendations of the Hobart Congestion Traffic Analysis – 2016 not be supported:*
 - 2.1 The installation of a clearway in Davey Street between Barrack Street and Molle Street.*
 - 2.2 A clearway in Davey Street on the left side between Antill Street and the Southern Outlet.*
 - 2.3 A clearway in Macquarie Street between Antill Street and Molle Street.*

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 - 2.4. *A trial of extended length clearways in Macquarie Street (upstream of Murray Street) and in Davey Street (upstream of Harrington Street).*
 - 2.5. *The removal of pedestrian crossings at traffic signal locations across the City.*
 3. *Officers continue to work with the Department of State Growth to progress the medium and long term recommendations in the report.*
 4. *The Lord Mayor be requested to write to the Minister for Infrastructure to advise of the Council's decision and intended actions.*
- 4.2. Officers have subsequently been working with the Department of State Growth to progress a number of actions to address traffic congestion across Hobart, but particularly measures to assist with reducing traffic impacts during the February 2017 period when schools resume. A copy of the letter from the Department of State Growth is included as **Attachment A** and outlines the specific short term actions agreed.
 - 4.2.1. The implementation of parking restrictions in Davey Street upstream of the Southern Outlet is highlighted as action 3(i).
 - 4.2.2. Changes to parking on the right side of Barrack Street (between Macquarie Street and Davey Street) is highlighted as action 3(ii).
 - 4.2.3. The introduction of a parking trial (coincident with the start of the 2017 school year) to target a reduction in morning peak vehicle numbers in Hobart is highlighted as action 4(ii).

5. Proposal and Implementation

5.1. Davey Street (Upstream of the Southern Outlet)

- 5.1.1. The proposal is to implement a clearway on Davey Street outside 229 Davey Street and 231 Davey Street (refer Figure 1). This would require the existing 2P (residential parking permit holders excepted) parking spaces to become a “No Stopping” zone during the evening peak hour.



Figure 1: Right side of Davey Street (between Antill Street and the Southern Outlet).

- 5.1.2. In the *Hobart Congestion Traffic Analysis 2016 Report*, Davey Street was identified as experiencing heavy congestion particularly during evening peak periods. Therefore the clearways that are proposed on Davey Street are intended to be in operation between 4.30pm to 6.00pm on weekdays. Outside this period the existing parking restrictions would apply.
- 5.1.3. Letters were sent to residents and property owners that were directly affected by the proposal on 4 November 2016. The letter outlined the recommendation from the *Hobart Congestion 2016 Report*, and the Council's resolution to consider clearways adjacent to their property and requested feedback on the proposal.
- 5.1.4. Letters were sent to 10 residents and property owners on Davey Street. Two written responses were received. Feedback was received from the owners of 233 Davey Street and 231 Davey Street and both objected to the proposal to implement a clearway in front of their properties.
- 5.1.5. A meeting was held onsite between the property owners of 233 Davey Street, 231 Davey Street and City of Hobart's Traffic Engineer after the receipt of the responses.
- 5.1.6. A summary of the feedback and discussions with the property owner of 233 Davey Street is outlined below (and the letter included as **Attachment B** to this report):

- (i) The implementation of the clearway would create difficulties with accessing the driveway. The owner explained that due to the angle of the driveway he requires both the existing parking lane and the far right traffic lane to access his driveway.
 - (ii) With the clearway in place the property owner of 233 Davey Street foresees an issue with indicating to drivers on the far right lane of his intent to turn into the driveway and drivers may interpret his indication to turn at the intersection and not into his driveway.
 - (iii) The property owner requested that signage be installed adjacent to his driveway to highlight the access.
- 5.1.7. A summary of the feedback and the discussions with the property owner of 231 Davey Street is outlined below (and the letter included as **Attachment C** to this report):
- (i) This property owner objects to the clearway.
 - (ii) The congestion is experienced at the intersection of Davey Street and Molle Street because of vehicles parking in front of St Michael's Collegiate which limits the number of vehicles passing along Davey Street through to the Southern Outlet. The section of Davey Street outside 231 Davey Street does not experience any congestion.
 - (iii) The removal of parking spaces will have a negative impact on the parking availability in the area, as there is currently a high level of parking demand on the street.
 - (iv) The property owner does not have off-street car parking and utilises the parking space outside his property regularly. The primary concern is that there will be no parking available to them if the clearway is to be implemented.
- 5.1.8. While the clearway may pose as an inconvenience to property owners on Davey Street, it is considered that the overall impact to the residents is relatively low as the clearway is in operation for a short period of time (1.5 hours on weekdays) from 4.30pm and 6.00pm. Outside of the afternoon peak period the current parking restrictions would apply.
- 5.1.9. In regards to the comments on the level of congestion on Davey Street in the vicinity of 231 Davey Street, it has been conveyed to the property owner that the *Hobart Congestion Traffic Analysis – 2016 report* indicated that this short term measure to implement a clearway would contribute to improving the congestion problem in Hobart.
- 5.1.10. In regards to the request from the property owner of 233 Davey Street for a sign to be installed adjacent to their driveway to

warn motorists of the access, such a measure is not a common practice in Hobart and is considered not to be effective in this location.

5.2. **Barrack Street (Between Davey Street and Macquarie Street)**

- 5.2.1. The proposal is to implement a clearway in Barrack Street, outside 4 Barrack Street (See Figure 2). This would require the four existing ¼P on-street parking spaces outside 4 Barrack Street to become a “No Stopping” zone during the evening peak period.



Figure 2: Right side of Barrack Street (between Macquarie Street and Davey Street).

- 5.2.2. The clearway is intended to be in operation during the afternoon peak period from 4.30am to 6.00pm on weekdays. Outside this time period the current ¼P parking restriction would apply.
- 5.2.3. Letters were sent to residents and property owners that were directly impacted by the proposed clearway on 4 November 2016. The letter outlined the recommendation from the *Hobart Congestion 2016 Report* and the Council's resolution to implement a clearway on the frontage of their property and requested feedback.
- 5.2.4. Letters were sent to a total of seven property owners in which the Council received one response. Feedback was received from the St Michael's Collegiate school and a copy of the letter is included as **Attachment D** to this report.

5.2.5. In summary, the letter stated that:

- (i) The school has no objection to the proposal to implement a clearway on Barrack Street.
- (ii) However, the school would object to any proposal to implement a clearway on Macquarie Street or Davey Street adjacent to the St Michael's Collegiate school.

5.2.6. The *Hobart Congestion Traffic Analysis – 2016* did recommend that a clearway be implemented on the section of Davey Street between Barrack Street and Molle Street. However, this was not supported by the Council.

5.3. Based on the results of the consultation outlined above, it is recommended that clearways are implemented on the following streets:

5.3.1. On the right side of Davey Street (upstream of the Southern Outlet); and

5.3.2. On the right side of Barrack Street (between Macquarie Street and Davey Street).

5.4. **Parking Trial to Target a Reduction in Morning Peak Traffic**

5.4.1. The proposal is to encourage more commuters to park on the Queens Domain and to prevent them from driving into the city centre. The TCA North parking area and the Aberdeen Street parking area are both located off Upper Domain Road (shown in Figure 3) and are currently both underutilised. The TCA North parking area has 35 spaces and the Aberdeen Street parking area has 32 spaces.

5.4.2. The Queens Domain provides the opportunity for people travelling from the Tasman Highway (via Davies Avenue) and the Brooker Highway (via Clearys Gates Road) to park their vehicles prior to driving into the city centre. The two parking areas are approximately 1km from the Railway Roundabout and provide commuters the opportunity to park and then walk into the city.



Figure3: Parking locations on the Queens Domain.

- 5.4.3. Both the TCA North car park and the Aberdeen Street car park are subject to voucher parking controls, with a fee of \$4 per day. It is proposed to reduce this fee to \$2 per day to increase utilisation and to encourage more vehicles to park outside the city centre.

6. Strategic Planning and Policy Considerations

- 6.1. The following strategic objectives and sub-objectives from the *Capital City Strategic Plan 2015 – 2025* are relevant in considering these matters:

- 1.1 *Partnerships with Government, the education sector and business create city growth.*
- 2.1 *A fully accessible and connected city environment.*
 - 2.1.2 *Enhance transport connections within Hobart.*
 - 2.1.4 *Implement the parking strategy Parking – A Plan for the Future 2013.*
 - 2.1.5 *Identify and implement measures to support the use of public transport.*

7. Financial Implications

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

- 7.1.1. No impacts currently identified in relation to the implementation of clearways on Davey Street and Barrack Street. The implementation of clearways requires only minor changes to parking signage which could be implemented within the current operating budgets.
- 7.1.2. Both the TCA North car park and the Aberdeen Street car park are subject to voucher parking controls, with a fee of \$4 per day. However, parking utilisation is very low and therefore revenue is also low. In December 2016, revenue from the TCA North car park equated to \$170 and revenue from the Aberdeen Street car park equated to \$7.70.
- 7.1.3. It is anticipated that there may be an increased utilisation and therefore increased revenue as a result of implementing a \$2 per day parking fee in the TCA North car parks.

7.2. Impact on Future Years' Financial Result

- 7.2.1. If utilisation of the TCA North and Aberdeen Street parking areas does increase as a result of the change to the daily parking fee, then the future revenue from these two car parks would also increase (compared to the current projections).

8. Legal, Risk and Legislative Considerations

- 8.1. A Road Safety Audit was undertaken soon after the introduction of paid parking on the Queens Domain which highlighted safety concerns around the poor pedestrian facilities and low lighting levels along Upper Domain Road. However, during the summer months (and in particular during February) the longer daylight hours allow for safe access between the parking areas and the city centre.
- 8.2. A planning project is currently underway to investigate a range of track connections through the Queens Domain and to the new Brooker Avenue bridge and the new Tasman Highway bridge. Connections to car parking areas will be included as part of those projects.

9. Marketing and Media

- 9.1. A communications plan will be developed between the City of Hobart and the Department of State Growth in relation to communicating and promoting the measures being implemented to address traffic congestion during the February 2017 return to school period.

10. Community and Stakeholder Engagement

- 10.1. Consultation has been undertaken with residents and property owners directly impacted by the proposed parking restrictions on Davey Street and Barrack Street.

- 10.2. Consultation has occurred with the Group Manager Parking Operations and the Group Manager Open Space in relation to the changes to daily parking fees in the TCA North and Aberdeen Street parking areas.
- 10.3. There has been ongoing engagement with the Department of State Growth on matters relate to traffic congestion, through the Traffic Management Working Group (that meets on a monthly basis) and the Minister's Congestion Summits.

11. Delegation

- 11.1. The matter is delegated to the Council.

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



Angela Moore
MANAGER TRAFFIC ENGINEERING



Mark Painter
DIRECTOR CITY INFRASTRUCTURE

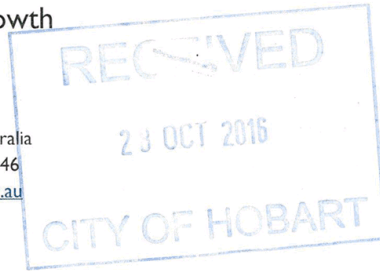
Date: 20 January 2017
File Reference: F17/2557

- Attachment A: Traffic congestion, letter from the Department of State Growth dated 25 October 2016 ↓
- Attachment B: Letter from resident of 233 Davey Street, dated 29 November 2016 ↓
- Attachment C: Letter from resident of 231 Davey Street, dated 13 November 2016 ↓
- Attachment D: Letter from St Michael's Collegiate, dated 22 November 2016 ↓

Department of State Growth

TRANSPORT SERVICES GROUP

10 Murray Street, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Enquiries: Gary Swain Phone: 6166 3346
Email: gary.swain@stategrowth.tas.gov.au



Mr Nick Heath
General Manager
Hobart City Council
GPO Box 503
HOBART TAS 7001

Dear Nick

I write to detail the set of five specific short term congestion actions we recently agreed at officer level on an in-principle basis.

I propose that we seek to further refine these actions to the point that they can be agreed at the upcoming Congestion Summit on 31 October 2016. The actions will need to be capable of being substantially commenced by January 2017, in advance of potential congestion issues in Hobart associated with the commencement of the school year in the context of a very significant program of construction that will have commenced or will be about to commence around Hobart by that time. These actions, which will represent a subset of our wider congestion approach, will aim to demonstrate material progress.

The proposed actions are:

1. Franklin Square Contingency Package

There is a significant cluster of development proposals located in and around the existing Elizabeth Street Bus Mall and Collins Street which may impact on the safety and usability of the Mall for a significant period of up to 3 years, while various construction works are completed. Working with Metro Tasmania, we will develop a Franklin Square Temporary Bus Mall Contingency Plan that comprises three elements:

- i. Transformation of some or all of the buses from the current Bus Mall to Franklin Square (this may require some temporary relocation of motor cycle parking);
- ii. Investigation of a pedestrian overpass or underpass linking Franklin Square to the water front; and
- iii. Further investigation of the safe removal of the pedestrian crossing on the southern side of the intersection of Murray Street and Davey Street, including improvements to the northern crossing location, to improve peak hour bus movements, noting that Council has resolved not to support the removal of pedestrian crossings at traffic signal locations in the City. Alternatively, if the crossing cannot be safely removed, then alternative arrangements that provide improved bus priority will be pursued.

2. Implement at least one of the following passenger transport improvement projects:

- i. Bus stop relocation on Elizabeth Street at Elizabeth College (as identified in the Main Roads Transit Corridor Plan, noting that community consultation is yet to commence); and
- ii. Investigation and implementation, if feasible, of alterations to the management of the Macquarie Street / Molle Street intersection to improve safety and active transport linkages from South Hobart along the Hobart Rivulet track.

3. In addition to the Department of State Growth (DSG) commencing discussions with Collegiate School concerning possible changes to student drop-off and pick-up arrangements along the Macquarie Davey Street couplet, we will implement at least two of the following traffic flow and transit priority initiatives, which we have identified as being most immediately prospective:
 - i. 25m parking restrictions on the right side of Davey Street upstream of the Southern Outlet;
 - ii. Changes to parking on the right side of Barrack Street between Macquarie and Davey Street;
 - iii. Investigate feasibility and if feasible implement lane relocations in Murray Street (at Collins and Macquarie Streets) and Molle Street (at Davey and Macquarie Streets);
 - iv. Parking restrictions along the Macquarie Street left side approach to Barrack Street; and
 - v. Clearway along the left side of the Macquarie Street approach to Evans Street.
4. Coincident with the start of the 2017 school year, and subject to identifying viable funding arrangements, we will trial at least 1 temporary mechanism for shifting traffic arriving in Hobart out of the morning peak from the following list:
 - i. Free buses on one or more key arterial roads between 7.00am and 7.45am Monday to Friday for the first two weeks of the school year (if successful this trial could be expanded to cover the commencement of school terms for the 2-3 year period of increased construction activity that is to occur in Hobart);
 - ii. A HCC parking trial which targets a reduction in morning peak vehicle numbers in Hobart for the first two weeks of the school year (if successful this trial could be expanded to cover the commencement of school terms for the 2-3 year period of increased construction activity that is to occur in Hobart).
5. As part of a wider consideration of the Employee Travel to and From Work Initiative, we will approach the Australian Government to explore its willingness to provide the tax exemptions necessary to expand salary packaging of bus passes to a broader group of State and Local Government employees working in Hobart.

I look forward to discussing the above with you further. Thank you for your constructive engagement on this important matter.

Yours sincerely



Gary Swain
Deputy Secretary

25 October 2016

Moore, Angela

From: Donnelly, Bede <[REDACTED]>
Sent: Tuesday, 29 November 2016 4:09 PM
To: Moore, Angela
Subject: RE: Davey Street Clearway - Council Report

Dear Angela,

Firstly I would like to object to the proposed clearway between 229 – 231 Davey Street.

On thinking about the issue regarding traffic flow I conclude the following:

The traffic lights at the intersection of Davey Street and the Southern Outlet are the last set of lights for traffic moving towards Kingston and for traffic continuing through Davey Street. For traffic turning right there is a set of traffic lights before entering Macquarie Street. The traffic lights back towards the city assist with flow of traffic moving along Davey Street and with the Speed at 50KMH allows for a reasonably well managed flow at most times. There are always going to be issues such as traffic accidents or other delays throughout the greater Hobart area contributing to the flow of traffic along Davey Street.

Concentrating on the right lane moving along Davey Street congestion in my opinion generally occurs from cars parking in front of Collegiate and turning into Molle Street along the same section. Also cars turning right into Antill Street to the next set of lights. This limits the number of motor vehicles being able to pass into the next set of lights and the proposed clearway area, therefore making it near impossible to be the cause for traffic congestion. If this was a major problem, then extending the time given for a green light would solve this problem (I understand that there are flow on effects when implementing even minor adjustments). Maybe decreasing the footpaths on either side of the road contributing to

The removal of these spaces will have a negative impact for parking in the area where it is already difficult to find a park due the increased usage of businesses attracting people from outside the local area. This side of the street can already accommodate cars turning right and moving forward up Davey Street and it is very rare for the traffic congestion to Continue over the intersection of Antill Street.

I understand that the City of Hobart it trying to fix traffic flows however the removal of my only parking space (231 Davey Street does not have a carport/driveway) seems to be a poor solution. In addition to this having cars parked out the front of my house, that is already close to the road, provides an element of comfort and safety. It is only the street sweeper every Wednesday morning that gets close.

The major problem occurs on the other side of the road when there are back to back pedestrian crossings stalling the flow onto the Southern Outlet, However this too is cleared swiftly as there this is the last set of lights before Kingston (as long as there are no incidents along the outlet.

I take it that the Hobart City Council will support my objection to this clearway as a ratepayer and am happy to speak to the Minister to provide further information why this proposal while it may look good on paper and make on feel like they are doing something it will not reduce congestion on the roads. A proposal but not a solution, the State Government needs to be supporting the Hobart City Council and create a long term solution for traffic management as the growth continues in outlying areas.

Please let me know if you would like me provide anything further to support this.

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

From: Moore, Angela [mailto:moorea@hobartcity.com.au]
Sent: Thursday, 17 November 2016 12:56 PM
To: Donnelly, Bede <[REDACTED]>
Subject: Davey Street Clearway - Council Report

Dear Bede,

Further to our telephone conversation yesterday, the report that was considered by the Council is available on our website at:

http://hobart.infocouncil.biz/Open/2016/05/CI_25052016_AGN.PDF

The report is agenda Item 8, on page 62.

The resolution of Council at its meeting of 6 June 2016 was:

That:

1. The following works be implemented to progress the short term recommendations in the State Government report Hobart Congestion Traffic Analysis – 2016:
 - 1.1 Consideration of a 25m clearway on the right-hand side of Davey Street upstream of the Southern Outlet, to increase the queuing space for vehicles accessing South Hobart, subject to consultation with the frontage properties, with a further report to be provided to the Committee in respect to this matter.
 - 1.2 Consideration of changes to parking on the right-hand side of Barrack Street (between Macquarie Street and Davey Street), subject to consultation with the frontage properties, with a further report to be provided to the Committee in respect to this matter.
 - 1.3 Undertake preliminary investigations to determine if the proposed lane reallocations in Murray Street (at Collins Street and Macquarie Street) and Molle Street (at Davey Street and Macquarie Street) can be achieved.
 - 1.3.1 Council officers also investigate opportunities to realign the other existing lanes across the CBD.
 - 1.4 Continue to provide data to the Department of State Growth to assist in the development of an extended Hobart Traffic Model.
2. The following short term recommendations of the Hobart Congestion Traffic Analysis – 2016 not be supported:
 - 2.1 The installation of a clearway in Davey Street between Barrack Street and Molle Street.
 - 2.2 A clearway in Davey Street on the left-hand side between Antill Street and the Southern Outlet.
 - 2.3 A clearway in Macquarie Street between Antill Street and Molle Street.

- 2.4 A trial of extended length clearways in Macquarie Street (upstream of Murray Street) and in Davey Street (upstream of Harrington Street).
- 2.5 The removal of pedestrian crossings at traffic signal locations across the City.
3. Officers continue to work with the Department of State Growth to progress the medium and long term recommendations in the report.
4. The Lord Mayor be requested to write to the Minister for Infrastructure to advise of the Council's decision and intended actions.

Should you require any further information or clarification please feel free to contact me. I look forward to seeing your written feedback in response to the proposed on-street car parking restrictions.

Yours sincerely,

Angela Moore

Manager Traffic Engineering | City Infrastructure



City of **HOBART**

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Keith Pyke

233 Davey Street, South Hobart. [REDACTED] [REDACTED]

November 13, 2016

Shivani Jordon
Hobart City Council

Dear Shivani,

I am the owner of 233 Davey Street, South Hobart. I am accepting your invitation included in a letter I received from Hobart City Council dated 4th November 2016, **Davey Street Proposal to Implement Clearway.**

The letter I received is a little confusing as it states "Council resolved to consider the implementation of a clearway (of approximately 25 metres) on the right hand side of Davey Street approaching the Southern Outlet. As there is already a clearway on the right hand side of Davey Street approaching the Southern Outlet and it is more than 25 metres long?. It runs past numbers 233, 235, 237, 239, and 241 (the last House at the Traffic Lights) I assume the intention is to add 25 more metres to this section?

The proposal would mean that Davey Street during the hours of 16.30pm to 18.00hrs Monday to Friday would evolve from the current three lanes from Antill Road intersection into four lanes from the entrance to Tasmanian Radiology passing Wheatsheaf Lane and numbers 229 and 231 Davey St to the intersection of Davey and the Southern Outlet.

If this is the case then the plan raises grave concerns for me with access to my property and also for my tenants. My driveway in question is between 233 and 231 and our walls are our side boundaries. None of the residential blocks in this section of Davey Street are at right angles to the actual road.

My driveway for example is at an angle of 75o to 80o on a backward line. It is impossible to turn into it from a lane next to the curb as proposed in this new clearway, to gain access you need to come in from the center of the right lane, currently the existing third lane (remembering it changes into four lanes outside number 237 Davey St). (Two lanes down the Southern Outlet, middle lane straight up Davey Street and right hand lane turns right into Macquarie St).

Traffic that will be coming up on the proposed new clear way on the right will have to be CROSSED. Currently this is rarely an issue as it is 2hr parking and we have neighbors who park their cars outside 231 and 229 Davey with their resident permits and so we have no right hand traffic to contend with, make this a CLEARWAY and the situation for traffic trying to access their driveways changes immediately.

I acknowledge the issues Council are facing with some bottle necks during peak hours, however the issue of access you are creating with this proposal is also of great concern to us as residents. I request that you contact me and arrange a meeting on site to discuss my issues around the access to my property for tenants, family and friends, my contact details are above.

Yours Sincerely,

Keith Pyke.



St Michael's Collegiate

Set for life

From the Principal

22 November 2016

Ms Angela Moore
Manager Traffic Engineering
GPO Box 503
HOBART TAS 7001

Dear Ms Moore,

Barrack Street, Hobart
Proposal to Implement Clearway and Parking Restrictions

Thank you for your letter of 4 November 2016.

We do not object to the proposed change to install a clearway on Barrack Street (near the Soup Stop) to be in operation Monday to Friday from 4.30 pm to 6.00 pm.

However, we would object if there were any proposed changes on Davey Street on the St Michael's Collegiate School side rather than the Army Barrack's side.

Similarly we would object if there were any proposed changes on Macquarie Street on the St Michael's Collegiate School side.

Yours sincerely

Mrs Judith Tudball
Principal