



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 26 July 2017

at 4.45 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

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City Infrastructure Committee Meeting (Open Portion) held Wednesday, 26 July 2017 at 4.45 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS

Burnet (Chairman)
Deputy Lord Mayor Christie
Reynolds
Denison
Harvey

Apologies: Nil.

Leave of Absence:

Alderman W F Harvey.

ALDERMEN

Lord Mayor Hickey
Zucco
Briscoe
Ruzicka
Sexton
Cocker
Thomas

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

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the City Infrastructure Committee meeting held on [Wednesday, 21 June 2017](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

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

Recommendation

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

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

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.

5. TRANSFER OF AGENDA ITEMS

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

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

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

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

6 REPORTS

6.1 Petition - Sandy Bay Shopping Precinct Footpaths - Opposing Change to Outdoor Dining Areas and Bus Stop Locations File Ref: F17/88873; R0820

Report of the Director City Infrastructure and the Manager Traffic Engineering of 21 July 2017 and attachment.

Delegation: Council

**REPORT TITLE: PETITION - SANDY BAY SHOPPING PRECINCT
FOOTPATHS - OPPOSING CHANGE TO OUTDOOR
DINING AREAS AND BUS STOP LOCATIONS****REPORT PROVIDED BY:** Director City Infrastructure
Manager Traffic Engineering**1. Report Purpose and Community Benefit**

- 1.1. This report has been written to provide background information to the Committee to assist in its consideration of a petition tabled at the 19 June 2017 Council meeting, opposing the City of Hobart's decision to move outdoor dining areas and bus stop seating to the outside edge / kerb of the footpath in the Sandy Bay Shopping Precinct.

2. Report Summary

- 2.1. A petition was tabled by the General Manager, on behalf of the Deputy Lord Mayor at 19 June 2017 Council meeting. The petition, with 243 signatories, opposes the relocation of outdoor dining furniture and other infrastructure away from the building line on the footpaths in the Sandy Bay Retail Precinct.
- 2.2. On 12 October 2015, the Council resolved to modify the management of commercial furniture and infrastructure on public footpaths towards a model where such furniture is relocated away from building lines to maintain a clear pedestrian path adjacent to the property boundary.
- 2.3. The early stages of the implementation of this decision has been to relocate this furniture and infrastructure away from building lines on footpaths that are reconstructed. To date this has occurred on Liverpool Street (Elizabeth Street to Murray Street), Morrison Street (Murray Street to Elizabeth Street), and is planned to occur following upcoming works on Salamanca Place and on Augusta Road in Lenah Valley.
- 2.4. Officers are currently in the process of relocating commercial furniture away from the building line on Sandy Bay Road in the Sandy Bay Retail Precinct.
- 2.5. The implementation date for the change was planned for 1 August 2017.
- 2.6. Following receipt of the petition described above, businesses on Sandy Bay Road have been advised that this date has been postponed to 1 September 2017, should the Council proceed.

3. Recommendation

That:

1. ***The General Manager proceed with the implementation of the Council resolution of 12 October 2015, by progressing the relocation of occupation licence areas and signboards away from the building line in the Sandy Bay Shopping Precinct.***
2. ***The petitioners be advised accordingly.***

4. Background

- 4.1. A petition was tabled by the General Manager, on behalf of the Deputy Lord Mayor, at 19 June 2017 Council meeting.
 - 4.1.1. A copy of the petition, with 243 signatories' forms **Attachment A** to this report.
- 4.2. While the petition does not request any specific action from the Council, it is opposed to the relocation of outdoor dining furniture and other infrastructure away from the building line on the footpaths in the Sandy Bay Retail Precinct.
- 4.3. For context, the Council considered a report on the future management of furniture on footpaths in October 2015. At its meeting of 12 October 2015, the Council resolved inter alia as follows:

"That:

 1. *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, specifically:*
 - (i) *Applications for new occupation licences for outdoor dining, or applications to install other private infrastructure on the Council managed footpaths, only be approved if the installation of that furniture or infrastructure would not obstruct the future maintenance of a clear pedestrian path adjacent to the property boundary, although in an area adjacent to other existing licensed areas, a licence may be granted for the area adjacent to the building line to avoid "weaving" of the pedestrian path. Alternatively a business may apply for the conversion of the parking spaces in front of their business into outdoor dining; and*

(ii) *In locations where footpath infrastructure is upgraded or renewed, existing occupation licence areas and signboards be relocated away from the building line following completion of the works."*

4.4. The direction in the report provided to Committee in September 2015, and endorsed by the City of Hobart at its meeting held on 12 October 2015 was clear. It was essentially that the City of Hobart would move towards a 'best practice' model approach regarding infrastructure on public footpaths. This 'best practice' model as described in that report, was that pedestrians be provided with a clear and unobstructed path of travel adjacent to the building line.

4.4.1. This approach is supported by the Human Rights Commission.

4.5. Since October 2015, following the completion of reconstruction works, furniture and signage has been relocated away from the building line, on the following streets:

4.5.1. Liverpool Street (between Elizabeth Street and Murray Street);
and

4.5.2. Morrison Street (between Elizabeth Street and Murray Street).

4.6. Photograph 1 and Photograph 2 below, shows the streetscape in Morrison Street and Liverpool Street following the recent upgrades.



Photograph 1 – Morrison Street following Footpath Upgrade



Photograph 2 – Liverpool Street following Footpath Upgrade

- 4.7. Currently works are underway on the planning for the reconstruction of the Lenah Valley Retail Precinct, and following the completion of those works, it is planned that the same process will be undertaken in that area.
- 4.8. The reconstruction of the footpath on Salamanca Place between Gladstone Street and Montpelier Retreat is also underway, and following extensive engagement with stakeholders, the Council is proceeding with the relocation of outdoor dining furniture and advertising signage away from the building line.
- 4.9. It should be noted that the alignment of pedestrian paths and outdoor dining furniture on Salamanca Place was the subject of several reports, with strong views expressed by some traders against the relocation of furniture away from the building line, before the Council resolved to proceed.
- 4.10. Overall, the Council is in the early stages of implementing its decision to move towards a best practice approach in the management of private infrastructure on public footpaths.
- 4.11. In these early stages, the focus is on implementing the changes on streets where the City is spending a significant amount of funds upgrading the footpath infrastructure. Typically, this involves the significant widening of the footpaths (Morrison Street, Liverpool Street, Salamanca Place), or the upgrading and minor widening of already comparatively wide footpaths (Sandy Bay Road).
 - 4.11.1. In these locations, businesses with outdoor dining are either obtaining larger outdoor dining areas, or in the case of Sandy Bay Road are able to maintain outdoor dining areas of similar size.

- 4.12. In the future, assuming that the Council continues to move towards implementing a 'best practice' policy of moving private furniture away from the building line, there will be many footpaths where it will not be possible to maintain both an equivalent area of outdoor dining for existing licence holders, and provide a full width pedestrian path to allow two wheelchairs to pass. In those cases it will be necessary to do one or both of providing a lesser clear pedestrian width and / or reducing or removing outdoor dining areas.

4.12.1. These matters will be the subject of a future report to Committee.

- 4.13. For the information of Committee, the matters raised in the text accompanying the petition are discussed in the 'proposal and implementation' section of this report.

5. Proposal and Implementation

- 5.1. The full text accompanying the petition is replicated below, with comments from officers provided.
- 5.2. *"Petition to Hobart City Council, opposing changes to the outside dining areas and bus stop locations on footpath in Sandy Bay Shopping Precinct."*

"As business owners, key stakeholders, residents and users of these areas, we are directly opposed to the HCC decision to move outside dining areas and bus stop seating to the outer edge / curb of the footpath throughout the Sandy Bay Shopping Precinct as it is dangerous and reduces the useable footpath space for the public."

"This proposal is dangerous and irresponsible in many ways."

"Sandy Bay Road is a major arterial route and as such approximately 16000 vehicles use this road every day. It is not a suburb off the grid, the area affected by these changes is extremely busy, with trucks, buses, cars, motorbikes and commuter traffic."

"Cars and large trucks park on the yellow lines directly out the front of Brew and Zambreros, precisely adjacent to where HCC are proposing tables will be placed, putting the safety of patrons at great risk. When a car comes flying around the corner and it hits the patrons who is responsible for this? The car will hit the patrons before the type hits the curb. The barrier HCC is planning to erect is not a safety barrier."

- 5.3. Comment - In the rare event that a driver loses control and mounts the footpath with a vehicle, resulting in injury to pedestrians on the footpath, or damage to a building next to the road, it would most likely be the responsibility of whoever or whatever caused the vehicle to lose control. Officers are of the view that there is no outstanding safety risk that would prevent the City of Hobart issuing a licence to permit outdoor

dining on the footpath in front of either of these businesses after the work is complete.

- 5.4. *"In many places where there are parking bays adjacent to the proposed new dining areas (outside Sandy Bay Bakery, Sash, Mykonos, Burgers Got Soul and Tap That) the usable area of footpath will be significantly reduced to less than half of the existing current space, due to the need for 600mm gap between the curb and new dining area, for car doors to open. The remaining area between dining areas and buildings is therefore much less! How can this be best practice and safe? The footpaths are not wide to begin with so why make them even narrower??!!"*
- 5.5. Comment - Outdoor dining furniture would be required to be placed a minimum of 0.6 of a metre from the kerb line, to provide space for vehicles to manoeuvre when parking, for car doors to open, and for people to enter and exit parked vehicles. The clear width for pedestrians would change from approximately 2 metres prior to the reconstruction of the footpath to 1.8 metres after the works, and with the outdoor dining furniture relocated. All currently operating businesses with outdoor dining would be able to increase the size of their outdoor dining areas to the proposed areas detailed below, should they wish to do so:
- | | | |
|--------|------------------|---|
| 5.5.1. | Burger Got Soul | – Current 8.4 sqm, Proposed 9.6 sqm (+11%). |
| 5.5.2. | Sandy Bay Bakery | – Current 10 sqm, Proposed 11.8 sqm (+18%). |
| 5.5.3. | Brew | – Current 6.5 sqm, Proposed 8.8 sqm (+35%). |
| 5.5.4. | Zambrero | – Current 4.2 sqm, Proposed 5.7 sqm (+36%). |
| 5.5.5. | Mykonos | – Current 1.5 sqm, Proposed 12 sqm (+700%). |
| 5.5.6. | Sash | – Current 2.4 sqm, Proposed 4.2 sqm (+75%). |
- 5.6. *"This then poses problems for pedestrians, there is far less space for people to walk with children, wheelchair access, double prams and motorised devices for the elderly. Multiple times a day there are bike riders and skateboarders using these footpaths too?"*
- 5.7. Comment - The 1.8 metres clear pedestrian width will typically be about 0.2 of a metre less than the 2 metres typically available for pedestrians pre-works. A clear width of 1.8 metres is sufficient for two wheelchairs to comfortably pass each other (AustRoads Guide to Road Design Part 6A - Pedestrian and Cyclist Paths). Wheelchairs, accessibility scooters and double prams are all typically of maximum 750mm width, and as such designing for wheelchairs will typically also cater for other footpath users.
- 5.8. *"What happens when tables and chairs are in the way of parked cars doors opening.... When the door hits a seated patron or when the car*

door gets damaged by hitting a table or chair that's not placed correctly. Who is liable? The HCC?"

- 5.9. Comment - People entering and exiting parked vehicles already need to take care to avoid opening their doors onto objects like other adjacent vehicles, street sign poles, power poles etc. The 0.6 of a metre set-back proposed will be sufficient to allow access to and from vehicles. Occupation licence holders may choose to increase this width if they are concerned that it is insufficient.
- 5.10. *"Who is responsible when a hot coffee or plate of food is spilt on someone who is walking, riding or skating between the building and the new dining area? At times there are multiple people walking past, this just poses a greater danger to pedestrians. Currently there is no risk because they do not have to navigate a lane of foot traffic."*
- 5.11. Comment - It is an unusual arrangement where outdoor dining furniture is placed against the building line of a business. By way of example, the CBD of Melbourne allows no advertising signboards on its footpaths, and outdoor dining furniture is required to be placed away from the building line. Therefore every business serving food and drink in the Melbourne CBD with a door directly onto a public footpath therefore deals with this issue. In the Hobart context, businesses on Liverpool Street (between Elizabeth Street and Murray Street) and Morrison Street have in the last year had advertising signage and outdoor dining relocated away from the building line.
- 5.12. *"Loss of trade - moving tables to the curb is going to have a significant impact on the businesses effected. Small business is hard and costly enough without increasing insurance premiums and reducing businesses ability to provide safe and weather proof outside dining. Moving tables to the outside means there is no shelter from the rain as this area will no longer be sheltered from the rain. In total, there are approximately 50 seats that businesses will not be able to fill when there is inclement weather. Who is compensating these businesses for loss of business? Patrons are already saying there is no way they will sit outside if this change occurs as they are too close to the car fumes and they are too exposed to the dangerous traffic conditions. Who is going to pay the insurance costs when damage occurs to the parked cars and passing cars?"*
- 5.13. Comment - It may be that the proposed arrangements are less advantageous to businesses who seek approval to place private furniture on the public footpath. The commercial interests of private parties seeking to utilise a public asset should however be secondary to the interests of the public.
- 5.14. *"The HCC have instructed businesses that have sandwich boards that these will also need to be removed. This is just cruel and a further loss to businesses who need as much exposure as they can following the massive interruptions to business trade with the lengthy and overrun*

redevelopment project. Who will compensate businesses for the loss of trade from inability to use outdoor dining areas at all or with reduced capacity, plus loss of exposure and subsequent trade."

- 5.15. Comment - Officers are not aware of any such instruction to remove advertising signage from footpaths. Businesses with advertising signage will be required to relocate their signage away from the building line to maintain a clear 1.8 metre zone for pedestrians.
- 5.16. *"The HCC have already moved the bus stop outside Magnet Court / Chemart, which has significantly reduced the useable space for pedestrians as the seats are now 600mm off the curb (not flush against the building) and now sit almost in the middle of the footpath. It has already been noted that on inclement days the bus stop seats are empty and instead those waiting for the bus are standing back against the wall, further reducing the already narrowed footpath. On a recent site visit with HCC staff, this was witnessed, an elderly man came up the street on his motorised wheelchair / vehicle and he had limited space to pass and navigate. It has also been pointed out that this, like the exposed strip in front of Brew / Zambrero is now extremely dangerous."*
- 5.17. Comment - Officers do not believe that there are any safety concerns with this arrangement.
- 5.18. *"It can be seen along the top of the awning fascia's how close trucks and buses come to the curb as they are continually hitting the fascia's and with seating so close to the curb at the bus stop and dining areas the potential danger is there for patrons to be hit along with the fascia's."*
- 5.19. Comment - Officers do not believe that there are any safety concerns with this arrangements.
- 5.20. *"The police in the area have made comment that they believe it is ridiculous and irresponsible of the HCC to put people in harm's way when they are trying to protect people not to mention increase their exposure to car fumes by sitting next to idling cars at the traffic lights."*
- 5.21. Comment - While this may be the view of individual officers of Tasmania Police, Officers do not believe that this statement accurately represents the view of Tasmania Police on this matter.
- 5.22. *"The HCC are siting best practice requires these changes to be made, and that it favours those with disabilities, however this change in fact makes it harder for people with disabilities as they have reduced footpath area to use, they must navigate traffic in and out of businesses carrying hot coffee and food on a reduced area of footpath."*
- 5.23. Comment - Officers do not believe that the proposed changes will make it harder for people with disabilities.

- 5.24. *"One of the HCC Aldermen who has a disability voted against this change, and said as a person with a disability she did not believe it was in favour of those with disabilities! How can this be best practice?"*
- 5.25. Comment - This statement does not appear to be based on fact. The Council resolution on this change (12 October 2015) and the preceding City Infrastructure Committee recommendation to Council (23 September 2015) were passed unanimously.
- 5.26. *"When pointed out to the HCC that we would assume they would be moving all structures that are against buildings such as garbage bins (recently placed in front of Metz) or the bus stop in front of Metz, or the service boxes belonging to Aurora etc outside ANZ they said no they wouldn't be. What??? So, of it is "best practice" to have clear walkways against buildings how can these things remain!! They are simply contradicting themselves and therefore should not pursue this ridiculous change!"*
- 5.27. Comment – On the Sandy Bay Road footpaths, the following infrastructure is in place against the building line:
- (i) An NBN cabinet on the ANZ Bank frontage at 198 Sandy Bay Road;
 - (ii) A Telstra payphone along the frontage of Magnet Court;
 - (iii) A State Growth traffic signal cabinet at 241 Sandy Bay Road;
 - (iv) A Metro Tasmania bus shelter in front of the Metz at 217 Sandy Bay Road; and
 - (v) A City of Hobart litter bin to service the bus stop in front of the Metz at 217 Sandy Bay Road.
- 5.28. The only piece of City of Hobart infrastructure installed against the building line is therefore a single litter bin, that was installed to service the Metro Bus Stop, that was placed next to the existing Metro Tasmania Bus Shelter.
- 5.29. The existing fixed infrastructure owned by other authorities was not removed or relocated.
- 5.30. *"The safety of the public is at risk and the potential loss of trade to businesses is significant!"*
- 5.31. It is proposed that the petition be received and noted.

6. Strategic Planning and Policy Considerations

- 6.1. Strategic Objective 2.2 from the Capital City Strategic Plan 2015-2025 is relevant in considering this proposal, namely:

“2.2 A people focused city with well designed and well managed urban and recreational spaces.”

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. None are foreseen.

8. Legal, Risk and Legislative Considerations

8.1. Section 23 of the Federal Disability Discrimination Act describe responsibilities for the provision of access for people with disabilities.

8.2. Section 23 of the Disability Discrimination Act 1992 states that:

“It is unlawful for a person to discriminate against another person on the ground of the other person’s disability:

- (a) by refusing to allow the other person access to, or the use of, any premises that the public or a section of the public is entitled or allowed to enter or use (whether for payment or not); or*
- (b) in the terms or conditions on which the first-mentioned person is prepared to allow the other person access to, or the use of, any such premises; or*
- (c) in relation to the provision of means of access to such premises; or*
- (d) by refusing to allow the other person the use of any facilities in such premises that the public or a section of the public is entitled or allowed to use (whether for payment or not); or*
- (e) in the terms or conditions on which the first-mentioned person is prepared to allow the other person the use of any such facilities; or*
- (f) by requiring the other person to leave such premises or cease to use such facilities.”*

8.3. Section 29A of the Disability Discrimination Act 1992 states that:

“This Division (other than Section 30) does not render it unlawful for a person (the discriminator) to discriminate against another person on the ground of a disability of the other person if avoiding the discrimination would impose an unjustifiable hardship on the discriminator.”

9. Delegation

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

- 9.2. If the Council were to resolve to not proceed with relocating outdoor dining furniture and advertising signage away from the building line on Sandy Bay Road, this would be contrary to the Council resolution of 12 October 2015, and as such, it would require an absolute majority decision of Council to rescind its previous decision.

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.



Mark Painter
DIRECTOR CITY INFRASTRUCTURE



Angela Moore
MANAGER TRAFFIC ENGINEERING

Date: 21 July 2017
File Reference: F17/88873; R0820

Attachment A: Petition Opposing Relocation of Outdoor Dining Furniture in Sandy Bay Shopping Precinct ↓

DEPUTY LORD MAYOR HAS ASKED ME TO
PRESENT THIS PETITION ON BEHALF OF
THE TRADERS & SHOPPERS OF SANDY BAY
- IT HAS 243 SIGNATURES

Opposing change to the outside dining areas + bus stop locations on footpath in Sandy Bay Shopping Precinct

As business owners, key stakeholders, residents and users of these areas, we are directly opposed to the HCC decision to move outside dining areas and bus stop seating to the outer edge/ curb of the footpath throughout the Sandy Bay Shopping Precinct as it is dangerous and reduces the usable footpath space for the public.

Petition to Hobart City Council

Opposing change to the outside dining areas + bus stop locations on footpath in Sandy Bay Shopping Precinct

As business owners, key stakeholders, residents and users of these areas, we are directly opposed to the HCC decision to move outside dining areas and bus stop seating to the outer edge/ curb of the footpath throughout the Sandy Bay Shopping Precinct as it is dangerous and reduces the usable footpath space for the public.

This proposal is dangerous and irresponsible in many ways:

- Sandy Bay Road is a major arterial route and as such approximately **16000 vehicles** use this road every day. It is not a suburb off the grid, the area affected by these changes is extremely busy, with trucks, buses, cars, motorbikes and commuter traffic.
- Cars and large trucks park on the yellow lines directly out the front of Brew and Zombreros, precisely adjacent to where HCC are proposing tables will be placed, putting the safety of patrons at great risk. When a car comes flying around the corner and it hits the patrons who is responsible for this? The car will hit the patrons before the tyre hits the curb. The barrier HCC are planning to erect is not a safety barrier!
- In many places where there are parking bays adjacent to the proposed new dining areas ie (outside Sandy Bay Bakery, Sash, Mykonos, Burgers Got Soul and Tap That) the usable area of footpath will be significantly reduced to less than half of the existing current space, due to the need for 600mm gap between the curb and new dining area, for car doors to open. The remaining area between dining areas and buildings is therefore much less! How can this be best practice and safe? The footpaths are not wide to begin with so why make them even narrower??!!
- This then poses problems for pedestrians, there is far less space for people to walk with children, wheelchair access, double prams and motorised devices for the elderly. Multiple times a day there are bike riders and skate boarders using these footpaths too!
- What happens when tables and chairs are in the way of parked cars doors opening.... when the door hits a seated patron or when the car door gets damaged by hitting a table or chair that's not placed correctly. Who is liable? The HCC??
- Who is responsible when a hot coffee or plate of food is spilt on someone who is walking, riding or skating between the building and the new dining area? At times, there are multiple people walking past, this just poses a greater danger to pedestrians. Currently there is no risk because they do not have to navigate a lane of foot traffic.
- Loss of trade - moving tables to the curb is going to have a significant impact on the businesses effected. Small business is hard and costly enough without increasing insurance premiums and reducing businesses ability to provide safe and weather proof outside dining. Moving tables to the outside means there is no shelter from the rain as this area will no longer be sheltered from the rain. In total, there are approximately 50 seats that businesses will not be able to fill when there is inclement weather. Who is compensating these business for loss of business? Patrons are already saying there is no way they will sit outside if this change occurs as they are too close to the car fumes and they are too exposed to the dangerous traffic conditions. Who is going to pay the insurance costs when damage occurs to parked cars and passing cars?

RFS15-0124

- The HCC have instructed businesses that have sandwich boards that these will also need to be removed. This is just cruel and a further loss to businesses who need as much exposure as they can following the massive interruptions to business trade with the lengthy and overrun redevelopment project. Who will compensate businesses for loss of trade from inability to use outdoor dining areas at all or with reduced capacity, plus loss of exposure and subsequent trade.
- The HCC have already moved the bus stop outside Magnet Court/Chemart, which has significantly reduced the usable space for pedestrians as the seats are now 600mm off the curb (not flush against the building) and now sit almost in the middle of the footpath. It has already been noted that on inclement days the bus stop seats are empty and instead those waiting for the bus are standing back against the wall, further reducing the already narrowed footpath. On a recent site visit with HCC staff, this was witnessed, an elderly man came up the street on his motorised wheelchair/vehicle and he had limited space to pass and navigate. It has also been pointed out that this, like the exposed strip in front of Brew/Zombrero is now extremely dangerous.
- It can be seen along the top of the awning fascia's how close trucks and buses come to the curb as they are continually hitting these fascia's, and with seating so close to the curb at the bus stop and dining areas the potential danger is there for patrons to be hit along with the fascia's.
- The police in the area have made comment that they believe it is ridiculous and irresponsible of the HCC to put people in harm's way when they are trying to protect people not to mention increase their exposure to car fumes by sitting next to idling cars at the traffic lights.

The HCC are saying best practice requires these changes to be made, and that it favours those with disabilities, however this change in fact makes it harder for people with disabilities as they have reduced footpath area to use, they must navigate traffic in and out of businesses carrying hot coffee and food on a reduced area of footpath.

One of the HCC aldermen who has a disability voted against this change, and said as a person with a disability she did not believe it was in favour of those with disabilities! How can this be best practice?

When pointed out to the HCC that we would assume they would be moving all structures that are against buildings such as garbage bins (recently placed in front of Metz) or the bus stop in front of Metz, or the service boxes belonging to Aurora etc outside ANZ they said no they wouldn't be. What??? So, if its "best practice" to have clear walkways against buildings how can these things remain!! They are simply contradicting themselves and therefore should not pursue this ridiculous change!

The safety of the public is at risk and the potential loss of trade to businesses is significant!

VERMEYS

Petition to Hobart City Council

Opposing change to the outside dining areas + bus stop locations on footpath in Sandy Bay Shopping Precinct

As business owners, key stakeholders, residents and users of these areas, we are directly opposed to the HCC decision to move outside dining areas and bus stop seating to the outer edge/ curb of the footpath throughout the Sandy Bay Shopping Precinct as it is dangerous and reduces the usable footpath space for the public.

For more detailed information please read the page over.

40

NAME	ADDRESS	BUSINESS	SIGNATURE
Norm O'Rourke	42 King St.	Resident	Norm O'Rourke
Neil Clark	2 Grosvenor St.		Neil Clark
R. I. YOUNG	30 LORD ST SANDY BAY	RESIDENT	R. I. Young
P. Colver	1 CEDAR CRT SANDY BAY	RESIDENT	P. Colver
K. STALLARD	14/1 GLASS ONE ST	Mattery Pt RES	K. Stallard
L. K. B. G. C. S.			
S. KENNEDY			
Debra Reid	43A Churchill Ave Sandy Bay	Resident	Debra Reid
W. G. Shumley	6 Kent St. Mt Nelson	Restaurant	W. G. Shumley
DON SCHRO	9 Grandview Court	Passion Fruit	DON SCHRO
N. T. O. H. C. H.	1/11 Capri Dr	Resident	N. T. O. H. C. H.
L. G. D. C. H.	12/12 Lion St. St. Hubert	Resident	L. G. D. C. H.
Rob Hume	25 St George St. BPT	THE COFFEE	Rob Hume
RONNIE TIERNEY	4 ACUSHLA COURT SBAY	SHOPPER	RONNIE TIERNEY
JOHAN WILLIAMS	12 BONNIE VILLAGE ROAD		JOHAN WILLIAMS
N. Kelly		Shopper	N. Kelly
C. G. S. G. S.	11 Byron St. SANDY BAY	Resident	C. G. S. G. S.
MAGGIE SARRO	5 ELANDRA RD. TARNONA	RESIDENT	MAGGIE SARRO
JADE COHEN	190 SANDY BAY ROAD	Butcher	JADE COHEN
Christine Moore	10 Percy St. Richmond	Butcher	Christine Moore
S. S.	3 BERT ROAD		S. S.
KATHIE WATKINS	SANDY BAY	Resident	KATHIE WATKINS
Neda Mousazadeh	Sandy Bay	Business	Neda Mousazadeh
I. Mousazadeh	SANDY BAY	Business	I. Mousazadeh
Alex McBurn	12/17 Margaret St	Resident	Alex McBurn
TONY JAMES	12 Newcastle St. B. Bay	Resident	TONY JAMES
ANNA BAILEY	4 Star St. Sandy Bay	Resident	ANNA BAILEY
JONAS AAKSAER	74 BINALONG RD. MORNINGTON	WINDOW CLEANER	JONAS AAKSAER
S. MORGAN	1A OSBARNES ST. SBAY	Resident	S. MORGAN
WILLIAM VERMEY	672 SANDY BAY RD	Resident	WILLIAM VERMEY
Elizabeth Vermeij	672 Sandy Bay Rd	Resident	Elizabeth Vermeij
Art Taylor	41 Darnley St. B. Bay	Resident	Art Taylor
Miranda Ward	222 Churchill Pl. S. Bay	Householder	Miranda Ward
SARSA ROSS	763 Sandy Bay Rd	Resident	SARSA ROSS
Hazel Doran	462 Hurst Rd. S. Hobart	Resident	Hazel Doran
Anna Rose	26 Grandwater Parade	Resident	Anna Rose
Ernie Johnston	19 Broughton Ave. Mt Nelson		Ernie Johnston
GR Harredence	821 Hurst Rd. Fern Tree		GR Harredence
Heleen Phillips	16 Wayne Ave. S. Bay		Heleen Phillips
Till Finkel	7 Rose Court	Resident	Till Finkel
Mark Chelid	124 Cascade Rd. S. Hob.	Resident	Mark Chelid

[illegible]

Brew

Petition to Hobart City Council

Opposing change to the outside dining areas + bus stop locations on footpath in Sandy Bay Shopping Precinct

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For more detailed information please read the page over.

41

NAME	ADDRESS	BUSINESS	SIGNATURE
JAN BATT	14 WELLSLEY	USER	
Juliet Fisher	35 Fitzroy Place	resident	
SARAH REX	50 COLVILLE STREET		
LEIS RYAN	30 View Street	resident	
Nicholas Ryan	30 View Street	business owner	
Jackie Jamieson	9 Gardenia Ave	resident	
Patricia Silman	55 PRINCE ALBERT ROAD	WOMEN'S CLINIC	
LIZ KINGSTON	35 NORFOLK CREW	RESIDENT	
MARK KINCHIT	6 LINTHURST ST. BP.	RESIDENT	
Shirley Bell	42 Kingsley Ave	resident	
Simon Young	2110 Spence St S/B	user	
PHIL CORRIE	2 Kingsley		
Louise Young	8 Brandegee	business owner	
Kate White	PO BOX 403 Sandy Bay	Resident	
Doreen Russell	52 Cornwell St Rosebery	USER	
Kenny Hill	8 Lewis Ave Thirlmere	user	
Paul Alexander	9/10 Melville St. S/B	Service area	
Alicia Jones	301 Dandenong Rd. S/B	user	
Quinn March	60 St Georges T. BP	USER	
Quinn March	4/11 Inverkeithing Rd. S/B	USER	
Rebecca Tomlin	ASCOT AVE	US ST	
Travis Harris	4 Earl St	Resident	
Dennis Biss	97 F. T. CERRAUX	HUTCHINGS	
MARK DRY	3 STAR STREET SANDY BAY	MARK DRY/ARCHITECT.	
Jo Hills	20 Shepherd St.	Billit School	
Kenny McShane	11 Melville St. S/B	user	
Maeve Connolly	28 Waverley Street	user	
Will Dowty	Ascot Vale	USER	
Geoff Gouram	Spence Rd	user	
DAVID TURNER	NORTH NORTON	USER	
TEA GARDNER	153 ROBERTSON WOODWARD	Legislators	
Edith White	3/54 Queen St	USER	
Michelle Jones	11 Linton Ave	user	
Mrs R. Rossie	Comely Ave Rosny	Rate payer	
John Hall	17 Sutherland St S/B	Waverley	
Kevin Lee	Brinsford Ave S/B	user	
Kate Hayes	Princes St S/B	STY CLO	
DR SIMMONS	RSKAPINGALP TACONIT	RESIDENT	
Andrew Reill	Albion Rd. Telmor Hill	Resident	
ARLENE KIRK	23 Andrew Ave. Lenth Valley	USER	
JESSICA FENNER	UNILL/53 Roslyn AVE	BREW	

2 pages over for next sheet

NAME	ADDRESS	BUSINESS	SIGNATURE
Wendy Hill	543 S. Highway 101	Resident	[Signature]
R. D. Goff	Unit 115 Rose Ct		[Signature]
GARY WENALL	115 ROSE CAY S/BAY		[Signature]
LID DIVENUTO	9115 S. Highway 101		[Signature]
Alex Dale	Nova Leon St 1	Resident	[Signature]
Sue Gourlay	320 Sandy Bay Rd	Resident	[Signature]
Carol Langford	30 Jernup St, Larsons	Resident	[Signature]
Ross Caffrey	1745 South Alameda	Visitor	[Signature]
Lance Morrisby	Lanah Valley	Customer	[Signature]
Christopher Wilcox	172 Queen Street S/Bay	Customer	[Signature]
Scott Emison	9 Menugging Road Amie	Customer	[Signature]
Todd Jeffrey	2 Prince Street Sandy Bay	Customer/Resident/Engineer	[Signature]
Frank Johnson	PO Box 313, Sandy Bay	Customer	[Signature]
Simon Barker	32 Norfolk Cres S/Bay	Customer	[Signature]
SIBBAN SIMMONS	6A MACNET CT, S/BAY	RESIDENT/BUS owner	[Signature]
Katrina Carr	6 East Denewid Hwy P. Bay	Customer	[Signature]
Alex Johnson	7 Monness Court	BUS owner	[Signature]
Luke Baker	444 Nelson Road	Employee @ Brew	[Signature]
Berry Shuttleworth	5 BYRON ST. S/Bay	Resident	[Signature]
Barren Temple	Unit 7 287 Church Avenue	Resident/Employee @ Brew	[Signature]
Suzanne Lockhart	Regent St. Sandy Bay	Resident	[Signature]
Tyler White	55 Milcrest Court	Resident	[Signature]

SB BAKERY

Petition to Hobart City Council

Opposing change to the outside dining areas + bus stop locations on footpath in Sandy Bay Shopping Precinct

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41/

NAME	ADDRESS	BUSINESS	SIGNATURE
Eileen Hages	1166 Sandy Bay Rd		E Hages
Rachel Shepherd	60 Lower Jordan Hill rd		R Shepherd
ANDREW JONES	SANDY BAY	OPST.	A Jones
Bruce Holdings	Alche		B Holdings
Mikael Davis	Battery Point		M Davis
Ann Brown	8 Bony		A Brown
GORDON DUKE	TERRACE BE CRCS.		G Duke
Mia Johnson	11 Harkness Rd		M Johnson
ALAN REE	24 Arthur St West		A Ree
Karen Elliston	521 Crabtree Rd Crabtree		K Elliston
ANNE BOOT	10312 Daveny St		A Boot
Carol Hayes	18 Arcliffe Rd, Austins Ferry		C Hayes
ANTON GROOM	15 Handsdown CRCS		A Groom
HUGO	26 SUMMIT ST		Hugo
L. Johnston	373 Sandy Bay Rd		L Johnston
Dan Burnaby	28 WOODCROFT RD TOWNHILL		D Burnaby
BEN ESSER	1A D'SART ST CLIFFORD		B Esser
DAVID THOMAS	44 FLINDERS EAP TORON		D Thomas
KEVIN WRIGHT	"		K Wright
John Wiggins	21 Pillinger St Dynnyrne		J Wiggins
Brian Jones	11 LORD ST		B Jones
Bernard Jones	105 Shinkland Ave S Hobart		B Jones
BILL JENAR	28 QUEEN ST SANDY BAY		B Jenar
Ros Langridge	74 Henley St LINDSEY		R Langridge
Grant Langridge	74 Henley St LINDSEY		G Langridge
Wanda Edwards	5 Daveny Pl South Hobart		W Edwards
Stephen Prutten	39 Waverley Ave	STUPID IDEA	S Prutten
Bridget Wigney	21 ALLINGSTON DYNNYRNE	Stupid + dangerous	B Wigney
Harriet Hogg	166-168 Jarvis Rd	S/O Bank House	H Hogg
Bruce Baker	22 Ussah Dr Toroon		B Baker
COCIN LEO	6 KERRICK ST NEW TOWN		C Leo
M. Ling	391 Nelson Rd Mt Nelson	Silly idea - dangerous!	M Ling
David Edwards	30 Queen St Sandy Bay		D Edwards
ESTA HAGES	9 CAROLINE ST DYNNYRNE		E Hages
JASMIN BROOKS	415 PAULDON DR SANDY BAY		J Brooks
PAUL GERARD	ST GEORGES B. POINT	V. STUPID IDEA	P Gerard
Megan Hearn	739 Cranes Rd, Dromedary	Dangerous + Dumb	M Hearn
Georgina Daugherty	30 Poets Rd. W. Hbt		G Daugherty
Libby Daugherty	107 GIBLIN ST. New Town		L Daugherty

Ⓢ staff will have to walk across the "footpath" between foot. in the path of pedestrians/ runners

Ⓢ Look next page

Petition to Hobart City Council

Body stop

Opposing change to the outside dining areas + bus stop locations on footpath in Sandy Bay Shopping Precinct

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NAME	ADDRESS	BUSINESS	SIGNATURE
Jessica	4/19 Mercer street		<i>[Signature]</i>
Edwina	28 Kingfisher Street		<i>[Signature]</i>
Cheryl	60 Meadow Rd		<i>[Signature]</i>
Rachel	3 Mercer court Sorrell		<i>[Signature]</i>
Margaret	3/106 Hampden Rd.		<i>[Signature]</i>
Amelia	9/320 Percy st		<i>[Signature]</i>
Jane	363 Huon Rd		<i>[Signature]</i>
Mandy	432 Nelson Rd		<i>[Signature]</i>
Rob	28 KARINOA CRT		<i>[Signature]</i>
Kristina	1/4 Berea St Hobart		<i>[Signature]</i>
Emma	41 Parliament St		<i>[Signature]</i>
Fran	47 Derwentwater Ave		<i>[Signature]</i>
Leanne	39911 Sandy Bay R		<i>[Signature]</i>
JO HARDY	49 INCESTRILL Mtn Rd		<i>[Signature]</i>
Jessie Connolly	418 Quayle St S/Bay		<i>[Signature]</i>
P. Alexander	9 BATTERY SQ. B. POINT		<i>[Signature]</i>
Maeve	45 BAKAMANUA QUARE		<i>[Signature]</i>
K. ARKLEY	121 COLLINS ST HOBART		<i>[Signature]</i>
A. ROE	4 SAVOR LKS SANDY BAY		<i>[Signature]</i>
M. MARTIN	1 Greenlands Ave Sandy Bay		<i>[Signature]</i>
J. COBBE	King St S/Bay		<i>[Signature]</i>
R. ROUSSOS	TOLMANS Hill		<i>[Signature]</i>
CARMEIL	336 DAVIEY STS Hobart		<i>[Signature]</i>
Trish	11 Capri Drive S.B.		<i>[Signature]</i>
Sheila	2 Birnie Ave Sandy Bay		<i>[Signature]</i>
Grace Richardson	18 DERWENTWATER AVE		<i>[Signature]</i>
Jo HALL	9 Bonville St S/B		<i>[Signature]</i>
P. MORRIS	25 TRAVERSETT HOLL		<i>[Signature]</i>
Rachel Brennan	Body Shop in the Bay	167 Sandy Bay Rd	<i>[Signature]</i>

NAME	ADDRESS	BUSINESS	SIGNATURE
Annette Horster	60 Waterworks Rd	Resident	A Horster
S. N. ISSN	Lord Street S. Bay	Res. dent	PN, 180
Maria Khrathy	5 Bay Rd. Sand Bay	Resident	2 Crocker
Peter Macrae	6/16 Osborne St Sand Bay	Resident	Williamson
George Vionnas	46 Grosvenor St	Resident	Crocker
GEORGE HACES	2172 LORSTON ST	SAND BAY BAKERY	45
Wapre Greenum	248 MACQUARRIE	SOUTH HOBART	Nayor Greenum
Brenton Bayly	2/13 Birnam Ave	Resident	B. Bay
JANE GOLDSMITH	55 Beach Rd S. Bay	Resident	Jane Goldsmith
Jeff Goldsmith	" " "	"	Jeff Goldsmith
Sally Barker	203 Mary's Hope Rd Port St	Resident	Sally Barker
Keriah Barker	203 Mary's Hope Rd, Port St	Resident	Keriah Barker
Robin Atkinson	19 Dymally Rd.	User of area	R. Atkinson
A. Green	16 Wanda Road (Sand Bay)	Resident / User	A. Green
S. Rawless	49 Waimea Ave	Resident	S. Rawless
R. GEARY	49 WAIMEA AVE	RESIDENT	R. Geary
E. Curly	21 GOVILL ST	RES. BURD	E. Curly
D. Abbott	36 Rialto Rd	Refused	D. Abbott
JIM WILSON	56 PARLIAMENT ST S. Bay	Resident	J. Wilson
P. WAT	141 TREN DR Sand Bay	Resident	P. WAT
L. Stanton	7/14a Fungate ST	User	L. Stanton
Peter Kayes	11 Warwick St	Real Estate Ltd.	P. Kayes
Mand L. Soden	3 Nile Hts Sand Bay	Residents	M. Soden
Megan Alessandri	7/11 St Primrose Pl. S. Bay	resident	M. Alessandri
Linda French	Howrah Rd	resident	L. French
D. Chapman	8 Diamond Dr	resident	D. Chapman
B. Williams	12 Warrimoo Ave	resident	B. Williams
Rob. Wallis	10 Cadorth Ave Sand Bay	Resident.	R. Wallis
JAMES PERKIN	LENATH VALLEY	RESIDENT	J. Perkin
Mignon Tolly	Lenath Valley	Resident	M. Tolly
MURRAY AUCHINCLOSS	310 Glen St S. B.	Resident	M. Auchincloss
Ray CONNOR	463 Nelson Rd	Resident	Ray Connor
Enn Thomson	5 Cartica St SB	Resident	Enn Thomson
Andrews Evers	Brumby Is.	Resident	A. Evers
Geoff Lewerton	6 Laatta Rd Lindisfarne		G. Lewerton















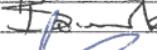
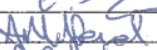


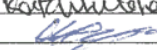


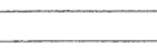
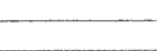









BURGERS GOT SOUL

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NAME	ADDRESS	BUSINESS	SIGNATURE
LISA HUDSON	CHIGWELL	BURGER GOT SOUL	
David Hanley	Sorell		
Kate Backerach	Kingston	B G S	
Chris Kupfili	Blackmans Bay	B G S	
Jethro Plunkett	TARONA	B G S	
Jethro Thew	Long Valley	B G S	
Nison Bademach	Kingston	B G S	
MERAY SCOTT	8 BROOK ST	RETIRED	
Steph Butterwith	Sandy Bay	BUS	
Courtney Sykes	Kingston	B G S	
Mike Hall	FERNTREE	B G S	
Angela Gibling	West Hobart	B G S	
Terry Lockwood	Legana	B G S	
Sonia Roney	3 David Ave. Sandy Bay	B G S	
MATTHEW KOTLAY	3 David Ave. Sandy Bay	whaler	
terica Pitt	S Bay	Nurse	
Jodie Shegum	Norwalk esp	Teacher	
HOWIE ROSS	S Bay	Teacher	
NICK ROSS	S Bay	Teacher	
Amyl Bural	S Bay	Teacher	
Campbell	S Bay	Teacher	
Denise M. Therson	S Bay	Teacher	
Ethel Helen	S Bay	Teacher	
Elizabeth Swirke	S Bay	Teacher	
ANDREW TIMBS	MT NIXSON	RED JEWEL	
Ash Milford	Yark St. Sandy Bay	Nurse	
Deb Banks	West Hobart	Asthma foundation	
Amanda Tapping	Hobart	SCHS	
Fiona Laxton	West Hobart	Colo's	
Kate Whitehouse	West Hobart	fitness	
Liam Temm	New Town	B G S	
Laure Mackintosh	TARONA		
Georgia Mahy	Sandy Bay	Blue Illusion	

City of **HOBART**

Enquiries to: Belinda Herbert
☎: (03) 6238 2721
✉: herbertb@hobartcity.com.au
Our Ref: RFS15-0124
BH:bh

5 July 2017

Ms Alex Johnston
Brew
172 Sandy Bay Road
SANDY BAY TAS 7005

Dear Ms Johnston

**PETITION – OPPOSING CHANGE TO THE OUTSIDE DINING
AREAS AND BUS STOP LOCATIONS ON THE FOOTPATH IN
THE SANDY BAY SHOPPING PRECINCT**

I refer to the petition facilitated by some of the business owners within the Sandy Bay Shopping Precinct and received by the Council at its meeting of 19 June 2017, opposing the City of Hobart's decision to move the outside dining areas and bus stop seating to the outer edge / curb of the footpath throughout the Sandy Bay Shopping Precinct.

A report will now be prepared in respect to your petition and at this stage, it is anticipated that a report will be tabled to the upcoming City Infrastructure Committee meeting of 26 July 2017. You will be advised of the outcome in due course.

It would be appreciated if you would please advise the signatories to the petition accordingly.

Should you have any queries in relation to this process, please contact Belinda Herbert, Council Support Officer on the contact details provided.

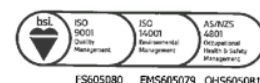
Yours sincerely

(N. D. Heath)
GENERAL MANAGER

Hobart Town Hall
50 Macquarie Street
GPO Box 503
Hobart 7001, Tasmania

Telephone 03 6238 2711
Facsimile 03 6234 7109
Email coh@hobartcity.com.au
hobartcity.com.au

ABN 39 055 343 428



**6.2 Sponsorship of Art/Science Collaborative Project Focussing on
Micro-Plastics
File Ref: F17/90412; 2016-0192**

Report of the Cleansing & Solid Waste Policy Coordinator, the Manager
Cleansing & Solid Waste and the Director Parks and City Amenity of
21 July 2017 and attachment.

Delegation: Council

REPORT TITLE: SPONSORSHIP OF ART/SCIENCE COLLABORATIVE PROJECT FOCUSSING ON MICRO-PLASTICS

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

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to recommend the sponsorship of an Art/Science collaborative exhibition and education program, to raise awareness of the issue surrounding micro-plastics pollution in the world's oceans and its ecological, biological and social impact.

2. Report Summary

- 2.1. The City has received an invitation to sponsor the Art/Science collaborative exhibition and awareness program; Vanishing Point: Unseen. Additional project information is included as **Attachment A**.
- 2.2. An art exhibition focussing on the impact of micro-plastics will be supported by public talks by scientists and an outreach program to raise awareness within Hobart schools.
- 2.3. Micro-plastics are having a dramatic impact on ocean ecology and promotion of the issues it creates will lead to changed behaviours within the community. Tasmania has significant aquaculture and eco-tourism industries where quality of ocean ecology is paramount.
- 2.4. Sponsorship will include an invitation to the Lord Mayor and the Aldermen to the opening of the exhibition, and the City's logo will be placed on all promotional material including the exhibition catalogue and banners.
- 2.5. The event aligns with the objectives of the City's Waste Management Strategy 2015-2030, in particular action 3.8 *Promote and support community reuse programs*, and 3.10 *Develop campaigns to promote the use of sustainable materials*.
- 2.6. The sponsorship of \$3,000 is to be funded from the City's Solid Waste Policy and Strategy budget function.

3. **Recommendation**

That:

- 1. The Council sponsor the art/science collaborative exhibition, Vanishing Point: Unseen, to a value of \$3,000, subject to the event organiser securing remaining funding required for the event to proceed.***
- 2. The cost of the sponsorship be funded from the Solid Waste Policy and Strategy budget function within the 2017/2018 Annual Plan.***
- 3. The City's contribution be acknowledged in relevant promotional material.***
- 4. The sponsorship be recorded in the 'Grants, Assistance and Benefits Provided' section of the City of Hobart's Annual Report.***

4. **Background**

- 4.1. The City received an invitation to sponsor an arts/science collaborative exhibition; *Vanishing Point – Unseen*.

The aim is to raise awareness into issues surrounding micro-plastics pollution in the world's oceans and its ecological, biological and social impact.

- 4.2. Professional artists will create and exhibit works in the Institute of Marine and Antarctic Studies (IMAS) Exhibition space, with works from Katherine Cooper (painting), Peter Walsh (photography), Sophie Carnell (jewellery), Toby Muir-Wilson (woodwork) Ron Moss (haiku), Di Masters (printmaking) and Gerhardt Mausz (sculpture). IMAS Scientists Heidi Auman, Patti Virtue and Fred Olivier will provide scientific advice to the artists.
- 4.3. The City helped fund a Vanishing Point exhibition in 2015 (\$1,900) through the Waste Reduction Grants Program that focussed on marine pollution and saw 2,000 people visit the exhibition, social media views of between 3,000 to 6,000 per week, with around 30 shares per day.
- 4.4. The public will be engaged on the issue of micro-plastic marine pollution on various levels.

Through the artist's exhibits, presentations from scientists, and outreach to schools the problem of marine micro plastic pollution will be presented to a wide audience and pose practical solutions to reduce this problem.

A series of public talks will also be held over the period of the exhibition to inform the general public of the issue and how they can help.

5. Proposal and Implementation

- 5.1. The program will involve an exhibition to be held for a 3 month period in the IMAS exhibition space in Hobart.
- 5.2. In addition to the exhibition there will be a series of public talks and a school outreach program coinciding with National Science Week.
- 5.3. The complete project is estimated to cost an estimated \$17,442 to undertake, comprising of two elements as detailed in **Attachment A**.
- 5.4. It is understood that the event organiser is securing other funding bodies for the balance of the likely event costs.

6. Strategic Planning and Policy Considerations

- 6.1. The project aligns with the objectives of the City's Waste Management Strategy 2015-2030, in particular action
 - 3.8 *Promote and support community reuse programs, and*
 - 3.10 *Develop campaigns to promote the use of sustainable materials.*
- 6.2. The implementation of the Waste Management Strategy 2015-2030 is identified in the City's Strategic Plan.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. The sponsorship of this exhibition and program can be funded from the City's Solid Waste Policy and Strategy budget function within the 2017/2018 Annual Plan.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. Nil.

8. Legal, Risk and Legislative Considerations

- 8.1. There are no legal, risk or legislative considerations associated with this report.

9. Environmental Considerations

- 9.1. The exhibition and associated education program will promote awareness of the impacts micro-plastics are having on the ocean ecology. The more people that are aware of the impact micro-plastics are having, the better chance that their use will be reduced.

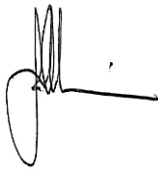
10. Marketing and Media

10.1. The City's logo will be placed on marketing and program material.

11. Delegation

11.1. This matter is delegated to the Council.

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



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



David Holman
**MANAGER CLEANSING & SOLID
WASTE**



Glenn Doyle
**DIRECTOR PARKS AND CITY
AMENITY**

Date: 21 July 2017
File Reference: F17/90412; 2016-0192

Attachment A: Vanshing Point: Unseen 2017 ↓

Vanishing Point 2017



Following up on the outstanding success of their exhibition in 2015, the Vanishing Point team of artists and scientists are reuniting to collaborate on a project and exhibition in 2017 to promote awareness of the ocean plastics pollution problem.

This exhibition will expand on the 2015 project by embracing the theme of *Unseen*. From microbeads in personal care products, micro-fibres in synthetic clothing, and fragments derived from the breakdown of larger debris, micro-plastics are increasingly invading our marine systems and food chains. This is now recognised as a serious global environmental issue.

Vanishing Point Artists Katherine Cooper (painting), Peter Walsh (photography), Sophie Carnell (jewellery), Toby Muir-Wilson (woodwork) and Ron Moss (haiku) will this year be joined by Di Masters (printmaking) and Gerhardt Mausz (sculpture). IMAS Scientists Heidi Auman, Patti Virtue and Fred Olivier will continue to provide scientific advice and coordinate public lectures and educational activities with schools. We are also seeking support from other scientists working in this field.

The Science

With global plastics production now reaching in excess of 200,000 tonnes per annum, much of it is choking our oceans. This marine plastic debris (the focus of Vanishing Point 2015), it is increasingly derived from micro-plastics in consumer and industry products. Exfoliants, cosmetics, industrial abrasives, synthetic fibres from textiles shed during washing – these all contribute to *unseen* hazards that are an emerging field of study. Currently, little is known of their threat to wildlife and human health.

Micro-plastics can affect wildlife in a myriad of potentially harmful ways. Persistent, bioaccumulating toxic compounds on and in marine plastic debris has the potential to leach into animal tissue after ingestion. Research indicates these can change feeding behaviours, increase mortality, cause neurological problems and even affect reproductive success.

Almost all plastic products have been found to leach chemicals that can damage the endocrine system. Hormonal disruptors, such as DDT, PCBs, flame retardants and plastic additives (phthalates and bisphenol A) can mimic hormones and interrupt their actions.

Hormones are the biological keys that signal action, eg. metabolism, sleep, growth and development, movement, reproduction and mood. The chemical makeup of some micro-plastics mimic hormones and replace them, but without sending the right message, interrupting these actions with potentially significant consequences. These hormone mimics are a bit like a key that fits a lock, but can't turn it to open – while it's there, the real key can't enter the lock and the door can't be opened. Effects include cancers, birth defects and other reproductive and developmental

disorders. While the cause of these tragedies may be largely *unseen*, their effects are of increasing concern.

The Collaboration

Science communication to the general public is never easy. The general public can easily be overwhelmed or quickly lose interest in the complexities of scientific research. Conversely, the scientist often feels the science is too easily distorted or trivialised when attempts are summarised into a 1 minute news bite or 5 minute segment.

Art provides a mechanism to engage the general public. Almost always, the goal of the artist is to hook the viewer's interest with something visually stimulating, then lead them into a deeper experience. The skill of the artist is to hold the viewers' attention, unravelling a story piece by piece as their senses move around and through the artist's work.

By combining this skill of the artist with the knowledge of the scientist, it's possible to engage viewers through visual beauty and simplicity, then lead them through a deeper story to raise awareness of the issue at hand.

The Art

The goal of the artists in this collaboration is not specifically to shock the viewer (although we can't guarantee it won't!). This project will focus on the inherent beauty of colourful plastics and the world they impact with *unseen* and the *lock and key* as common themes running through all of the artists work as a metaphor for understanding the impact of micro-plastics on the environment and our lives.

The goal of the artists in this collaboration is not specifically to shock the viewer (although we can't guarantee it won't!). This project will focus on the impact of micro-plastics on the beauty of the ocean and the life forms within and supported by it. The *unseen* nature of micro-plastics and the *lock and key* behaviour of endocrine disruptors will be the common themes running through all of the artists work and will act as metaphors for understanding the impact of micro-plastics on the environment and our lives.

The Exhibition

The exhibition will take place in the IMAS Exhibition Space on the Hobart waterfront during July and August, 2017. In addition to exhibiting the artists' work, a number of other initiatives expanding on the issue of plastic pollution will include:

- A collectible booklet which, in addition to cataloguing the exhibition artwork, will describe the project, the issue and simple steps people can take to minimise the impact and harm of plastics generally.
- School visits (predominantly during science week) educating the students on the issues of plastics pollution in our oceans and their impact.
- Public talks over the period of the exhibition to inform the general public of the issue and how they can help (to be held in the IMAS Lecture Theatre).
- Artists talks, to be held as part of the public talk series.

Other Opportunities

A number of other opportunities will be investigated following the exhibition:

- Travelling the exhibition to other parts of Tasmania to be accompanied by scientists for school visits and public talks.
- Inviting other artists to contribute to an ongoing exhibition.

Budget

Item	Amount
Artists materials	\$4792
Launch	\$850
Catalogue (includes graphic design)	\$3500
Banners, Posters, Cards, Invitations	\$950
Curation (including hanging, audio visual setup and lighting focus)	\$1000
Security and cleaning (launch night, ask IMAS to provide)	\$350
Total	\$11,442

Cash contribution from Vanishing Point-Unseen (additional art work costs)	\$3000
In-kind contributions (salaries, art supplies)	\$3000
Total	\$6,000

10% of proceeds from the exhibition will be donated to the South West Clean Up Crew (<http://wha-marinedebris.blogspot.com.au/>). Extra funding will contribute to Vanishing Point schools education program and relevant scientific research at the honours level.

www.vanishingpoint.net.au

6.3 Plastic Takeaway Packaging Ban
File Ref: F17/83122

Report of the Manager Environmental Health and the Director City
Planning of 21 July 2017.

Delegation: Council

REPORT TITLE: PLASTIC TAKEAWAY PACKAGING BAN**REPORT PROVIDED BY:** Manager Environmental Health
Director City Planning**1. Report Purpose and Community Benefit**

- 1.1. This report is in response to a notice of motion that requested an examination of the likely impacts associated with an amendment to the draft *Environmental Health By-Law 2018* comprising a phase out and subsequent ban on non-compostable single-use takeaway food packaging currently used to enable prepared food or beverages to be carried from the retailer's premises.
- 1.2. The community benefits of limiting the use of such packaging are to:
 - 1.2.1. Reduce the impacts of discarded plastic packaging on human health and the wider environment;
 - 1.2.2. Reduce the volume of plastics being disposed to landfill or ending up as litter;
 - 1.2.3. Support retailers already supplying compostable takeaway packaging items;
 - 1.2.4. Encourage the ease of disposal of compostable items to compost facilities rather than to landfill;
 - 1.2.5. Foster innovation with respect to the development of alternative products made from natural fibres that rapidly decompose in the environment; and
 - 1.2.6. Educate the community and support them to transition to and adopt the worldwide shift away from plastic takeaway packaging.
- 1.3. Endorsement is sought to progress with actions designed to further inform council to implement appropriate measures by 2020.

2. Report Summary

- 2.1. It is acknowledged that plastic pollution of the marine environment is a global issue. A proposal to ban or replace non-compostable single-use food packaging with compostable alternatives has been investigated.
- 2.2. The City manages the complexities of street litter and home-generated waste streams through careful planning and commitment under a range of strategies. Whilst there may be other priorities in terms of the overall landfill waste stream, there would be long term benefits from a reduction in plastics, and in establishing 'away from home' pathways for compostable takeaway items.

- 2.3. There are perceived advantages of a council legislated approach to phasing out and banning plastic packaging. By-law controls would demonstrate a 'stronger' stance by Council, provide a clear set of rules for business and the community, prohibit specific problems products and clearly identify all parties, administration and compliance expectations.
- 2.4. By-law controls may encourage innovation, increase support for the expansion of commercial composting facilities, and clearly demonstrate Council's commitment to the environment.
- 2.5. The disadvantages of a council legislated approach however include some of the following. A ban may restrict market entry to new operators, force increased costs on to small business or significantly alter their current business practices. The economic costs of a ban may outweigh the perceived environmental benefits, and the ban may be subject to legal challenge.
- 2.6. A ban may also be viewed as council over-reaching its remit and interfering with commercial operations. It may raise questions about what else Council may seek to ban in future, and following the regulatory impact process, a ban may not be approved by the Director of Local Government.
- 2.7. Other alternatives to reduce plastic pollution are to lobby the State Government to consider amending the *Plastic Shopping Bags Ban Act 2013* (PSBB Act), or to develop a voluntary code of practice for retailers.
- 2.8. An amendment to the PSBB Act, which exists to restrict the use of certain types of plastic bags, would continue a Statewide commitment to the issue. This is a potentially more effective and consistent means to achieving an actual reduction in pollution.
- 2.9. A voluntary code of practice would be a local initiative which builds on the City's proud record of leadership on reducing waste, managing difficult wastes, promoting recycling and the use of compostable products at events and markets. A voluntary approach would acknowledge and support those businesses already making the switch without force or incentive.
- 2.10. A voluntary code may be quicker and less costly to implement, and be more easily staged and flexible to alteration as the system develops. A voluntary code would emphasise education over enforcement, would be less likely to be challenged and would be 'owned' by the City.

3. **Recommendation**

That:

1. *Either:*

- (i) A draft Voluntary Code of Practice to reduce the use of single-use plastic takeaway food packaging be developed and reported to Council. The report to the Council is to also outline the process for its implementation and promotion on or before 2020; or***
- (ii) An amendment to the draft Environmental Health By-Law 2018 that restricts the use of single-use plastic takeaway food packaging be developed and reported to the Council. The report to the Council is to also outline the process for its implementation and promotion on or before 2020.***

2. *Council lobby the State Government to consider amendments to the Plastic Shopping Bags Ban Act 2013 to broaden the scope of the legislation to include non-compostable single-use takeaway food packaging.*

4. **Background**

4.1. The City Infrastructure Committee considered the notice of motion 'Plastic Pollution' by Alderman Cocker and Harvey at its meeting of 16 November 2016 and on 21 November 2016 the Council resolved that:

- 1. A report be prepared on amendments to the Health and Environmental Services By-Law 2008 (also including any other relevant local or state government legislation) to examine the effectiveness of a phase out and subsequent ban on non-compostable single-use food packaging in reducing the impacts of plastic on human health, biodiversity and ocean ecology.***
- 2. The report include a time line for implementation of appropriate measures by 2020.***
- 3. The report also address the requirement for retailers to phase out the sale of identified problem plastic items and replace them with more appropriate items to reduce domestic single use of plastics.***
- 4. The report also canvass options for ensuring collaboration with local and state government to maximise outcomes'.***

- 4.2. It is acknowledged that on a global scale, plastic pollution is threatening the natural order as one of the most common forms of marine debris. Regardless of whether it ends up as litter or landfill, there is considerable public momentum for the reduction in availability of non-compostable products as a means to reduce environmental impact.
- 4.3. Takeaway packaging is a major contributor to the litter stream in Tasmania. Data from the Environment Protection Authority (EPA) indicates that up to 50% of the litter stream is comprised of paper and plastic takeaway rubbish.
- 4.4. The Keep Australia Beautiful National Litter Index, which in 2015/2016 primarily focused on suburban areas of Hobart, provides some insight into the composition of this litter. That year it found that approximately 16% of the litter items audited were plastic, but only 2.4% were plastic spoons/cutlery, straws and plastic takeaway containers and cups.
- 4.5. The City maintains a significant litter collection network including hundreds of stormwater litter traps and litter socks. These traps are already extremely effective in preventing marine pollution in general.
- 4.6. Compostable packaging is not considered to be a solution to litter. No compostable takeaway packaging currently on the market breaks down quickly in the environment. Solutions to litter lie in effective campaigns that lead to behavioural change, an overall reduction in the consumption of packaging, as well as the provision of pathways for recovery of compostable litter.
- 4.7. The City of Hobart has set a target of zero waste to landfill by 2030 in its ambitious Waste Management Strategy. This is against a state-wide backdrop not yet mirroring similar ambition.
- 4.8. The priority actions within the Waste Management Strategy relate to the heavier waste categories such as organics (29%) and construction / demolition materials (42%). Plastic packaging represents less than 3% of the total annual waste tonnage, however unlike organics and many demolition materials, landfill is currently the only end-of-life destination available in Tasmania due to low tech recycling systems. One way to stop it entering the landfill may be to limit supply.
- 4.9. In contrast, compostable takeaway packaging items (made from materials that meet the Australian AS4736, European EN13432 and American ASTM D6400 and D6868 standards) do have an end of life solution and are accepted at commercial composting facilities throughout Tasmania.
- 4.10. The implementation of kerbside collection of food waste including compostable packaging, identified in the Waste Management Strategy, may also enable these items to reach composting facilities. This may eventually lead to the reduction in volumes of this waste from households to landfill, but only if the pathways to such facilities exist.

- 4.11. The greater issue with respect to the disposal of takeaway packaging may not be with what is able to be collected and separated domestically, but with items consumed in public spaces. The issue then is how a system could be established to provide an 'away from home recycling pathway' for the capture of compostable items.
- 4.12. The City of Hobart has a proud record of showing leadership in the field of waste management, recycling, and in promoting the switch to compostable single-use products. The Taste of Tasmania has led the way from first enabling recycling approximately 8yrs ago to capturing 6 waste streams at last year's event. Winter Feast and other events in receipt of a grant from the Council must also adhere to the rules around the use of compostable products.
- 4.13. Regulatory intervention has a place in addressing the need for action to reduce the impacts of plastic packaging on human health and the environment given the following facts:
 - 4.13.1. The use of non-renewable resources for the rapidly growing plastic packaging industry,
 - 4.13.2. Toxic additives in plastic polymers, stabilizers and pigments being released into the environment, and
 - 4.13.3. The persistence and cumulative impacts of plastic in the environment for hundreds of years in their original form or as small particles.
- 4.14. A ban on plastic packaging in Hobart may restrict the entry of new plastic packaging wholesalers into the Hobart business sector, however all current Tasmanian wholesalers supply compostable takeaway packaging options. Currently many compostable products are cheaper or the same price as their plastic equivalents, some are several cents more expensive. Prices do fluctuate but on the whole compostable products are becoming competitively placed within the market.
- 4.15. One third of Hobart's approximately 300 takeaway food and beverage businesses already supply some compostable takeaway packaging items. This movement demonstrates the minimal competitive disadvantage for retailers supplying compostable packaging.
- 4.16. It is anticipated that there may be challenges against any restrictions. This has been seen in the Northern Territory where the container deposit scheme was challenged by Coca-Cola Amatil under the *Commonwealth Mutual Recognition Act 1992*. Also in Western Australia the City of Fremantle plastic bag ban was disallowed by the state government.
- 4.17. A proposed ban on plastic takeaway packaging could specify which products cannot be supplied by retailers in Hobart rather than specify which products are to be supplied. A proposed ban may provide certainty around the prohibition of problem products, identify all relevant

parties to the ban, and outline administration and compliance expectations.

- 4.18. It is not envisaged that the quantity of packaging provided by retailers would reduce through a ban because single-use packaging is a key tool for maintaining food hygiene standards. A ban would facilitate the replacement of plastics with compostable products. The already evident market-led transition to compostable packaging in Hobart suggests that product replacement may be supported.
- 4.19. A proposed ban may encourage innovation and new business opportunities including:
 - 4.19.1. Alternative products, new market entrants.
 - 4.19.2. More sustainable extraction and manufacturing throughout the life cycle of a product.
 - 4.19.3. Increased support for commercial composting facilities.
- 4.20. The question then is, whether or not a ban, either through council by-law or other statutory mechanism is the lawful and most appropriate mechanism to achieve a phase-out of problem products and improve marine and terrestrial ecology.
- 4.21. The Tasmanian *Plastic Shopping Bags Ban Act 2013* (PSBB Act) is described as an act to 'prevent, so as to minimise environmental pollution, the provision by retailers of certain plastic bags, and for related purposes'. The Tasmanian government chose to implement this legislation contrary to the decision of the Australian Government Environment Protection and Heritage Council findings, that regulatory options for a phase-out of plastic bags had economic costs that significantly outweighed the perceived environmental benefits.
- 4.22. There has been no formal review of whether or not the PSBB Act has, or is on track to, achieve its objectives. In early July 2017 the Environment Minister acknowledged 'the significant community concern that has emerged in relation to the current effectiveness of the ban' and has asked the EPA to undertake an audit to fully understand the current practice around the provision of thicker single-use plastic bags. Thicker bags are not technically in breach of the Act but may be inconsistent with the original intent.
- 4.23. The outcome of the audit is due by the end of the year and will be of interest in the context that even with the best intentions, seeking to ban anything can be problematic. In the case of single-use plastic takeaway products, problems with the mutual recognition of goods between jurisdictions may arise, as well as substitution complications. Enforceability is also a key element for consideration, as is the potential impact of a ban on some of the smaller operators in the market.

- 4.24. Council sought a legal opinion on whether or not the proposal to amend the by-law to ban single-use plastic takeaway items is within the definition of s.145 of the *Local Government Act 1993* where council may make a by-law in respect of 'any act, matter or thing for which council has a function or power under this or any Act'
- 4.25. The opinion suggests that Council does have the power to pass a by-law on the topic relying on Council's functions and powers pursuant to the *Litter Act 2007*, however its validity may be subject to legal challenge.
- 4.26. The use of a by-law may be seen as council over-reaching and interfering with normal commercial operations. A ban, as with any change, has the potential to have a perceived impact on proprietors in terms of operational practices and costs. A ban of this nature could also raise questions about what else the council might choose to ban in future using the argument of litter management or waste reduction.
- 4.27. An alternative is to lobby the State Government to consider amending the PSBB Act to include non-compostable single-use takeaway food packaging. This approach would broaden the commitment to the issue beyond the city borders and therefore generate a greater return.
- 4.28. Difficulties also exist with respect to measuring an actual reduction in impact on ocean ecology for such an isolated marine area, which is affected by all users of the land surrounding the estuary and beyond. An effective ban would require cooperation from all bordering municipal areas at minimum, which leans towards advocating for state or federal prioritisation of the issue.
- 4.29. The *National Environment Protection (Used Packaging Materials) Measure 2011* is a national initiative linked to the Australian Packaging Covenant which contains over 900 business signatories committed to reducing the impacts of litter. 31% of signatories are from the food and beverage industry.
- 4.30. Research and consultation with stakeholders suggests legislation pathways can be fraught and there may be more benefit in exploring a well-planned voluntary approach which builds on the existing City of Hobart brand and our ambitious waste policies. Hobart is uniquely placed as the gateway to the Antarctic, enjoys high levels of interest from tourists and already demonstrates significant commitment to modern methods of waste management. It is suggested that approaches other than regulation could be effective.
- 4.31. Voluntary Product Stewardship programs currently exist for other difficult wastes which have been implemented as national programs under the National Waste Policy. The City of Hobart is involved in some of these programs which involve manufacturers contributing to the collection and recycling of the products they create.

- 4.32. The City of Hobart is currently working on engaging an agency to build and promote Hobart as a 'Cup Conscious City' which involves identifying cafes that provide and support re-usable coffee cups, reduce non-compostable cups and provide discounts to customers who reduce plastic use.
- 4.33. The Council therefore has two options to reduce plastic pollution. The first is through an amendment to the draft *Environmental Health By-Law 2018* (replacement to the *Health and Environmental Services By-Law 2008* currently under review) which would proceed through the relevant statutory processes required for enactment including a Regulatory Impact Statement. Alternatively the Council has an option to pursue a voluntary code of practice with or without an incentive program to achieve the goals of a phase-out. This will serve to demonstrate that Hobart continues to lead by example, as well as recognise that many proprietors are already making the shift to compostable products without force or incentive.

5. Proposal and Implementation

- 5.1. The Council has two options available to, within the constraints of its jurisdiction, address reducing the non-compostable single-use food packaging and the associated impacts of plastic on human health, biodiversity and ocean ecology. The Council can either;
- 5.1.1. Amend the draft *Environmental Health By-Law 2018* to ban non-compostable single-use food packaging (replacement to the *Health and Environmental Services By-Law 2008* currently under review) and proceed through the relevant statutory processes required for enactment including a Regulatory Impact Statement; or
- 5.1.2. Develop a Voluntary Code of Practice (VCoP) to achieve a reduction in the availability of non-compostable plastic takeaway packaging;
- 5.2. Either option would require a further report that fully explored the specific scope and particulars of the amendment to the draft by-law or the VCoP and the associated marketing and communications strategy that would accompany such initiative.
- 5.3. It would be necessary to engage key stakeholders with the idea of Council's preferred option, to seek feedback and input on the scope and particulars to be included within a draft proposal to the Council.
- 5.4. It is also proposed to undertake a detailed survey of Hobart takeaway retailers to gauge levels of acceptance and capacity for change under either a voluntary approach or a by-law. A Council Environmental Health Officer is already preparing to conduct this survey in 2017 as part of her Master of Public Health research project.

- 5.5. Parallel to the above, it is considered valuable for Council to lobby the State Government to consider amendments to the PSBB Act as potentially a more effective and consistent means to achieving a reduction in pollution from this type of material right across Tasmania.

6. Strategic Planning and Policy Considerations

- 6.1. In considering this proposal the following strategic objectives from the Capital City Plan are relevant:

Strategic objective 3.2 '*Strong environmental stewardship*', and

Strategic objective 3.4 '*Leadership in environmental performance with the efficient use of natural resources*', and

Strategic objective 4.3 '*Build community resilience, public health and safety*'.

- 6.2 The City of Hobart Waste Management Strategy is relevant:

- 6.2.1 The Strategy includes over 90 actions across a range of areas relating to organic waste, education and litter, to achieve zero waste to landfill by 2030.

- 6.3 The City of Hobart Climate Strategy is relevant:

- 6.3.1 The documented energy use and emissions inventories consider local use and emissions but also acknowledge the embodied energy of materials consumed. Emissions associated with the production of food and other goods, including packaging, account for more than four times the emissions of personal energy use.

7. Financial Implications

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

- 7.1.1. It is envisaged that either an amendment to the draft *Environmental Health By-Law 2018* or the development of a draft VCoP can be undertaken within current Council officer expertise and resourcing levels.

- 7.1.2. An additional budgetary allocation will be required to assist in implementation of an engagement strategy for either preferred option.

8. Legal, Risk and Legislative Considerations

- 8.1. The *Local Government Act 1993* authorises Councils to make by-laws under section 145 'in respect of and act, matter or thing for which a council has a function or power under this or any other Act'. Legal opinion suggests that Council does have the power to pass a by-law on

the topic of plastic takeaway packaging relying on Council's functions and powers pursuant to the *Litter Act 2007* however its validity may be subject to legal challenge.

- 8.2. The directive for local government to address pollution and inefficient resource use is found in numerous Acts including, but not limited to, the following:

8.2.1. *Environmental Management and Pollution Control Act 1994*
Schedule 1 – Objectives Part 2, (3)

- (b) to prevent environmental degradation and adverse risks to human and ecosystem health by promoting pollution prevention, clean production technology, reuse and recycling of materials and waste minimisation programs; and
- (g) to control the generation, storage, collection, transportation, treatment and disposal of waste with a view to reducing, minimising and, where practicable, eliminating harm to the environment; and
- (k) to coordinate all activities as are necessary to protect, restore or improve the Tasmanian environment.

8.1.2 *Litter Act 2007, Section 5*

- (b) to regulate the distribution of materials that may become litter; and
- (d) generally to protect and enhance the quality of the Tasmanian environment.

8.1.3 *National Environment Protection (Used Packaging Materials) Measure 2011*

To increase the recovery and recycling of used packaging from households and away-from-home sources, through improved collection systems, markets and promotion programs.

8.1.4 *Environment Protection and Biodiversity Conservation Act 1999*
Section 3 (1)

- (a) to provide for the protection of the environment; and
- (b) to promote ecologically sustainable development through conservation and ecologically sustainable use of natural resources.

- 8.2 Local government is a major stakeholder in the National food regulation system implementing, monitoring and enforcing food laws in Tasmania through the *Food Act 2003* and subordinate legislation. As authorised

officers appointed under the Act, City of Hobart Environmental Health Officers may enter and inspect food businesses in connection with the handling of food for sale. Guiding principles used in carrying out their functions include;

- To assist regulated parties in understanding legislative requirements, and
- To take a risk-based, graduated and proportionate approach to managing non-compliance.

Environmental Health Officers are trained to provide clear information and guidance, and undertake regulation across the compliance, monitoring and enforcement continuum. They are also regularly in attendance at food businesses which provides an opportunity to support the implementation of either proposal.

8.3 The City of Hobart is currently reviewing five of its by-laws, including the *Health and Environmental Services By-Law 2008* which is due to expire in October 2018. The replacement by-law is the draft *Environmental Health By-Law 2018* which is due to be considered by the Governance Committee on 1 August, following an external stakeholder engagement process. Amendments to the draft may still be considered and incorporated into the document prior to the finalisation of the Regulatory Impact Statement for the by-law which is due to be prepared later in August / September 2017. The by-law would be likely to come into effect in mid-2018.

8.4 The *Plastic Shopping Bags Ban Act 2013* was enacted to support community aspirations for environmental sustainability. The legislation was the preferred option at that time as opposed to self-regulation or doing nothing due to a range of factors including the resolution of the Tasmanian House of Assembly to support a ban, the diversity of the retail industry, and community interest.

9. Environmental Considerations

9.1. As outlined in the background section to this report.

10. Social and Customer Considerations

10.1. Quality and cost comparable compostable replacement products are available. It is reasonable to assume that the costs of packaging will continue to be passed on to consumers as part of their total shopping bill. Consumers should therefore not see any discernible rise in the cost of their purchases as a result of the wide adoption of a ban through a by-law or the adoption of a VCoP.

10.2. Plastic packaging waste is very topical at present. Government bodies across Australia are considering such interventions as plastic bag, container and packaging bans in response to public concern. As outlined in the background, the City of Hobart is already a leader in this

space and there is a perceived expectation within the community that this continues.

11. Marketing and Media

11.1. The marketing and media opportunities with this proposal has been outlined with the Proposal and Implementation section of this report and will be expanded on in more detail in further reports should the Council resolve to progress the recommendations.

12. Community and Stakeholder Engagement

12.1. The community and the stakeholder engagement opportunities with this proposal have been outlined within the Proposal and Implementation section of this report and will be expanded on in more detail in future reports should the Council resolve to progress the recommendations.

13. Delegation

13.1. This matter is delegated to the Council.

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

Felicity Edwards
**MANAGER ENVIRONMENTAL
HEALTH**

Neil Noye
DIRECTOR CITY PLANNING

Date: 21 July 2017
File Reference: F17/83122

6.4 Municipal Emergency Management Coordinator Position
File Ref: F17/91916; 16/81

Memorandum of the General Manager of 21 July 2017.

Delegation: Council



City of **HOBART**

MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

Municipal Emergency Management Coordinator Position

The purpose of this report is to seek the Council's endorsement of a new Municipal Coordinator following the expiration of the two year term of the current Coordinator.

The Municipal Emergency Management Coordinator is a statutory position pursuant to the provisions of the Emergency Management Act 2006 ("the Act").

Essentially the Act specifies that the Municipal Coordinator position is a person:

- Nominated by the Council;
- Appointed by the Minister;
- Appointed for the period and on the terms and conditions, specified in the instrument of appointment;
- Once appointed would have the authority to make decisions relating to the coordination of emergency management in the municipal area during an emergency without first seeking the approval of the Council.

The current Municipal Coordinator, Mr Paul Jackson has served in this capacity for the last two years and his term expires on 1 September 2017.

It is proposed that the new Municipal Coordinator be Mr Geoff Lang, who is currently the Group Manager Project Services. Mr Lang has oversight of the Civil Works Unit which includes the majority of the City's external workforce which positions him well for this important statutory appointment. Mr Lang has been consulted and is happy to assume the role.

RECOMMENDATION

That:

- 1. The Council endorse the nomination of Mr Geoffrey Lang as the next Municipal Emergency Management Coordinator for the City of Hobart.***
- 2. The Director State Emergency Service and the State Emergency Management Controller be so advised.***

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

A handwritten signature in black ink, appearing to read 'N.D. Heath', written in a cursive style.

N.D Heath
GENERAL MANAGER

Date: 21 July 2017
File Reference: F17/91916; 16/81

6.5 Status of Traffic Related Requests
File Ref: F17/87776; 17/56

Memorandum of the Manager Traffic Engineering and the Director City Infrastructure of 21 July 2017 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

Status of Traffic Related Requests

1. Introduction

Since its election in November 2014, the current Council has resolved on a number of traffic related matters, tabled a number of traffic related petitions and submitted a number of Notices of Motion on traffic issues.

This memo summarises any outstanding traffic related resolutions, petitions and notices of motion that are awaiting further reports and details the actions proposed to be undertaken in response to these matters.

2. Current Traffic Related Matters

2.1. Sandy Bay Walking and Cycling Project

The Sandy Bay Walking and Cycling project is nearing completion – with the Stage 3 works (linking between Wayne Avenue and the City's southern boundary with Kingborough) now substantially complete. However, the pedestrian crossing near the Riverview Inn at 795 Sandy Bay Road has not yet been installed. The Council considered a report on this matter at its meeting held on 3 April 2017, however the Council resolved to defer it to a future meeting. Further investigation is underway in relation to the most appropriate location for a pedestrian crossing in the area near the Riverview Inn.

Officers have also committed to undertake ongoing monitoring of the safety and uptake for the whole walking and cycling improvement project on Sandy Bay Road (between Marieville Esplanade and the boundary with Kingborough).

Action

A report recommending a location for the pedestrian crossing in the vicinity of the Riverview Inn will be presented to the City Infrastructure Committee on 23 August 2017.

Cycling safety and uptake report once the Cycling Super Tuesday count data is released, it expected that this report would be considered by the City Infrastructure Committee at its meeting on 20 September 2017 or 25 October 2017.

2.2. Hill Street Pedestrian Improvement Project

Consultation has been undertaken on the project to install a median lane, pedestrian refuges and kerb bulbings in Hill Street, West Hobart. A feasibility investigation is underway for the consideration of wombat or zebra crossings at the two Lansdowne Crescent roundabouts. In addition the General Manager and the Director City Infrastructure are meeting on a regular basis with the Transport Commissioner and a resident representative in finalising the concept design.

Action

A report detailing the results of the community engagement, the concept design for pedestrian improvements in Hill Street and recommendations in relation to the installation of zebra or wombat crossings is being prepared for the consideration of the City Infrastructure Committee at its meeting of 23 August 2017.

An allocation of \$310,000 was included in the 2016-2017 budget for pedestrian improvements in Hill Street.

2.3. Local Retail Precinct Plan – New Town

The Local Retail Precinct Plan continues to be progressed and the Council recently approved the proposed concept design for the Lenah Valley Retail Precinct for construction in the 2017-2018 financial year.

Community engagement is about to commence for the New Town Retail Precinct in order to develop a concept design for this area to be constructed in the 2018-2019 financial year.

Action

Following community engagement and the development of a concept design for the New Town Retail Precinct a report will be provided to the City Infrastructure Committee in mid-2018. There is a total budget allocation of \$2,000,000 across Year 1, Year 2 and Year 3 of the revised 10-Year Capital Works Program.

2.4. South Hobart Pedestrian Crossings

The Council resolution of 8 May 2017 required further investigation into the feasibility of pedestrian traffic signals being installed in Macquarie Street (adjacent to the butcher and chemist). This further investigation into pedestrian traffic signals was instigated by Aldermen in response to community lobbying, including the petition that was subsequently tabled at the Council meeting of 19 June 2017.

The petition (with 225 signatures) calls for the Hobart City Council and the state government to install pedestrian traffic lights across Macquarie Street between the butcher and chemist shops.

Initial findings from the consultant undertaking the feasibility investigation are that pedestrian traffic signals (including kerb bulbing) would be possible.

The report will provide information on any safety and pedestrian delay benefits that pedestrian traffic signals would provide. The General Manager has provided an undertaking to the South Hobart Progress Association that he will keep them informed of the progress of the report.

The report to the City Infrastructure Committee is likely to recommend that the kerb bulbings are installed as soon as possible at the butcher / chemist location – noting that any pedestrian traffic signals may take some time to progress to installation stage, and that the kerb bulbings would still be required.

Action

The feasibility investigation into pedestrian traffic signals is currently underway and the results of the investigation (including a formal response to the petition) will be reported back to Committee and Council. This further report will be provided to the City Infrastructure Committee on 23 August or 20 September 2017.

There is currently \$40,000 of Black Spot funding for the installation of wider median refuge islands and kerb bulbings at the existing crossing points on Macquarie Street between Elboden Street and the Southern Outlet. A further \$350,000 of Council funds was allocated in the 2016-2017 budget for pedestrian improvements in South Hobart.

The South Hobart Retail Precinct project for Macquarie Street has a total budget allocation of \$2,000,000 across Year 4 and Year 5 of the revised 10-Year Capital Works Program.

2.5. Parklet Policy

A notice of motion was received and has been progressed. The City Infrastructure Committee considered a report on a parklet trial in Elizabeth Street (between Brisbane Street and Melville Street). However, the matter was deferred by the Council until such time as further consultation has been undertaken with residents and businesses in Elizabeth Street.

Action

Further community engagement is to commence in August 2017. The matter is likely to be reconsidered by the City Infrastructure Committee at its meeting of 20 September 2017 or 25 October 2017.

2.6. Hobart Central Bus Interchange

Redesign of the Elizabeth Street Bus Mall (between Collins Street and Macquarie Street) is identified as Action AP02 in the Inner City Action Plan.

Over the last few years officers have been working with Metro Tasmania and the Department of State Growth to identify a preferred arrangement for the Hobart Central Bus Interchange and to progress the concept design development through to implementation. However, a preferred arrangement is yet to be agreed between parties and this project is currently on hold, even though officers believe that the substantive concerns of Metro have been addressed.

However, it is likely that there will be a need to temporarily relocate bus stops from the southern side of the Elizabeth Street Bus Mall to accommodate construction of The Palace (Hyatt) Hotel. This may need to include consideration of relocating the motorcycle parking from the median in Elizabeth Street – including consideration of the use of Post Street for this. It is expected that the temporary bus stop relocation and construction activity may precipitate further progress on the upgrade of the Hobart Central Bus Interchange.

Action

Changes to the traffic management arrangements in Elizabeth Street (between Macquarie Street and Collins Street) to accommodate construction of the Palace (Hyatt) Hotel are likely to not be approved by officers under delegation due to the scale and duration of the construction activity. A report on this matter is likely to be considered by the City Infrastructure Committee before the end of 2017.

A final arrangement for the upgraded Hobart Central Bus Interchange will continue to be progressed. A further report to the City Infrastructure Committee on this matter could be expected in early 2018 providing the results of community engagement and assuming that the endorsement of the Transport Commissioner and Metro can be obtained. There is a total budget allocation of \$2,100,000 across Year 1 and Year 2 of the revised 10 Year Capital Works Program for the upgrade of the Hobart Central Bus Interchange.

2.7. Salamanca Place Upgrade Works

Works are currently underway to construct a widened footpath on the southern side of Salamanca Place between Montpelier Retreat and Gladstone Street.

Planning works have commenced on the Stage 2 works – to upgrade the intersection of Montpelier Retreat and Salamanca Place and to provide a widened footpath through to Kennedy Lane. These design works will also consider the ongoing need for the Montpelier Retreat vehicular connection to Morrison Street (through the Salamanca Lawns), including traffic modelling to understand the impacts of any changes to the road network in this location. The provision of a safe and comfortable pedestrian connection between the Morrison Street footpath (at the Princes Wharf 1 forecourt) and the southern footpath on Salamanca Place is also part of the scope.

Action

Community engagement will need to be undertaken in developing a concept design for the Stage 2 works in Salamanca Place at Montpelier Retreat. A report on this matter is likely to be provided to the City Infrastructure Committee in mid-2018 to ensure construction works can be undertaken during 2019.

Costs for the improvements to widen the southern footpath on Salamanca Place between Montpelier Retreat and Kennedy Lane are expected to be in the order of \$650,000 (currently includes across Year 1 and Year 2 of the revised 10-Year Capital Works Program). Any works to provide improved pedestrian linkages and to alter the road network in the Salamanca Lawns / Castray Esplanade / Morrison Street precinct are likely to be in the order of \$1,500,000 (currently includes across Year 2 and Year 3 of the revised 10 Year Capital Works Program).

2.8. Collins Street Cycling Connection

Collins Street is identified in the Inner City Action Plan as providing an important link between the Hobart Rivulet Park and the City centre.

There are four components to this project:

- The connection of the Hobart Rivulet path across Molle Street at Collins Street;
- Provision for cycling along Collins Street between Molle Street and Murray Street;
- Provision for cycling along Collins Street between Murray Street and Argyle Street; and
- The connection between Collins Street (at Argyle Street) and the Intercity Cycleway.

Bicycle Network is also actively lobbying to see improved cycling connections along Collins Street between the Hobart Rivulet path and the city centre.

Action

An options report has been prepared by GHD in relation to the connection across Molle Street at Collins Street and includes recommendations on some short term improvements at the Collins Street / Molle Street intersection, as well as the possible signalisation of this junction in the longer term. This project could be nominated for funding through the Black Spot program.

Planning works and feasibility design are currently underway for the length of Collins Street between Molle Street and Murray Street, to identify options for improved cycling connections along the street. Early indications are that an uphill cycling lane may be possible along this section – and a concept design for consideration of the City Infrastructure Committee is likely to occur in early to mid-2018. There is a total budget allocation of \$120,000 across Year 1 and Year 2 of the revised 10 Year Capital Works Program.

Planning works and feasibility design has also commenced for the section of Collins Street between Murray Street and Elizabeth Street to try and incorporate a contra-flow bicycle lane on this link. A community engagement and communications strategy needs to be developed before further progressing the delivery of this aspect with. There is a total budget allocation of \$300,000 across Year 1, Year 2 and Year 3 of the revised 10-Year Capital Works Program.

The connection of Collins Street through to the Intercity Cycleway will be considered as part of the project to extend the on-road bicycle lanes on Campbell Street and Argyle Street. Concept design development is currently underway with the aim that any infrastructure would be implemented once the construction zone for the Royal Hobart Hospital Redevelopment is no longer required (approximately mid-2019).

2.9. Transport Strategy

Community engagement is nearing completion on the four modules to identify issues to be considered in the new Transport Strategy for the City of Hobart.

A number of resolutions of the Council are appropriate to be addressed in preparation of the Transport Strategy including:

- A review of Local Area Traffic Management for the Lenah Valley area (particularly in Augusta Road, Creek Road, Alwyn Road, Chaucer Road and Monash Avenue – related to the 221a Creek Road subdivision).
- Improved pedestrian crossings (including pedestrian priority crossings such as zebra and wombat crossings) on key pedestrian routes in the City to improve both the safety and walkability of Hobart's streets.

Action

A draft Transport Strategy will be presented to the 22 November 2017 or 6 December 2017 meeting of the City Infrastructure Committee prior to commencing the final community engagement on the document.

It is likely that a final Transport Strategy would be presented by mid 2018 for adoption by the Council. There is \$250,000 in the 2017-2018 capital works program and \$500,000 in subsequent years for implementation of the Transport Strategy.

2.10. Resident Traffic Committees

The future of the resident traffic committees is being addressed in both the Communications and Community Engagement reviews currently underway.

It has been agreed that the resident traffic committees will continue in their current form until the completion of the Transport Strategy – at which time it is anticipated that the community members participating in this program can be transitioned to the new framework.

2.11. Management of Commercial Furniture and A-Frame Signboards

In September 2015 the Council agreed to move towards a “best-practice” approach to managing the use of public footpaths, particularly relating to the placement of commercial furniture. It was agreed that officer progress works to achieve a clear building line and minimum footpath widths in the future.

In locations where the footpath is reconstructed it has been agreed that commercial furniture (including A-frame signboards) will be relocated away from the building line. Officers are currently working with business operators in Sandy Bay and Lenah Valley to achieve this following completion of the Retail Precinct upgrades (recognising that a petition has been received from traders in Sandy Bay and a response being considered at the July 2017 City Infrastructure Committee meeting).

Officers have also committed to:

- Review the location of outdoor dining furniture on Salamanca Place between Kennedy Lane and Wooby’s Lane following completion of the current footpath widening project on Salamanca Place (between Montpelier Retreat and Gladstone Street).
- Develop and implement a style guide for outdoor dining furniture.

Action

A report detailing the review of the location of outdoor dining furniture on Salamanca Place between Kennedy Lane and Wooby’s Lane following completion of the current footpath widening project on Salamanca Place (between Montpelier Retreat and Gladstone Street).

A further report that identifies how the Council may achieve a clear building line with minimum footpath widths is likely to be provided in late 2018 following the adoption of the revised By-Laws. This report could also include the style guide for outdoor dining furniture.

2.12. Active Transport to Schools

A study has been commissioned to explore the active travel behaviours of students, parents and teachers from public primary schools within the City of Hobart. A draft report has been provided that includes feedback from the school communities regarding barriers to active travel, access to schools and suggestions for how these might be addressed in order to increase participation in active travel to and from school.

Action

Once this Active Transport to Schools report has been finalised it will be presented for the consideration of the City Infrastructure Committee. This will likely be on the agenda of the meeting of 20 September 2017.

2.13. Review of Parking – North Hobart

Council has resolved that a review of car parking be undertaken in North Hobart to include a review of the on-street parking time limits, the possible installation of parking meters and changes to the current parking enforcement regime to include consideration of evening and weekend patrols.

The area is centred on the Elizabeth Street restaurant strip, between Warwick Street and Federal Street and extending down all side streets by one block (approximately to Andrew Street and Argyle Street).

Initially, officers will arrange for an audit of the existing parking time limits, parking availability and usage to be undertaken (including motorcycle and bicycle parking). The audit will allow for an informed optimisation of parking arrangements in the area. Opportunities for “shared parking” will also be explored to identify locations where additional parking may be available outside of normal business hours. Consultation with the North Hobart community (both businesses and residents) will be an important aspect of any changes proposed for the area, especially regarding the possible installation of parking meters.

Action

The findings of the parking audit and any “quick win” parking optimisation options will be progressed at an operational level. However, a report to the Finance Committee will be required to detail the results of any community engagement and include a list of suggested actions to improve parking in the area. This report has been requested for early 2018.

2.14. Lord Street Traffic Conditions

A petition was tabled at the Council meeting of 20 February 2017. The petition (with 39 signatures) calls for the Council to investigate the traffic conditions on Lord Street, Sandy Bay, by way of implementing traffic calming measures on the upper end of Lord Street, Sandy Bay, near the Princes Street Primary School.

Action

Traffic surveys have been undertaken on Lord Street in the area adjacent to the rear access to Princes Street Primary School. The findings of the traffic survey and a recommendation about improvement options (including possible signage or road markings warning drivers of children crossing) will be reported back to the City Infrastructure Committee on 23 August or 20 September 2017.

2.15. Ownership of Macquarie Street, Davey Street and Brooker Avenue

In response to growing community concern regarding the impacts of increasing levels of congestion, the Council has requested a report to examine the advantages and disadvantages of the Council transferring the control and ownership of Davey Street and Macquarie Street to the State Government, with the report to consider potential short and long term financial implications, including advice on maintenance, asset renewal and depreciation expenses, as well as advice concerning the viability and issues associated with the creation of bus / multi occupancy vehicle lanes on Davey and Macquarie Streets.

Action

Further investigation is required to address the many aspects that may contribute to an assessment of the advantages and disadvantages of the Council continuing to own and manage Macquarie Street and Davey Street. The Brooker Avenue will also be included in this investigation.

A report in response to the Notice of Motion is likely to be provided to the City Infrastructure Committee within 6 months.

2.16. Construction Traffic Management for Private Developments

Various private developments are currently underway or soon to be commenced across the city centre and waterfront area. Most of the construction traffic management plans will be approved by officers under delegation. However, in instances where the traffic management plans are considered to have a significant impact (either due to the space being taken up within the road reservation and/or the duration of the proposed traffic management) then this would be reported to Committee and Council for a decision.

Action

It is understood that there may be a further request for changes to the current construction traffic management arrangements in Campbell Street for the Royal Hobart Hospital Redevelopment. A report on this matter is likely to be considered by the City Infrastructure Committee on 23 August 2017.

As previously discussed in Section 2.6, there will be a need to make changes to the traffic management arrangements in Elizabeth Street (between Macquarie Street and Collins Street) to accommodate construction of the Palace (Hyatt) Hotel. A report on this matter is likely to be considered by the City Infrastructure Committee before the end of 2017.

3. Summary

A summary table is attached to this memorandum (as marked as **Attachment A**), that details the traffic related requests requiring a report and

the date that it is proposed to be presented to the City Infrastructure Committee for consideration.

Aside from the matters raised by the Council (as detailed above) operational matters will continue to need to be addressed.

These include (but are not limited to):

- Ongoing administration of Black Spot projects, including planning and implementing funded projects and identifying and nominating projects for consideration in future funding programs.
- Traffic engineering input required for private development proposals (including planning permit applications and appeals to the RMPAT).
- Investigating and responding to ongoing public requests regarding traffic, parking, cycling, pedestrian and public transport matters.
- Planning.

It should be noted that any further requests for additional reports or further investigations on traffic engineering matters will need to be prioritised against the work currently underway. Projects are currently prioritised in relation to the Capital Works Program and agreed budgets.

RECOMMENDATION

That the information contained in the memorandum of the Manager Traffic Engineering and the Director City Infrastructure titled 'Status of Traffic Related Requests' 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.



Angela Moore
MANAGER TRAFFIC ENGINEERING



Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 21 July 2017
File Reference: F17/87776; 17/56

Attachment A: Summary of Traffic-Related Requests ↴

Summary of Traffic-Related Requests (as at July 2017)

Report Topic	Date of City Infrastructure Committee Meeting							
	2017					2018		
	Aug	Sep	Oct	Nov	Dec	Early	Mid	Late
Sandy Bay Walking and Cycling Project – Riverview Inn	✓							
Sandy Bay Walking and Cycling Project – Safety and Uptake		✓ or ✓						
Hill Street Pedestrian Improvement Project	✓							
Local Retail Precinct Plan – New Town							✓	
South Hobart Pedestrian Crossings	✓ or ✓							
Parklet Policy		✓ or ✓						
Hobart Central Bus Interchange – Temporary Relocation due to Palace (Hyatt) Hotel		✓ or ✓						
Hobart Central Bus Interchange – Infrastructure Upgrade						✓		
Salamanca Place Upgrade Works							✓	
Collins Street Cycling Connection						✓ or ✓		
Transport Strategy				✓ or ✓			✓	

Report Topic	Date of City Infrastructure Committee Meeting							
	2017					2018		
	Aug	Sep	Oct	Nov	Dec	Early	Mid	Late
Management of Commercial Furniture and A-Frame Signboards						✓		✓
Active Transport to Schools		✓						
Review of Parking – North Hobart						✓ (Finance)		
Traffic Conditions on Lord Street, Sandy Bay	✓ or ✓							
Ownership of Macquarie Street, Davey Street and Brooker Avenue						✓		
Construction Traffic Management for Private Developments – RHH	✓							

6.6 Cycling South Meeting Minutes - 28 June 2017
File Ref: F17/85112; 37-1-4

Memorandum of the Director City Infrastructure of 20 July 2017 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

Cycling South Meeting Minutes - 28 June 2017

The Cycling South Management Committee met on 28 June 2017 and the minutes of that meeting are attached.

RECOMMENDATION

That the information contained in the memorandum of the Director City Infrastructure in relation to the Cycling South Meeting Minutes of 28 June 2017 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.

Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 20 July 2017
File Reference: F17/85112; 37-1-4

Attachment A: Cycling South Meeting Minutes - 28 June 2017 ↴



MINUTES FOR MANAGEMENT COMMITTEE MEETING

Wednesday 28 June 2017 starting at 4.30pm
Lower Ground Floor Conference Room, City of Hobart

1. ATTENDANCE

PRESENT

Name	Position
Richard Atkinson	Chair – Councillor – Kingborough Council
Mary McParland	Executive Officer
Callum Pearce-Rathmussen	Project Engineer , Brighton Council
Luke Middleton	Project Manager Active Transport and Signage Infrastructure, Department of State Growth
Angela Moore	Manager, Traffic Engineering, City of Hobart
Helen Burnet	Alderman, City of Hobart
Garry Bailey	Bicycle Network Tasmania
Bill Harvey	Alderman, City of Hobart
Kay McFarlane	Alderman, Clarence City Council
Ian Preece	Treasurer & Public Officer – Manager Environment Services, Clarence City Council
David Reeve	Executive Manager Engineering Services, Kingborough Council

APOLOGIES

Name	Position
Sue Hickey	Alderman, City of Hobart
Haydyn Nielsen	Glenorchy City Council is currently suspended.
Sharyn von Bertouch	Alderman, Clarence City Council

1. Previous minutes – 3 May 2017

The minutes of the meeting held on 3 May be accepted.

MOVED: Callum Pearce-Rathmussen SECONDED: Luke Middleton CARRIED

2. Outstanding Action Items

None

3. Correspondence –**Outgoing**

Kingborough Tracks and Trails consultation – a submission was made with comments on the draft Kingborough Tracks and Trails strategy emphasising trail connections in the Kingston area.

Taroona Bike Lanes – Correspondence about parking in the bike lane and the need for a review was sent to Kingborough Council.

4. Business Arising**Austcycle Cycling Skills Instructors Course**

Launceston on 28 May – Mary attended the course

5 Reports**5.1 Executive Officer****Funding applications**

- **Tas Community Fund application – Clarence Mountain Bike Park**
The application for a mountain bike skills park at the Clarence Mountain Bike Park was successful. The grant deed will be available in early August and work can commence then.
- **Community Infrastructure Fund – Tasman Bridge to Airport cycling route**
An application for a minor grant of \$25,000 to prepare a feasibility study and concept plan for the Tasman Hwy Pathway between Rosny Hill Road and Mornington roundabout including a grade-separated crossing of the roundabout was successful.
- **Tas Community Fund Application – Tolosa Park Criterium Circuit**
The project is being designed. A report will be written to the TCF to extend the timeframe for the project as it is unlikely it will be constructed before the wetter winter months.
- **Federal Building Better Regions Fund** – A discussion on preparing a regional application for the Greater Hobart Bicycle Network Plan recommended writing to the GM of each Council to nominate a project for inclusion in the application. It would require individual Councils to prepare background information. Some Council's already have designed projects such as Glenorchy (Intercity Cycleway – Claremont to Austins Ferry & Humphreys Rivulet) and Clarence (Bridget to Airport Cycle route).

ACTION: The EO is to write to the GM of each member Council to invite participation in the funding application.

Current Projects

Intercity Cycleway Signage – The EO has coordinated signage for the remaining 4 road crossings in Berriedale and Claremont and fingerpost signs for 4 path intersections in Rosetta and Claremont. The fingerpost signs have been installed.

Counts – The counts data from the March counts is being checked and finalised and will be loaded onto the Google Maps file. In conjunction with the Tasmanian Bicycle Council we are trialling a phone app to count electronically rather than a paper based system.

Regional Mountain Bike Plan – The working group recently met to discuss reviewing the plan.

Meetings

Lisa Singh – Senator Singh requested a meeting to discuss cycling and active transport in Hobart. Federal funding opportunities were discussed.

Macquarie Point Corporation – The EO met with Mary Massina in June to discuss options for a cycleway through the site.

ACTION: The EO is to write to Macquarie Point Corporation outlining the preferred alignment and concerns with the current route to mid-block.

MOVED: Callum Pearce-Rathmussen SECONDED: Ald Kay McFarlane CARRIED

Domain Masterplan – The EO met with Inspiring Place who are developing a plan for a CBD to botanical gardens walking/cycling route utilising some of Soldiers Walk.

5.2 Glenorchy

- **Cycleway road crossings** – Keep Clear markings are being installed at Derwent Park Road and Lampton Ave so cars don't block cycleway
- **Tolosa Park criterium circuit** – design is complete but construction is unlikely to commence until later in the year due to winter conditions.
- **Cycleway signage and chicane gate replacement** – The additional 4 gates to Bilton St, Claremont have been designed and installation should occur soon. Fingerpost signs have been installed at 4 intersections where trails meet with the Intercity Cycleway.
- **Main Road bike lanes to Granton** – Stage 2 was approved at the Council meeting on 13 June 2017 and funding has been provided by the Vulnerable Road Users Grant.

5.3 Clarence

- **Clarence Foreshore Trail** – Older sections are slowly being upgraded. A design is being prepared for the section between Simmons Park and Anzac Park and at Montagu Bay. A new concrete path was recently installed to replace a narrow hotmix path at Rose Bay.
- **Cambridge Road, Mornington** – Road upgrades and widening has occurred and linemarking, including bike lanes, is scheduled for the end of June.
- **Clarence St safety improvements** – Consultation is complete. It will be considered by Council on 3 July with recommendations to implement option A (no bike lanes).

MOTION: Cycling South requests Council consider its duty of care for the safety of all road users on Clarence St including people riding bicycles.

MOVED: Garry Baily SECONDED: Luke Middleton CARRIED

5.3 Hobart

- **Intercity Cycleway at Cornelian Bay** – A refuge has been installed. There was some confusion with drivers using the refuge to turn right from Bellevue Pde. A colour treatment has been installed in the refuge and turning lanes marked on Bellevue Pde.
- **Federal St and Commercial Rd** – the linemarking and entry point to Commercial Rd are scheduled for the next week or so.
- **Bicycle Parking hoops** – 20 pole vault hoops have been purchased and locations for installation are being considered.
- **Hill St, West Hobart** – As part of a LATM and pedestrian improvement project an uphill bike lane is being included between Cavell St and Landsdowne Crescent and in the block from Landsdowne Crescent to Hamilton St. The last section to Arthur St is not included in the scope of the project as trees would need to be removed to accommodate a bike lane.
- **Collins St / Rivulet Track corridor** – Preliminary planning is being done for Molle St crossing and introducing clearways on the roadway.
- **Transport Strategy** - The final module (LATM and complete streets) will be open to public consultation shortly which is focused on local streets where pedestrian, bike riders and trees are considered in all road projects and local amenity is a focus.

5.4 Kingborough

- **Wetlands Track** – The track from Cottage Lane through the wetlands area is almost complete.
- **Snug to Margate Trail** – Detailed design is being done but there are complications with land ownership.
- **Tracks and Trails Plan** – Public consultation is complete and it will go to Council shortly for adoption.
- **Kingston to Beach Trail** – A design is being looked at for the narrow footpath on Beach Rd between Channel Hwy and Roslyn Ave.
- **Taroona bike lanes** – Parking in the bike lanes has been raised as a safety issue.
- **Allum Cliffs Track** – MAV will do an assessment to consider whether it can become a shared use trail.
- **Kingston MTB Park** – Maintenance and upgrade works have been carried out.

5.5 Brighton

- Finished 2.5m wide pathway from Brighton to Pontville Oval.
- Bike lane through Brighton is part of the streetscape works for the old highway. Work will commence in a couple of months and the bike lanes should go in in September.

5.6 Department of State Growth (DSG)

- **Channel Hwy at Bonnet Hill** – The remainder of the project will be delivered in the 2017/18 financial year.

5.7 Australian Bicycle Council (ABC)

Australian Cycle Participation Survey – the results were circulated at the meeting. Tasmania's participation is steady while several states saw drops in participation with NSW being the worst.

5.8 Bicycle Network Tasmania

The Ride to School Coordinator has resigned and they are looking for a replacement.

5.9 Tasmanian Bicycle Council

A meeting of members will be held on Monday 3 July to discuss Road Safety Advisory Council initiatives around cycling, Bike Week and the development of a counts app.

6 General Business

Ald Helen Burnet will give a presentation on her recent trip to Portland and Vancouver at a future meeting.

Ald McFarlane presented a negative Herald-Sun article on pack riding and it was pointed out that all road users have a responsibility to comply with the laws. Road users can only overtake when it is safe to do so and cyclists can legally ride 2-abreast.

ACTION: Luke Middleton to forward an article outlining why registration of bicycles is a bad idea.

Next meeting: 16 August 2017

Meeting closed: 6pm

6.7 Hobart Bicycle Advisory Committee Meeting Notes
File Ref: F17/90944; 37-1-4

Memorandum of the Director City Infrastructure of 21 July 2017 and attachments.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

Hobart Bicycle Advisory Committee Meeting Notes

The Hobart Bicycle Advisory Committee met for a Special Meeting on 14 June 2017 and also the scheduled meeting of 21 June 2017, the draft notes from the meetings are attached.

RECOMMENDATION

That:

- 1. The draft notes of the Special Hobart Bicycle Advisory Committee of 14 June 2017 be received and noted.***
- 2. The draft notes of the Hobart Bicycle Advisory Committee of 21 June 2017 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.

Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 21 July 2017
File Reference: F17/90944; 37-1-4

Attachment A: Notes of the Special Hobart Bicycle Advisory Committee Meeting held 14 June 2017 ↓
Attachment B: Notes of the Hobart Bicycle Advisory Committee Meeting held 21 June 2017 ↓

Meeting No.: 19

HOBART BICYCLE ADVISORY COMMITTEE SPECIAL MEETING

NOTES

Meeting held Wednesday 14 June 2017 at 1.00 pm in the Finance Meeting Room,
3rd Floor, Hobart Council Centre.

PRESENT:

NAME	POSITION
Philip Cocker	Alderman, Hobart City Council (Chairman)
Helen Burnet	Alderman, Hobart City Council
Anna Reynolds	Alderman, Hobart City Council
Bill Harvey	Alderman, Hobart City Council
Luke Middleton	Project Manager Active Transport and Signage Infrastructure, Department of State Growth
Garry Bailey	Advisor, Bicycle Network
Will Oakley	Community Advisor, RACT
Mary McParland	Executive Officer, Cycling South – Greater Hobart Councils Regional Cycling Committee
Alicja Mosbauer	Community Representative
Bernd Wechner	Community Representative

CITY OF HOBART OFFICERS:

NAME	POSITION
Neil Noye	Director City Planning (ICAP representative)
Mark Painter	Director City Infrastructure
Angela Moore	Manager Traffic Engineering

ALSO IN ATTENDANCE:

NAME	POSITION
Glenn Doyle	Director Parks and City Amenity
Mary Massina	CEO – Macquarie Point Development Corporation
Emma Hope	Macquarie Point Development Corporation
Kim Perkins	Macquarie Point Development Corporation

1. Apologies:

NAME	POSITION
Jeff Briscoe	Alderman, Hobart City Council
Corey Peterson	Sustainability Manager, Commercial Services and Development, UTAS
Emma Pharo	Senior Lecturer, Discipline of Geography and Spatial Science, School of Land and Food, UTAS
Ann Edge	Road and Public Order Services, Tasmania Police
Robert Mather	Group Manager Open Space, CoH

Alderman Cocker opened the meeting and welcomed Mary Massina, Emma Hope and Kim Perkins from Macquarie Point Development Corporation.

2. Extension of the Intercity Cycleway via Macquarie Point**2.1 Presentation from Mary Massina (CEO – Macquarie Point Development Corporation).**

- ☐ Concept stage cycleway has been developed, with guidance and advice from the walking and cycling community regarding the proposed route.
- ☐ Issues related to a cycleway in a development site to be considered more than just fencing. Lighting and security is paramount. It is important to work with existing stakeholders.
- ☐ The cycleway will cross through the proposed Truth and Reconciliation Art Park and continue along what will become the promenade proposed under the master plan to connect with Evans Street.
- ☐ There has been a conversation with the UTAS School of Arts regarding access through their site and connecting between Evans Street and Hunter Street with consideration to safe pedestrian crossing on Evans Street.
- ☐ The proposed route would avoid the Evans Street intersection and issues outside Zero Davey. Photos to be sent to Glenn Doyle.
- ☐ Cost – the Corporation will work closely with City of Hobart engineers. A partnership arrangement – importance on co-branding.

2.2 Comments and questions to the Macquarie Point Development Corporation:

- ☐ Clarification was sought in relation to the Macquarie Point site boundary. Mary Messina advised that the site is 3 hectares, however the reset Masterplan extends into Council land and the working port. The key point is that there is a need for site activation and better linkages e.g. cycleway, pedestrian walkway and safety on public land and 50% of the site will be set aside for public urban space, with the reset masterplan to show a community owned space.
- ☐ Details were requested of the proposed width of the cycleway, the linkage through buildings and if there is an alternative route. Mary Massina replied that the Corporation is seeking the best proposal and invited the committee for a walk through of the site.
- ☐ A question was asked about the planned promenade from the Truth and Reconciliation Park – additional pathway but no connections.
- ☐ Alicja Mosbauer asked about a solution for the Davey Street intersection, access points between buildings e.g. Evans/Hunter Streets and options should be investigated further.
- ☐ Clarification requested around longer term issues and the future of Evans Street e.g. freight delivery access, area for pedestrians, some form of traffic signal control for cyclists.

- ☐ Mary Massina indicated that her deadline was 11 February 2018. She has been in talks with the President of the Hobart Regatta Association and the Wooden Boat Festival with regard to promoting the development site and to encourage active transport and connections to complement their events.
- ☐ Alderman Cocker enquired about the usage in the short term and whether both routes be open. The shorter route (Tasman Highway) could be a choice for commuters. Needs to be fit for purpose.
- ☐ Mary Massina followed on with discussion regarding the promenade from Evans Street through to the cycleway to be shared or dedicated space for cyclists/walkers. As it is early days more discussion needs to take place with corporate management and stakeholders regarding activation of the site with interim uses to compliment the purpose of the site and cycleway. A lease and MOU will be required with TasRail. Conscious of a passenger transport corridor to be preserved for future light rail and ensure a transport orientated development is possible.
- ☐ Glenn Doyle advised funding etc would be subject to usual Council approvals and the time frame could be further down the track. Mary Massina advised by the time 11 February 2019 the shared path could be established and commuters would be used to it.
- ☐ Luke commented that a consideration through the dock area should be parallel to this discussion. Mary Massina replied consideration regarding how to use existing connections and improve the permeability for users e.g. a temporary pedestrian crossing outside the Art School laneway. Discussions with Federal groups important. When Dark MOFO ends she would be happy to walk the HBAC through the site and along the proposed cycleway route.

2.3 Discussion after representatives from the Macquarie Point Development Corporation left the meeting:

- ☐ Concerns were raised regarding the costs and timeframes and Council's priority in terms of infrastructure.
- ☐ The February 2018 timeline was generally considered to be unrealistic.
- ☐ The overall building costs for the pathway are approximately \$1M (Council \$400,000 and the Corporation \$600,000). The Council section would be completed in concrete and the temporary section through Macquarie Point would be in asphalt. The Council has not earmarked this project in the budget so funding could be 2 to 3 years away.
- ☐ There was concern about adding to an already considerable Capital Works Program and 2018-2019 is more realistic than the February 2018 date.
- ☐ Where does this sit with Council's priorities in the context of the State election, cycling community desirability? The midblock Evans Street is optimal for Macquarie Point but is that alignment the best option for bike riders?
- ☐ It was agreed that consideration should be given to both recreational and commuter cyclists. Need to consider the benefits, planning and achievements.
- ☐ There was discussion regarding whether the Tasman Highway section of the Intercity Cycleway would need to be maintained. Generally the group agreed that both the Tasman Highway route and a route through Macquarie Point were important.
- ☐ There was dialogue around the proposed route within the Macquarie Point site. A cycleway may be better connecting at one or both of the "corners" (at Davey Street via the Cool Store site or at Hunter Street connecting more directly into the waterfront).
- ☐ It was noted that the "temporary" pathway solution may be in place for 5 to 10 years until the development site starts to be populated.

- ☐ Discussion around how the Anzac Bridge route might be affected and how the Macquarie Point pathway connects e.g. links to DKHAC. The timeframe for the Anzac Bridge is completion by 11 November 2018.
- ☐ HBAC could act as a working group for the design development and be the point of contact with stakeholders.
- ☐ It was agreed that the HBAC need to view the reset master plan (with the proposed pathway connection overlaid) and walk through the site before a recommendation can be made to the Council and discussion at the Parks and Recreation Committee meeting in August.
- ☐ It was considered that a possible recommendation to the Council regarding funding the pathway could be part of the 2018/19 Capital Works Program.

3. Meeting Closed: 2.10 pm.

Meeting No.: 20

HOBART BICYCLE ADVISORY COMMITTEE**NOTES**

Meeting held Wednesday 21 June 2017 at 1.00 pm in the Lower Ground Conference Room, Town Hall.

PRESENT:

NAME	POSITION
Philip Cocker	Alderman, Hobart City Council (Chairman)
Helen Burnet	Alderman, Hobart City Council
Bill Harvey	Alderman, Hobart City Council
Corey Peterson	Sustainability Manager, Commercial Services and Development, UTAS
Emma Pharo	Senior Lecturer, Discipline of Geography and Spatial Science, School of Land and Food, UTAS
Mary McParland	Executive Officer, Cycling South – Greater Hobart Councils Regional Cycling Committee
Luke Middleton	Project Manager Active Transport and Signage Infrastructure, Department of State Growth
Garry Bailey	Advisor, Bicycle Network
Bernd Wechner	Community Representative
Alicja Mosbauer	Community Representative

CITY OF HOBART OFFICERS:

NAME	POSITION
Mark Painter	Director City Infrastructure, CoH
Neil Noye	Director City Planning (ICAP representative)
Robert Mather	Group Manager Open Space, CoH
Angela Moore	Manager Traffic Engineering

1. Apologies:

NAME	POSITION
Jeff Briscoe	Alderman, Hobart City Council
Anna Reynolds	Alderman, Hobart City Council
Ann Edge	Road and Public Order Services, Tasmania Police
Will Oakley	Community Advisor, RACT

2. **Confirmation of Previous Notes** – Notes of 19 April 2017 were confirmed as a true and accurate record.

3. **Bicycle Transport – Metro Buses**

- ☐ Alderman Cocker to draft a letter to the Department of State Growth (DSG) (with a copy to go to Metro) in response to the letters received from DSG and Metro in relation to including bike transport options on the new 100 Metro buses that are to be built. The letter to include but not be limited to:
 - The trial that has already occurred was not conducted at the best time (non-Uni time).
 - The trial was not communicated effectively.
 - The trial only covered one area.
 - Suggest a trial of carrying bikes within the bus (in the wheelchair space) during off-peak periods.
- ☐ Alderman Burnet suggested that installing bike hoops near bus stops may encourage people to bike ride part of their journey and catch a bus for the remainder.
 - Angela is compiling a list of suitable bus stops to include bike hoops, please let her know if you are aware of any locations that would be suitable.

4. **Electric Vehicles and Charging Stations – Council Resolution**

- ☐ Refer to the Council resolution for item 20 of the Open Council Meeting of 25 July 2016 <http://hobart.infocouncil.biz/>.
- ☐ A report is currently being created by UTAS looking at bike sharing etc. between campuses/accommodation. Corey will provide a copy of the report to this committee for feedback.
- ☐ Corey to consult with Angela in relation to trialling an employee/public bike parking space in Sun Street.
- ☐ Bike parking at the State Library – no response received from previous letter sent. A further letter to be sent to Liz Jack voicing the committee's concerns.
- ☐ Rob suggested that one of Emma's students may be able to collate some information about what demand there may be for bikes on kunanyi/Mount Wellington.
- ☐ New building in Parliament Square may not have any bike parking – Luke to look into.
- ☐ Angela confirmed that bike parking issues are being looked at as part of the North Hobart parking review.
- ☐ The committee request that the City of Hobart install a dedicated, signed as 'free' bike rack in Liverpool Street (not on the edge of the road).

5. **City of Hobart Transport Strategy Development – Update**

- ☐ Angela gave an update on the development of the Transport Strategy.
- ☐ Fourth module to open soon, will close mid August 2017.
- ☐ The draft strategy will go before the Council in approximately September 2017.
- ☐ Please keep providing feedback. This can be done via the City of Hobart webpage <https://yoursay.hobartcity.com.au/your-say-hobart>.
- ☐ Further information and consultation papers can be found here http://www.hobartcity.com.au/Transport/Transport_Strategy.

6. Town Hall – Bicycle Parking Rails

- ☐ Requests for bike parking at the front of the Town Hall has previously failed because of heritage issues.
- ☐ Mark and Neil will come up with some options in consultation with the City of Hobart's heritage staff and come back to the committee.

7. City of Hobart Cycling Projects

- ☐ Battery Point directional signage.
 - o Angela advised that this has been reviewed and signs need to be ordered.
- ☐ Collins Street – intersection with Molle Street
 - o Recommendations from an external report have been received but nothing progressed as yet as recommendations may solve peak time issues but create other issues in off peak times.
- ☐ Collins Street – contra flow lane
 - o Neil advised that plans have been drafted and an engagement strategy will be created over the next 4-6 weeks.
 - o Garry suggested that a trial of the lane be included as part of the engagement strategy.
- ☐ Cycling connectivity from Liverpool Street through Mall and Bus Mall
 - o Cycling infrastructure will be considered with bus mall refurbishment.
 - o Refurbishment being worked on with Metro.
 - o Building works for the Palace Hotel (old Westpac building) will take approximately 2 years and for this time buses may be relocated from at least one side of the bus mall.
 - o This will all be worked out jointly by DSG, CoH, Metro and the developer.
- ☐ Linemarking in Federal Street/Commercial Road.
 - o Angela advised that this will be going ahead in the next couple of weeks.
- ☐ Collins Street – car park development
 - o The City of Hobart General Manager has written to the owner advising what he has constructed is not what was approved. Currently in talks with the developer.
- ☐ Castray Esplanade – CSIRO car park
 - o Another crash has occurred at this narrow point in the car park.
 - o Mark will take on board, there are a few options available that could alleviate the problem.

8. HBAC Attendance

- ☐ The progressive 2017 attendance figures were noted.

9. HBAC Working Group – update

- ☐ No meeting has been held.

10. Other Business

- ☐ Alderman Cocker advised that the City of Hobart City Infrastructure Committee will be considering a Notice of Motion tonight, tabled by Aldermen Briscoe and Thomas, in relation to the potential permanent partial road closure of Campbell Street, between Bathurst and Collins Streets. (The Notice of Motion is listed as item 7.1 of the Open City Infrastructure Committee Meeting Agenda of 21 June 2017, which is available from the City of Hobart website <http://hobart.infocouncil.biz/>).
- ☐ Emma requested that a review of priorities for this committee be undertaken each year. This will be included as an item on the next agenda.

- ☐ Alicja requested that the use of bike lanterns be considered for the Macquarie Street/Murray Street intersection and also the Elizabeth Street/Macquarie Street intersection. Angela advised that the Department of State Growth are looking into traffic signal changes in these areas.
- ☐ Garry suggested that bike boxes at intersections need to be included. Angela advised that as part of upcoming resealing/line marking projects, bike boxes will be included.

11. Date of Next Meeting: Wednesday 16 August 2017 – 1.00pm

12. Meeting Closed: 2.06 pm.

7 COMMITTEE ACTION STATUS REPORT

7.1 Committee Actions - Status Report

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

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: Open Status Report

CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT

OPEN PORTION OF THE MEETING

November 2014 to 30 June 2017

Ref	Title	Report / Action	Action Officer	Comments
1	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 Council 22/9/2014, item 9.2	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.	Director City Infrastructure	There is no Local Area Traffic Management Plan for Lenah Valley. The issue will be included in the development of the Transport Strategy which should be presented to the November or December Committee meeting.
2	SANDY BAY RETAIL PRECINCT STREETSCAPE REVITALISATION – COMMUNITY ENGAGEMENT Council 10/2/2015, item 11 Closed Council 25/5/2015, item 6	1. Discussion commence with Woolworths in relation to management and possible improvements to the existing public toilet facilities. (i) Consideration be given to the flexibility of parking arrangements in the area.	Director Parks and City Amenity i) Director City Infrastructure	1. The refurbished toilets are open to the public. Action now complete. (i) Parking bays in the shopping precinct along Sandy Bay Road may be marked as part of the upgrade project, subject to results of consultation with traders.
3	INNER CITY ACTION PLAN AP01 – FINAL DESIGN – TENDER PROCESS COMMENCEMENT – RECONSTRUCTION OF LIVERPOOL STREET, BETWEEN ELIZABETH STREET AND MURRAY STREET Council 10/2/2015, item 16	The Council endorse the commencement of a detailed network operation study to evaluate other traffic network efficiencies, to overcome any potential future capacity constraints caused by the reduction of Liverpool Street to a single lane, at an expected cost of \$60,000, to be funded from the Public Infrastructure Fund.	Director City Infrastructure	The issue will be included in the development of the Transport Strategy which should be presented to the November or December Committee meeting.

Ref	Title	Report / Action	Action Officer	Comments
4	NOM – IMPROVEMENTS TO PEDESTRIAN CROSSINGS Council 13/4/2015, item 10	A report be prepared looking at other opportunities for improvements to pedestrian crossings on key pedestrian routes in the City, including consideration of zebra crossings.	Director City Infrastructure	Consideration will be given to pedestrian crossings in the Local Retail Precincts Plan and in the development of the Transport Strategy, which should be presented to the November or December Committee meeting.
5	MAJOR WORKS PROJECTS – CBD TO WATERFRONT PEDESTRIAN ROUTE OPTIONS – FEASIBILITY STUDY Council 10/8/2015, item 14	The Council approve the expenditure of up to \$150,000 from the Public Infrastructure Fund for the purposes of undertaking a consultancy to develop designs and an implementation plan for improved pedestrian links between the Hobart CBD and the waterfront, taking into account the recommendations contained within the Gehl report of 2010 and Inner City Action Plan project number AP03 and a media release relating to the project be prepared following the appointment of a suitable consultant.	Director City Planning	The preliminary draft report for this project was received in January 2017 and is being finalised. A preliminary Aldermanic briefing of the recommendations was undertaken on 10 April with a further presentation provided to the Hobart Bicycle Advisory Committee on 19 April, prior to being considered by the June round of Council meetings. This item is now continued on at item 28. Action is now complete.
6	SANDY BAY RETAIL PRECINCT – STREETSCAPE REVITALISATION Council 7/9/2015, item 10	<ol style="list-style-type: none"> 1. The amended conceptual streetscape design for the Sandy Bay Retail Precinct be approved with work to be scheduled for completion in 2016/2017, acknowledging that some works may commence earlier in 2016. 2. The traffic issues raised during the community engagement process that relate to the intersection of King Street and Sandy Bay Road, Sandy Bay, be considered in consultation with representatives from the Department of State Growth. 	Director City Infrastructure	<p>Work on site commenced in September 2016.</p> <p>The project team will continue to engage with the local community and traders while the construction work is underway.</p> <p>The Department of State Growth has implemented changes to the traffic signals to increase pedestrian crossing times.</p> <p>Correspondence in relation to Clause 3 has been received indicating that consideration would be given to reducing the speed limit if the proposed streetscape works are designed to moderate vehicle speeds.</p> <p>Bike hoops are planned for two locations – near the King Street intersection and near Byron Street.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>3. The speed limit on Sandy Bay Road between Osborne Street and Ashfield Street, Sandy Bay, be reviewed following completion of the works and the Lord Mayor be requested to write to the Minister for State Growth regarding any planned speed limit changes for the main retail precinct on Sandy Bay Road.</p> <p>4. Opportunities for increased bike parking be investigated as part of the detailed design for the Sandy Bay Retail Precinct streetscape revitalisation.</p>		
7	<p>ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – DISCUSSIONS WITH METRO TASMANIA AND ONE-WAY BUS MALL Council 12/10/2015, item 12</p>	<p>1. The Council approve the assessment and documentation of the three options for the Elizabeth Street Bus Mall.</p> <p>2. The Council continue to work with the Hobart Central Bus Interchange Planning Project partners (Metro Tasmania, the Department of State Growth and TasBus) to progress the assessment of the options.</p> <p>3. A further report be provided on the issues and design implications of pursuing an alternative option for the Elizabeth Street Bus Mall Improvement Project.</p>	Director City Infrastructure	<p>Design work to implement the Council's resolution has commenced.</p> <p>A report was considered by the Committee in December 2015. See item 8 for continuation.</p>
8	<p>ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – ALTERNATIVE OPTION TO CURRENT ARRANGEMENT Council 21/12/2015, item 16</p>	<p>1. The Council give in principle support to the further development of a one-way Elizabeth Street Bus Mall, with displaced bus stops relocated to Collins Street (Option 3).</p>	Director City Infrastructure	<p>Work to implement the Council's resolution is underway, with a risk assessment of the preferred options being received from the City's consultant for consideration by the project partners.</p> <p>Further discussions with Metro Tasmania and the Department of State Growth are required to resolve residual issues and concerns.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>2. The General Manager be authorised to undertake further discussions with Metro Tasmania and the Department of State Growth to resolve residual issues and concerns.</p> <p>3. The General Manager be authorised to undertake community engagement for Option 3 once the substantial concerns of Metro Tasmania and the Department of State Growth have been appropriately addressed, with the results of the engagement to be the subject of a further report prior to any final decision on the improvement project.</p> <p>4. A detailed design, cost estimate with identified funding sources be developed for the relocation of the Campbell Street bus stop (opposite City Hall) into Macquarie Street, which would be the subject of a future report.</p> <p>5. The Council approve the reallocation of \$330,000 from the Public Infrastructure Fund 2015/2016 allocation for the Elizabeth Street Bus Mall Improvement Project, for the purposes of installing the new bus shelters on Macquarie Street adjacent to Franklin Square</p> <p>6. A further report be provided on the implications, operation, cost and funding possibilities for an intrastate bus departure facility incorporating the underutilised area within the Franklin Square amenities building.</p>		5. Complete.

Ref	Title	Report / Action	Action Officer	Comments
9	PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS Council 12/10/2015, item 14	<ol style="list-style-type: none"> 1. Following the development and implementation of a suitable engagement strategy, the current Highways By-law (3 of 2008) be enforced with particular emphasis on the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane). 2. The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath. 3. A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992. 4. During the review and renewal of the current Highways By-law, appropriate amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings. 5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated. 6. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages. 	Director City Infrastructure	<p>Work to implement the Council's resolution with regard to the reconstructed sections of Liverpool Street and Morrison Street is complete. Planning is underway for implementing the other elements.</p> <p>A further report addressing clause 3 will be provided in 2018.</p>

Ref	Title	Report / Action	Action Officer	Comments
10	HOBART BICYCLE ADVISORY COMMITTEE – CYCLING LINK – MARIEVILLE ESPLANADE CIC 9/12/2015, item 14	The options for a cycling link on Marieville Esplanade be reviewed when the future of the Battery Point foreshore walk is determined.	Director City Infrastructure	The options will be reviewed when the future of the Battery Point foreshore walk is determined.
11	WEST HOBART LOCAL AREA TRAFFIC INVESTIGATION Council 7/3/2016, item 13	<p>1. The recommendations of the consultant report titled West Hobart Local Area Traffic Investigation – Final Report, be supported in-principle and the following actions be undertaken:</p> <ul style="list-style-type: none"> (i) A workshop be convened with stakeholders in relation to the West Hobart pedestrian environment. (ii) The Department of State Growth be requested to establish Statewide warrants for the installation of pedestrian crossings within Tasmania. (iii) The Council write to the Department of State Growth requesting that consideration be given to the installation of an unsupervised children's crossing in Hill Street in the 40km/h zone near Caldew Park. (iv) Median lanes and median islands be installed in Hill Street between Allison Street and Patrick Street and between Hamilton Street and Warwick Street, in 2016/2017 following the development of concept designs and community engagement. (v) A review be undertaken following the installation of the median islands and pedestrian crossings in Hill Street. 	Director City Infrastructure	<p>Work to progress the Council's resolution is underway.</p> <ul style="list-style-type: none"> (i) Complete. (ii) Complete. (iii) The Department of State Growth has responded and provided advice that the installation of a children's crossing must be in accordance with the Transport Commissioners Direction 2014/2 and the Australian Standards. (iv) Concept plan being developed, engagement planning underway. (vi) Consultation complete and subsequent minor amendments underway for consideration at a future Committee meeting.

Ref	Title	Report / Action	Action Officer	Comments
		<ul style="list-style-type: none"> (vi) Concept design development and consultation be undertaken with directly affected residents in 2016/2017 to provide more generous pedestrian crossings in Hill Street where refuge islands are already provided. 2. A temporary treatment to the median islands and pedestrian crossings be considered, in an effort to gauge their impact. 3. The Council approach the State Government regarding the installation of traffic signals at the intersection of Arthur and Hill Streets. 4. Consideration be given to the submission of an application for the 2016 round of Blackspot Program Funding, to support the installation of signals at this location. 		<ul style="list-style-type: none"> 3. The Department of State Growth has responded requesting further information assessing the traffic signals against the installation warrants. Consultant report commissioned. 4. Black Spot funding application was unsuccessful.
12	ICAP AP07 – BROOKER AVENUE SHARED BRIDGE Council 7/3/2016, item 14	<ul style="list-style-type: none"> 1. The Brooker Avenue Shared Bridge be developed at an estimated value of \$4 million to be funded from an allocation provided in the Public Infrastructure Fund in the 2016/2017 Annual Plan. 2. Landlord consent be given for the Brooker Avenue Shared Bridge to be lodged as a planning application. 3. The Council initiate formal negotiations with: <ul style="list-style-type: none"> (i) The State Government to enable the Council to acquire land for the purposes of future road widening over part of 19 Bathurst Street. 	Director City Planning	<p>The planning application for the proposed bridge was considered by the Council on 11 July 2016 and approved.</p> <p>Discussions with State Government and the University of Tasmania are ongoing so far as future road widening and public access rights are concerned.</p> <p>Tenders for the construction of the bridge have closed and this stage the evaluation process to select a successful tenderer is ongoing.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>(ii) The University of Tasmania for public access rights over the new footpaths and bridge structure proposed to be located on the Domain House Campus site.</p> <p>4. A further report be provided to the City Infrastructure Committee outlining progress on the negotiations, prior to finalising any tender for the construction of the bridge.</p> <p>5. A media release be issued.</p>		
13	<p>ESTABLISHMENT OF AN ADVISORY COMMITTEE FOR THE IMPLEMENTATION OF A SULLIVANS COVE WATERFRONT PRECINCT PLAN Council 6/6/2016, item 13</p>	<p>1. A Waterfront Precinct Plan be developed as part of the Hobart Transport Strategy and an Advisory Committee be established to assist in the development of the plan.</p> <p>2. The Sullivans Cove Tripartite Steering Committee and the Waterfront Business Community to consider increasing their membership in order to increase communication.</p>	Director City Infrastructure	<p>Work to implement the Council's resolution has commenced in conjunction with the Transport Strategy.</p> <p>The Sullivans Cove Tripartite Steering Committee invited representatives of the Waterfront Business Community to attend future meetings.</p>
14	<p>HOBART BICYCLE ADVISORY COMMITTEE – NOTES FROM MEETING OF 18 MAY 2016 CIC 22/6/2016, item 6</p>	<p>1. The Battery Point bicycle routes signage plan, as developed by the Hobart Bicycle Advisory Committee be implemented.</p> <p>2. The City of Hobart become involved with the Active Studies program administered by Bicycle Network and fund workshops at a number of schools at a cost of \$15,000 to be funded from the proposed 2016-17 Traffic Strategy and Projects budget, that will be the subject of a further report.</p>	Director City Infrastructure	<p>1. Work to implement the Council's resolution has commenced.</p> <p>2. The work has been commissioned.</p>

Ref	Title	Report / Action	Action Officer	Comments
15	TRANSPORT STRATEGY Council 8/8/2016, item 14	<ol style="list-style-type: none"> 1. A Transport Strategy be developed. 2. Further Aldermanic Workshops be held prior to the commencement of community engagement for each of the Transport Strategy consultation modules. 3. The Transport Strategy community consultation and stakeholder Engagement commence in August/September 2016, with the first consultation module to address Freight, Port and Air. 4. The General Manager write to major stakeholders and neighbouring councils, advising of the Council's intention to commence the development of a Transport Strategy for the City of Hobart. 	Director City Infrastructure	<p>A Transport Strategy is being developed.</p> <p>Aldermanic workshops will continue to be held prior to community engagement for each module commencing.</p> <p>Engagement has concluded on the Freight, Port and Air module.</p> <p>Engagement on the second module, Private Transport, commenced at the end of November and finished in March 2017.</p> <p>Community engagement for the third module, Public Transport commenced in April and concluded at the end of May 2017.</p> <p>An Aldermanic Workshop in relation to the fourth Module was held on 21 June 2017.</p> <p>Community engagement for the fourth module, Local Area Traffic Management is underway with public forums arranged.</p>
16	ICAP AP14 - SALAMANCA PLACE BETWEEN MONTPELIER RETREAT AND GLADSTONE STREET - PROPOSED FOOTPATH WIDENING – UPDATE Council 10/10/2016, item 11 Council 6/2/2017, item 12	<ol style="list-style-type: none"> 1. The design of the Stage 2 works at the intersection of Salamanca Place and Montpelier Retreat, along with the identification of a future funding source for those works, be the subject of a further report. 2. The alignment of pedestrian zones and areas for outdoor dining on footpaths reconstructed and widened as part of the Salamanca Pedestrian Works Project, be implemented, with a pedestrian path adjacent to the building line, to the satisfaction of the General Manager. 	Director City Infrastructure	<p>The Council considered this matter at its 6 February 2017 meeting whereat it resolved to support the officer recommendation. Officers are progressing the Council decision with works commenced.</p>

Ref	Title	Report / Action	Action Officer	Comments
		3. Stakeholders who have provided comment on the proposed usage of the widened footpath be so advised. 4. A further urgent report be provided on options for the future treatment of the section of footpath on the southern side of Salamanca Place between Kennedy Lane and Wooby's Lane, including the option of locating the pedestrian path along the building line.		
17	NOM - PARKLET POLICY Council 24/10/2016, item 10 Council 5/6/2007, item 13 Committee 21/6/2017, item 6.4	That the matter be deferred to a subsequent City Infrastructure Committee meeting to enable further public consultation.	Director City Infrastructure	A report will be presented to the September/October 2017 Committee meeting.
18	GREENHOUSE GAS EMISSIONS AND ENERGY USE - 2015-2016 ANNUAL REPORT Committee 26/10/2016, item 6.5	1. A further report be provided in 12 months on the City's corporate greenhouse gas emissions and energy use including a new Energy Savings Action Plan for the period 2018 to 2020. 2. Opportunities for positive media about the City's emissions and energy reductions be sought.	Director City Infrastructure	1 and 2 - work to implement the Council's resolution is underway with a report to be provided in September 2017. The City of Hobart presented at the LGAT/Climate Tasmania Local Government Climate Change, Energy Efficiency and Sustainability Forum on 11 May 2017. A media release from the Lord Mayor was also issued on 3 May 2017 in relation to solar panels. An article will be submitted for the September edition of Capital City News.

Ref	Title	Report / Action	Action Officer	Comments
19	PORT OF HOBART - EXPORT OF TIMBER PRODUCTS - POTENTIAL IMPACT ON MACQUARIE AND DAVEY STREETS, HOBART Council 7/11/2016, item 15	The Council note the correspondence of the Minister for Resources regarding the use of the Port of Hobart for the export of wood fibre residues and the resultant impact on Macquarie Street and Davey Street, Hobart and write to the Minister for Resources and the Minister for Infrastructure to request a meeting to discuss a number of related issues.	Director City Infrastructure	A meeting has been arranged for 22 August 2017.
20	REQUEST FOR LANDOWNER CONSENT TO LODGE A PLANNING PERMIT APPLICATION AT 28-30 DAVEY STREET, HOBART FOR ASSOCIATED WORKS ON COUNCIL LAND Council 5/12/2016, item 18	Further discussions take place with the developer following the Council's consideration of the report from Terroir in relation to City-Cove connectivity.	Director City Infrastructure	The matter is yet to be completed.
21	SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING Council 3/4/2017, item 29	That the matter be deferred to a subsequent City Infrastructure meeting to enable the proprietors of the Riverview Inn to seek their own engineering advice.	Director City Infrastructure	Further information has been received from the owner of the Riverview Inn. This information is being assessed by officers and a report will be provided to the August Committee meeting.
22	PEDESTRIAN CROSSINGS IN HILL STREET, WEST HOBART - CONCEPT DESIGN Council 3/4/2017, item 27	1. Community engagement be undertaken based on the concept design marked as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda of 29 March 2017.	Director City Infrastructure	1. Complete. 2. Being progressed. 3. Feasibility investigation underway for wombat crossings and traffic signals. 3. (iii) Initial discussions held with the Department of State Growth. 4. Concept design under review following consultation and a report will be presented to the August 2017 Committee meeting.

Ref	Title	Report / Action	Action Officer	Comments
		<p>2. The General Manager work with the schools and interested businesses to lobby the Transport Commissioner for the provision of adult crossing guards at the Hill Street / Lansdowne Crescent / Patrick Street and the Hill Street / Lansdowne Crescent / Pine Street intersections.</p> <p>3. Further investigation, including advice from the Transport Commissioner be undertaken to install improved pedestrian crossings at the Hill Street / Lansdowne Crescent / Patrick Street and Hill Street / Lansdowne Crescent / Pine Street intersections taking into consideration sight distance, bus turning and property constraints and in accordance with the Australian Standard.</p> <p>Options to be investigated include:</p> <ul style="list-style-type: none"> (i) Wombat crossings at the above roundabouts; and/or (ii) Replacing the Hill Street / Lansdowne Crescent / Patrick Street roundabout with traffic signals. (iii) Lobbying DIER for a 40 km per hour speed limit from the Hill Street/Arthur Street intersection, through to Patrick Street. (iv) Taking note of the need for implementing safe bicycle infrastructure. 		<p>5. Not yet progressed.</p> <p>6. Complete.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>4. A further report be provided, detailing the results of the community engagement and recommending a design to be implemented in Hill Street, incorporating consideration of the consultation and the feedback from MRCagney and Victoria Walks.</p> <p>5. A further report be provided to the Council's Community, Culture and Events Committee in relation to a possible event and community art project for West Hobart.</p> <p>6. The line markings at the Hill Street roundabouts be painted as a matter of urgency.</p>		
23	<p>CAPITAL WORKS PROGRAM 2017-2018 AND 10 YEAR PLAN Council 8/5/2017, item 26</p>	<p>1. The Council endorse the draft Capital Works Program for 2017/2018.</p> <p>2. Officers to begin programming the design and delivery of the program for the next financial year.</p> <p>3. The Council endorse the draft 3 and 10 year Capital Works Program for 2017/2018 to 2026/2027, as a guide for officers to prioritise project development work, with a specific focus on the next 3 financial years.</p> <p>4. The Council approve the General Manager to approach the Federal Government and seek additional funding to support the completion of Project AP18 – Tasman Highway Shared Bridge.</p> <p>5. Inclusion of appropriate cycling and pedestrian facilities and street trees be considered as part of all road reconstruction projects.</p>	<p>Director City Infrastructure</p> <p>4. Director City Planning</p>	Design and delivery of the 2017/2018 Capital Works Program to commence in July 2017.

Ref	Title	Report / Action	Action Officer	Comments
24	LENAH VALLEY RETAIL PRECINCT STREETSCAPE UPGRADE Council 8/5/2017, item12	<ol style="list-style-type: none"> 1. The Lenah Valley Retail Precinct streetscape be upgraded, generally in accordance with the concept plans shown in Attachment A to item 6.2 of the Open City Infrastructure agenda of 26 April 2017, at an approximate cost of \$2 million, as allocated in the 2017-2018 capital works program, subject to approval of the funding in the 2017-2018 budget. 2. Stakeholders be advised of the Council's decision. 	Director City Infrastructure	Officers are progressing the matter with works to commence in late 2017.
25	SOUTH HOBART PEDESTRIAN IMPROVEMENTS Council 8/5/2017, item13	<ol style="list-style-type: none"> 1. The Council as a matter of urgency undertake the necessary feasibility studies and design works for the urgent installation of a safe, level crossing with pedestrian traffic lights suitable for frail aged, disabled and vulnerable pedestrians at the current pedestrian crossing located in the vicinity of 373 Macquarie Street, South Hobart (between the South Hobart Butchery and Chemist) including the construction of pedestrian bulbing. 2. The Council seek approval for the installation of a level road treatment in Elboden Street, South Hobart where Elboden joins Macquarie Street to enable a continuous grade for pedestrian use, and in addition a 40km/h speed zone in Macquarie Street from the Southern Outlet upwards. 	Director City Infrastructure	The feasibility investigation into pedestrian traffic signals is currently underway and the results of the investigation (including a formal response to the petition) will be reported back to Committee and Council. This further report will be provided to the City Infrastructure Committee on 23 August or 20 September 2017.

Ref	Title	Report / Action	Action Officer	Comments
		<p>3. The \$350,000 allocated for a continuous footpath treatment referred to in item 6.4 of the City Infrastructure Committee agenda of 26 April 2017 be reallocated to assist funding the works for the traffic lights, Elboden Street crossing and disabled parking allocation in the area. The planning work for the continuous footpath treatment be retained for future consideration.</p> <p>4. Residents who made representations regarding the road humps be notified of Council's decision.</p> <p>5. The proposed Blackspot project to upgrade the pedestrian refuge near BUPA proceed as planned.</p>		
26	INSTALLATION OF FORMAL PEDESTRIAN-PRIORITY CROSSINGS Council 5/6/2017, item 11	The Council requests a report to identify the city-wide opportunities for the installation of formal pedestrian-priority crossings, to improve both the safety and walkability' of our streets, drawing the most recent Austroads Best Practice Guides for pedestrian infrastructure, Australian Road Research Board research and advice from pedestrian organisations.	Director City Infrastructure	Officers are progressing the matter.
27	COLLINS COURT REDEVELOPMENT - STAGE TWO Council 3/7/2017, item 17	1. The Council endorse the design shown on Attachment A to item 6.1 of the Open City Infrastructure Committee agenda of the 21 June 2017 for the purpose of stakeholder and wider public engagement.	Director City Planning	Officers are progressing the matter.

Ref	Title	Report / Action	Action Officer	Comments
		2. The outcomes of the stakeholder and wider public engagement in 1 above be the subject of a further report to the Council.		
28	CITY TO COVE CONNECTIONS Council 3/7/2017, item 18	1. That widening the footpaths in Elizabeth Street, from Collins Street, to Franklin Wharf be considered as an integral component of the Elizabeth Street Bus Mall Improvement project. 2. That community engagement be conducted on the proposed Brooke Street to Franklin Square link. 3. The outcomes of the community consultation in 2 above be the subject of a further report to the Council.	Director City Planning	Officers are progressing the matter.
29	OUTDOOR DINING AND UMBRELLA INFRASTRUCTURE - 61 AND 63 SALAMANCA PLACE BETWEEN KENNEDY LAND AND WOOPY'S LANE Council 3/7/2017, item 19	That the item be deferred for further consideration by the City Infrastructure Committee.	Director City Infrastructure	This matter is to be considered at a Special City Infrastructure Committee to be held on 24 July 2017.
30	NOM – LORD MAYOR - TRANSFERRING THE CONTROL AND OWNERSHIP OF DAVEY AND MACQUARIE STREETS TO THE STATE GOVERNMENT Committee 21/6/2017, item 7.2 Council 3/7/2017, item 15	That a report be prepared that examines the advantages and disadvantages of the Council having the control and ownership of Davey and Macquarie Streets, and the report address the following issues: 1. The potential short and long term financial implications;	Director City Infrastructure	Further investigation is required to address the many aspects that may contribute to an assessment of the advantages and disadvantages of the Council continuing to own and manage Macquarie Street and Davey Street. The Brooker Avenue will also be included in this investigation.

Ref	Title	Report / Action	Action Officer	Comments
		<ul style="list-style-type: none"> 2. Advice on maintenance, asset renewal and depreciation issues and expenses; and 3. The viability and issues associated with the implementation of trial bus / multi occupancy vehicle lanes on Davey and Macquarie Streets, including impacts on pedestrian amenity, property values and access to frontagers including schools and other facilities. 4. The implementation of transit lanes be investigated. 		A report in response to the Notice of Motion is likely to be provided to the City Infrastructure Committee in mid 2018.
31	PETITION - SAFE PEDESTRIAN CROSSING OF MACQUARIE STREET IN THE SOUTH HOBART VILLAGE Council 19/6/2017, item 6	<p>A report be prepared calling for the Hobart City Council and the State Government to install pedestrian traffic lights across Macquarie Street between the butchers and chemists shops.</p> <p>The Council resolved to refer the petition to the appropriate committee for consideration and requested the petition be considered together with the other petitions received on this matter by the Council on 8 May 2017.</p>	Director City Infrastructure	To be considered in conjunction with item 25 above..

8. RESPONSES TO QUESTIONS WITHOUT NOTICE

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

The General Manager reports:-

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairman is not to allow discussion or debate on either the question or the response."

**8.1 Traffic Signage - Runnymede Street/Hampden Road, Battery Point
File Ref: F17/46482; 13-1-10**

Memorandum of the Director City Infrastructure of 21 July 2017.

Delegation: Committee

That the information be received and noted.



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Aldermen

Response to Question Without Notice

TRAFFIC SIGNAGE - RUNNYMEDE STREET/HAMPDEN ROAD, BATTERY POINT

Meeting: City Infrastructure Committee

Meeting date: 26 April 2017

Raised by: Alderman Reynolds

Question:

Are there any regulatory impediments to Council placing a 'No Trucks Sign' as identified in the Tasmanian Heavy Vehicle Drivers Handbook, in Runnymede Street and Hampden Road, to prevent truck traffic in Arthur Circus, in light of ongoing damage to the park and infrastructure?

Response:

Council officers have reviewed the existing signage in Runnymede Street and Hampden Road advising that Arthur Circus is unsuitable for large vehicles. Alterations will be made to the existing signage, with new "No Trucks" and "No Buses" signage installed as appropriate (see example images below).



Heavy vehicle signage such as these legally restrict any "heavy" buses or trucks entering the road ahead unless the driver's destination is beyond the sign and there are no other alternative routes. A heavy vehicle truck is any truck over 4.5 tonnes GVM and a heavy vehicle bus is any bus over 4.5 tonnes GVM as detailed in the

Department of State Growth publication *Tasmanian Heavy Vehicle Drivers Handbook*.

Consultation has been undertaken with the Department of State Growth who are responsible for the enforcement of this restriction through its Transport Inspectors and no concerns have been raised by them.

Installation of the new signs is programmed to occur prior to the end of July 2017. It is recognised, however, that signage is not a fool-proof method for preventing larger vehicles from entering Arthur Circus.

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

A handwritten signature in black ink, appearing to read 'Mark Painter', with a stylized, cursive script.

Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 21 July 2017
File Reference: F17/46482; 13-1-10

9. QUESTIONS WITHOUT NOTICE

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

An Alderman may ask a question without notice of the Chairman, another Alderman, the General Manager or the General Manager's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Alderman 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, Aldermen, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
 - (ii) a written response will be provided to all Aldermen, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Aldermen, 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

The following items were discussed: -

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