



CITY OF HOBART

AGENDA

Special Meeting of All Council Committees

Open Portion

Monday, 23 November 2020

at 4:10 pm

Council Chamber, Town Hall

THE MISSION

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

THE VALUES

The Council is:

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

ORDER OF BUSINESS

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

APOLOGIES AND LEAVE OF ABSENCE

- 1. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST 4**
- 2. TRANSFER OF AGENDA ITEMS..... 4**
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Vision and Access and Parking Plan Project..... 5

A Special Meeting of All Council Committees (Open Portion) held Monday, 23 November 2020 at 4:10 pm in the Council Chamber, Town Hall.

COMMITTEE MEMBERS

Lord Mayor Reynolds
Deputy Lord Mayor Burnet
Zucco
Briscoe
Sexton
Thomas
Harvey
Behrakis
Dutta
Ewin
Sherlock
Coats

Apologies:

Leave of Absence:

Alderman Dr P T Sexton.

1. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

2. 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?

3. REPORT

3.1 The North Hobart Retail and Entertainment Precinct Place Vision and Access and Parking Plan Project File Ref: F20/101258

Report of the General Manager of 19 November 2020 and attachments.

Delegation: Council

REPORT TITLE: THE NORTH HOBART RETAIL AND ENTERTAINMENT PRECINCT PLACE VISION AND ACCESS AND PARKING PLAN PROJECT

REPORT PROVIDED BY: General Manager

1. Report Purpose and Community Benefit

1.1. This report responds to a decision of the Council dated 6 July 2020, in which the Council resolved, that:

1.1.1. *The Council receive and note the reports prepared as part of the North Hobart Retail and Entertainment Precinct Place Vision and Access and Parking Plan Project by consultants Village Well and MRCagney.*

1.1.2. *The consultant's report be publicly released on-line for public information only and noted as such.*

1.1.3. *Council Officers prepare a further report which includes 10 questions to be asked in the subsequent public consultation process. These questions to be considered and approved by Council.*

1.1.4. *The results of the public consultation be reported in four domains:*

- i) North Hobart residents*
- ii) North Hobart traders*
- iii) Customers*
- iv) Other*

2. Report Summary

2.1. This report responds to these resolutions, and proposes a community engagement process based around 10 questions that seek feedback on a number of shorter (quick wins) and longer term proposals flowing on from the Village Well and MRCagney report recommendations.

2.2. This feedback will assist the Council in determining what the next steps could be considered in adopting and implementing the Place Vision, making improvements to parking and access, and the future role of Condell Place Carpark.

- 2.3. It should be noted by Elected Members however, that currently there is no specific budgetary allocation to support the majority of proposals detailed in this report, both shorter and longer term, from a new/improved asset and ongoing maintenance perspective. However, subject to further Council deliberation, there may be the opportunity to reinvest additional parking income from North Hobart into some of proposals identified in the 10 questions. There is some limited capacity to support some of the marketing/promotion, community and business development and activation proposals this financial year.

3. Recommendation

That:

- 1. The Council approve the 10 questions for community engagement shown at Attachment A to this report.***
- 2. Taking account of the busy period leading up to the end of the current calendar year, particularly for businesses, the public engagement process be undertaken for an eight (8) week period commencing on Monday 18 January 2021, in line with the methodology detailed in this report.***
- 3. A further report detailing the outcomes of the engagement process and proposed project action plan, including the associated capital and operating cost implications, be submitted to a Council meeting in the first quarter of 2021.***

4. Background

- 4.1. In January of 2020, the City commissioned Village Well and MRCagney to develop a Place Vision and an Access and Parking Plan for North Hobart, with the aim to guide the future delivery of public amenity, access and parking outcomes in the North Hobart Elizabeth Street retail and restaurant strip.
- 4.2. As part of this, extensive community engagement was undertaken in February 2020. This included a community survey, stakeholder interviews, and workshops with local residents, North Hobart traders and other key stakeholders.
- 4.3. Visioning workshops were held which explored community aspirations for the precinct. Parking and access workshops explored public transport services, taxi and ride-share services, bicycle and pedestrian infrastructure and on-street and off-street car parking in the precinct.

- 4.4. Some 735 contributions were collected in total during this engagement period.
- 4.5. In summary, the consultants delivered five key outputs, as submitted to Council in July 2020, these being:
 - 4.5.1. North Hobart Retail and Entertainment Precinct - Engagement Report.
 - 4.5.2. Place Vision Framework (Part A) for the North Hobart Retail and Entertainment Precinct.
 - 4.5.3. Access and Parking Plan (Part B) for the North Hobart Retail and Entertainment Precinct.
 - 4.5.4. North Hobart Retail and Entertainment Precinct - Condell Place Recommendations.
 - 4.5.5. Condell Place Expression of Interest (EOI) - Scoping and Information Paper.
- 4.6. These reports contemplate a planning horizon of 2030.
- 4.7. In line with the Council resolution of 6 July 2020, the above reports were released on-line for public information only and noted as such, and can be found in the 'Document Library' at:
<https://yoursay.hobartcity.com.au/nthhobart>
- 4.8. Stakeholders (including the North Hobart Traders Association and the North Hobart Residents and Community Association) who had participated in the prior engagement process were advised of the documents' availability.

5. Proposal and Implementation

- 5.1. City Placemaking, in close consultation with the City Mobility Unit, and City Innovation (in particular Parking Operations), City Amenity and Community Life Divisions, has now evaluated the recommendations made in the consultant's reports to determine what may or may not be achievable in the shorter (6 to 24 months) and the long term (in the order of 10 years plus).
- 5.2. These proposals are grouped in three focus areas, and are described in more detail in **Attachment B** to this report.
 - 5.2.1. Placemaking.
 - 5.2.2. Parking and Access.
 - 5.2.3. Options to deliver on the longer-term roadmap for North Hobart.
- 5.3. Internal consultation has sought to 'sense check' the City's capacity to undertake these proposals over the next 6 to 24 months.
 - 5.3.1. Internal feedback received is noted in italics against each proposed action, where relevant.

- 5.3.2. It is important to note that there is no specific budgetary allocation to support many of the shorter and longer term proposals detailed, both from a new/improved asset perspective.
- 5.3.3. Given the current ongoing post COVID-19 financial restraints on the City, there is also limited staffing and other resource capacity to support, service and maintain the built improvements proposed.
- 5.3.4. There may be some limited capacity to support some of the business support and activation outcomes, where these align with existing programs and budget allocations.
- 5.3.5. Notwithstanding the above and subject to further Council deliberation, there may be the opportunity to reinvest additional parking income in the 2021-22 financial year from North Hobart into some of the proposals identified in the 10 questions shown at **Attachment A** to this report. This is examined more in Section 7 of this report.
- 5.4. The City would seek public comment on these proposals through a process of community engagement using 10 key questions, in line with the Council resolution of 6 July 2020, as shown in **Attachment A** to this report.
- 5.4.1. The survey provides the opportunity for stakeholders to prioritise their 'top 5' preferred shorter term actions.
- 5.4.2. In line with the Council resolution, the survey captures data using the following identifiable stakeholder segments or domains, by asking respondents to select which one of the following BEST describes their relationship to North Hobart:
- North Hobart resident
 - North Hobart trader / business owner
 - Hobart customer / shopper
 - Other
- 5.4.3. The survey could allow multiple responses (reflecting that respondents may be both a resident and business owner), but it is suggested that this could potentially 'dilute' the segmentation sought in the Council resolution.

- 5.5. Taking account of the busy period leading up to the end of the current calendar year, particularly for businesses, it is proposed that the public engagement process be undertaken for an eight (8) week period commencing on Monday 18 January 2021, in line with the methodology detailed in this report.
- 5.6. Finally, it proposed that the outcomes of the engagement process and proposed project action plan, including full costings, be reported to a Council meeting in the first quarter of 2021.

6. Strategic Planning and Policy Considerations

- 6.1. This project has strongly aligned with a number of the Outcomes and Strategies detailed in the City of Hobart 2019 - 2029 Strategic Plan, including:
- 6.2. Outcome: 4.1 Hobart's economy reflects its unique environment, culture and identity.

Strategies: 4.1.6. Support local businesses and enterprises working to find innovative solutions to significant challenges.
- 6.3. Outcome: 5.1. An accessible and connected city environment helps maintain Hobart's pace of life.

Strategies: 5.1.2 Consider social, environmental and economic elements in transport and technology decision-making.
- 6.4. Outcome: 5.2. Hobart has effective and environmentally sustainable transport systems.
- 6.5. Outcome: 7.4. Community involvement and an understanding of future needs help guide changes to Hobart's built environment.

Strategies: 7.4.3. Ensure transport and land use planning are integrated to deliver the best economic, social and environmental outcomes into the future.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. The cost of the proposed next stage engagement would be undertaken by City of Hobart staff, with a limited budget of around \$3,000 to allow for promotion, and community (resident and business) meeting costs. This could be met within the current City Planning 2020-21 budgetary allocation.

- 7.1.2. The cost of initiating and supporting the establishment of a North Hobart Town Team, could be the order of \$10,000 plus, including initial community meetings and the provision of start-up project funding. This could be met within the current City Planning 2020-21 budgetary allocation.
- 7.1.3. The impact of the new or improved asset proposals detailed in this report the current year, including provision of additional maintenance, cleansing and associated servicing costs (for example watering) for any expanded and/or improved public areas has not been fully determined.
- 7.1.4. This would however be fully investigated once the proposals have been tested and prioritised as part of the next stage community engagement process, and reported back to Council.
- 7.1.5. Subject to further Council deliberation, there may be the opportunity to reinvest additional parking income in the 2021-22 financial year from North Hobart into some of the proposals identified in the 10 questions shown at **Attachment A** to this report.
- 7.1.6. In this context, the Council could also give consideration to the development of a Parking Benefit District Policy.
- 7.1.7. Such a Policy would provide a structured model to allow demand-based pricing for on-street parking (to support the City's investment in public space) in any precinct across the city.
- 7.1.8. This could be undertaken within the context of the current Hobart Parking Policy project, and be reported back to the Council in the first quarter of 2021.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. The ongoing impact on future years' financial results, including new asset provision and any additional maintenance and cleansing cost for expanded for improved public areas has not been determined.
 - 7.2.2. Potential cost impacts would be determined once the proposals have been tested and prioritised as part of the next stage community engagement process, with these being reported back to the Council.

7.3. Asset Related Implications

- 7.3.1. The cost implications associated with new and/or replacement asset investments and associated write-off, depreciation, maintenance and servicing provisions, would be considered following the next stage community engagement process, with these being reported back to the Council.

8. Legal, Risk and Legislative Considerations

- 8.1. The significant risk with progressing this matter is primarily reputational, noting that there is no significant funding identified at this stage to progress some of the options. It would therefore be necessary to manage public expectation about the City's ability to necessarily deliver all of the proposed initiatives without future funding allocations being identified.
- 8.2. There is however, the potential for this reputational risk to be mitigated by a future opportunity to use additional parking income from North Hobart to fund some of the proposals listed in the 10 questions shown at **Attachment A** to this report.
- 8.3. No specific legal and legislative issues are seen to apply to the proposed next engagement stage of the project.

9. Community and Stakeholder Engagement

- 9.1. Further to the community engagement process undertaken to date, it is proposed that the next stage engagement process would be undertaken by City of Hobart officers in line with the City's Community Engagement Framework.
- 9.2. Proposed Engagement Timeline:
 - 9.2.1. Taking account of the busy period leading up to the end of the current calendar year, particularly for businesses, it is proposed that the public engagement process be undertaken for an eight (8) week period commencing on Monday 18 January 2021.
 - 9.2.2. This would allow the preparation of engagement material and correspondence to the various stakeholder groups.
- 9.3. A well designed and 'easy to understand' information package (Info Sheet) would be developed to accompany the survey questionnaire that:
 - 9.3.1. Summarises the key findings and opportunities identified by the past engagement work and the resulting reports.
 - 9.3.2. Provides further background information and a logical narrative to guide stakeholders through the 10 questions. This would include graphical information, such as the Town Teams 'infographic' shown in **Attachment C**.

- 9.4. The following approach would be taken with key stakeholders:
- 9.5. North Hobart Traders Association (NHTA):
 - 9.5.1. Letter informing the Association of the commencement of public engagement and an invitation for NHTA members to complete the survey.
 - 9.5.2. Presentation meeting, including a Q and A session and the opportunity to provide feedback.
- 9.6. North Hobart Residents and Community Association (NHRCA):
 - 9.6.1. Letter informing the Association of the commencement of public engagement and an invitation for NHRCA members to complete the survey.
 - 9.6.2. Presentation meeting, including a Q and A session and the opportunity to provide feedback.
- 9.7. All identified commercial property owners/businesses/traders within the study area:
 - 9.7.1. Mailout letter advising of the commencement of public engagement, and the opportunity to complete the survey and meet with the City of Hobart project team.
- 9.8. Previously engaged stakeholders (via YourSay and workshops):
 - 9.8.1. Email update advising of the commencement of public engagement, and the opportunity to complete the survey.
- 9.9. Residents within the study area:
 - 9.9.1. Mailout letter/postcard to households advising of the commencement of public engagement, and the opportunity to complete the survey.
- 9.10. Visitors (including customers) to the area / wider Hobart community / other interested stakeholders:
 - 9.10.1. Promotional post card/flyer for traders and community organisations to distribute.
 - 9.10.2. Facebook post advising of the engagement opportunity.
 - 9.10.3. Update to the City of Hobart website.
 - 9.10.4. Media release.
- 9.11. Key external stakeholders (Department of State Growth, Metro, RACT, Bicycle Network and Cycling South, and cultural and community associations, etc.).
 - 9.11.1. Letter informing them of the release of the commencement of public engagement, and the opportunity to complete the survey/or provide separate feedback.

9.11.2. Making presentations to and/or meet with, key City of Hobart advisory groups, such as the Access Advisory Committee and the Hobart Active Travel Committee.

9.12. Media and Communications:

9.12.1. Promotional post card/flyer for traders and community organisations to distribute.

9.12.2. Posters for shop windows.

9.12.3. Media release at the launch of the engagement period.

9.12.4. Promotion via City of Hobart social media platforms.

10. Delegation




10.1. 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.



N D Heath
GENERAL MANAGER

Date: 19 November 2020
File Reference: F20/101258

Attachment A: Proposed Questions ↓ 
Attachment B: Proposals ↓ 
Attachment C: Town Team Charter ↓ 

PROPOSED QUESTIONS:**Question 1**

A shared Place Vision for North Hobart's Retail Precinct was developed following extensive stakeholder consultation in February 2020. This is:

'North Hobart is a welcoming, green urban village, with a flourishing High Street at the core of community life. An everyday meeting place for locals, Elizabeth Street Precinct also attracts visitors from far and wide to its bustling eateries and shops and its year-round calendar of events and festivals, all in a beautiful heritage setting.'

Do you support the City of Hobart (the City) adopting this aspirational Place Vision for a future North Hobart which will help to guide future planning and improvements for the precinct?

- ☐ Yes – the City should formally adopt this Place Vision to help shape the future of North Hobart.
- ☐ No – This Place Vision should not be adopted by the City.

If no, why do you feel this way?

Question 2

Please tick your top 5 place-making objectives that you think the City should prioritise.

- ☐ Support - 'A great High Street experience'
- ☐ Create - 'A civic focus at the top end of the strip'
- ☐ Enhance - 'Providence Rivulet Laneway'
- ☐ Support - 'Street festivals and outdoor events in North Hobart'
- ☐ Create - 'Enticing laneways'
- ☐ Encourage - 'Creative storytelling about North Hobart'
- ☐ Provide - 'Somewhere to sit on the Strip'
- ☐ Provide - 'Warm street lighting'
- ☐ Encourage - 'A clean and green leafy street'
- ☐ Deliver - 'Improved amenity and management of Condell Place Car Park'
- ☐ Encourage - 'Leading exemplary urban development'
- ☐ Support - 'A thriving Trader Association'
- ☐ Adopt - 'A "Town Team" approach to collaborating with residents and traders to deliver place making initiatives in North Hobart'
- ☐ Encourage - 'More destination dining'
- ☐ Implement - 'Better management of food delivery services'
- ☐ Encourage - 'More fresh food and convenience retail'
- ☐ Create - 'A more pedestrian-friendly precinct'

Question 3

Which of the following shorter term actions (6 to 24 months) do you think the City should prioritise to achieve some 'quick-wins' in North Hobart?

(Please tick your top 5)

- ☐ Supporting increased activation and events in North Hobart's public spaces, including Condell Place carpark.
- ☐ Supporting the promotion of North Hobart as an 'Eat Street' in collaboration with the North Hobart Traders Association.
- ☐ Working with the North Hobart Traders Association to attract a new operator to Elizabeth Street offering everyday convenience products and services, in particular fresh food.
- ☐ Supporting the further development of the North Hobart Traders Association.
- ☐ Delivering an outdoor dining platform program in North Hobart, if the trial 'Ready for Business' project in Midtown proves successful.
- ☐ Encouraging hospitality and entertainment businesses on the east of Elizabeth Street to activate their backyard areas, for example to create pleasant outdoor experiences for customers and visitors, where allowed by the Planning Scheme.
- ☐ Introducing more greening and recycled rubbish bins to the strip, where this is possible.
- ☐ Investigating increased use enhancements to laneways to create revitalised pedestrian links to Elizabeth Street, where this is possible.
- ☐ Trialling a side street pedestrian plaza off Elizabeth Street to create more public space and enhance pedestrian movement, with a short term closure of Newdegate Street.
- ☐ Creating a 'public space/pocket park' and trial plantings in the open area next to the Providence Rivulet, where possible taking account of the current car park proposal for the area.
- ☐ Supporting community led rehabilitation of the Providence Rivulet indigenous flora and habitats within the context of current City of Hobart community programs or support groups.
- ☐ Supporting the North Hobart Traders Association and/or Community and Residents Association in the provision of in-built/installed event lighting as part of the City's Grants and Activation programs.

Question 4

Which of the following shorter term actions (6 to 24 months) do you think the City should prioritise to improve access and parking management in North Hobart?

(Please tick your top 5)

- ☐ Continuing to support the North Hobart Traders Association's direct representations through to the Minister, as well as making its own submissions as appropriate in relation to food couriers.
- ☐ Developing a Travel Plan for North Hobart in partnership with the North Hobart Traders Association and the North Hobart Community and Residents Association.
- ☐ As part of this, developing a 'How to get to North Hobart campaign', promoting public transport and other mobility options.
- ☐ Exploring the development of a cycling 'shimmy' route connecting North Hobart and West Hobart.
- ☐ Working with the Department of State Growth to review pedestrian signal timings at Burnett Street and Elizabeth Street intersection with the view of increasing the 'green time' for pedestrians.
- ☐ Identifying the opportunities for pedestrian improvement (such as raised thresholds) within the context of the ongoing City's Road Network Plan/Road Asset Management Plan, applying an incremental and opportunistic approach.
- ☐ Installing an uphill cycling lane south of Burnett Street and North of Federal Street.
- ☐ Working with the Department of State Growth and Metro to consider consolidating bus stops to the centre of the Elizabeth Street strip (by possibly reducing a current bus stop) to improve traffic flow.

Question 5

Are there other shorter term actions (6 to 24 months) not mentioned that you think the City should be looking at?

If there is something else that you think the City should be doing in the shorter term that would support the Place Vision and improve parking and access in North Hobart, please tell us below:

Question 6

Should the City seek to develop a Precinct Plan for North Hobart, which could deliver many of the longer term (10 plus years) consultant recommendations, and through this, fully realise the Place Vision for North Hobart?

☐ Yes

☐ No

Question 7

Should the City seek to establish a Town Team for North Hobart in partnership with the North Hobart Traders Association and the North Hobart Community and Residents Association?

☐ Yes

☐ No

Question 8

In the shorter term (6 to 24 months) do you think the City should trial alternative uses to make Condell Place a multi-functional space? This could include things like temporary activations such as pop-up markets, community gardens, or use of the space for festivals and events?

☐ Yes

☐ No

If no, why not?

Question 9

Should the future use and/or development of Condell Place be considered as part of a longer term precinct upgrade, and in line with the Place Vision for North Hobart?

☐ Yes

☐ No

If no, why not?

Question 10

a) Is there anything else you want us to know? If so, comment below:

*b) Please select which one of the following **BEST** describes your relationship to North Hobart:*

- ☐ North Hobart resident
- ☐ North Hobart trader / business owner
- ☐ North Hobart customer / shopper
- ☐ Other (please specify)

c) Your name

d) Your email

KEY PROPOSALS**(One) Placemaking:**

- 1.1. A number of the place improvement proposals and actions recommended by the consultants could be implemented in the shorter term to provide some 'quick wins' for North Hobart that support the proposed *North Hobart Place Vision Framework*.
- 1.2. These have a focus on building the relationship between the City and the business and resident community, increased activation and promotional activity and improvements in the public realm, and include:
 - 1.2.1. Supporting increased activation and events in North Hobart's public spaces, including Condell Place carpark. *(This could include an exploration of the opportunity to include North Hobart in the City's Christmas/festive promotional and activation program, where current budgets allow. Two locations in North Hobart have already been included as part of the current 6 month city-wide busking and street performance trial).*
 - 1.2.2. Supporting the promotion of North Hobart as an 'Eat Street' in collaboration with the North Hobart Traders Association.
 - 1.2.3. Working with the North Hobart Traders Association to attract a new operator to Elizabeth Street offering everyday convenience products and services, in particular fresh food.
 - 1.2.4. Supporting the further development of the North Hobart Traders Association.
 - 1.2.5. Delivering an outdoor dining platform program in North Hobart, if the trial 'Ready for Business' project in Midtown proves successful from a technical and user experience perspective. *(There is currently no budget allocation for this project, and any proposal would need to take account of storm water management requirements).*
 - 1.2.6. Encouraging hospitality and entertainment businesses on the east of Elizabeth Street to activate their backyard areas, for example to create pleasant outdoor experiences for customers and visitors, where allowed by the Planning Scheme.
 - 1.2.7. Introducing more greening and recycled rubbish bins to the strip, where this is possible. *(This would need*

to take account of underground assets. While the provision of extra recycling bins is possible, there are constraints given the current footpath width).

- 1.2.7.1. Investigating increased use enhancements to laneways to create revitalised pedestrian links to Elizabeth Street, where this is possible. *(Again, asset improvement, maintenance, cleansing and servicing costs would need to be considered).*
- 1.2.7.2. Trialling a side street pedestrian plaza off Elizabeth Street to create more public space and enhance pedestrian movement, with a short term closure of Newdegate Street.
- 1.2.8. Creating a 'public space/pocket park' and trial plantings in the open area next to the Providence Rivulet, where possible taking account of the current car park proposal for the area. *(While this would be in line with the City's current approach to storm water management, it would not be possible given the proposed car park use that requires the building of a retaining wall in the rivulet channel).*
- 1.2.9. Supporting community led rehabilitation of the Providence Rivulet indigenous flora and habitats within the context of current City of Hobart community programs or support groups. *(It is understood that it would not be possible to extend the City's current community/bush-care programs to include this proposal, given they are currently at capacity, both in terms of participation levels and current resourcing).*
- 1.2.9.1. Supporting the North Hobart Traders Association and/or Community and Residents Association in the provision of in-built/installed event lighting as part of the City's Grants and Activation programs. *(There is currently no capital allocation for an expansion of the City's event/festive lighting program).*

(Two) Parking and Access:

- 1.3. The North Hobart Access and Parking Plan developed by consultants MRCagney (supplemented by the work undertaken by Village Well) suggests that the parking issue in North Hobart could be substantially addressed by a parking management changes.
- 1.4. Building on the consultant's analysis and recommendations, and informed by further community and business sector consultation, a report was considered by the 17 November 2020 meeting of the

Finance and Governance Committee, seeking approval for proposed policy changes to a range of operational parking controls in specific areas of North Hobart.

- 1.5. Village Well and MRCagney also recommended a number of further and complementary shorter term actions (6 to 24 months) that the City could implement to further improve parking and access outcomes in North Hobart, these include:
 - 1.5.1. Continuing to support the North Hobart Traders Association's direct representations through to the Minister, as well as making its own submissions as appropriate in relation to food couriers.
 - 1.5.2. Developing a Travel Plan for North Hobart in partnership with the North Hobart Traders Association and the North Hobart Community and Residents Association.
 - 1.5.3. As part of this, developing a 'How to get to North Hobart campaign', promoting public transport and other mobility options.
 - 1.5.4. Exploring the development of a cycling 'shimmy' route connecting North Hobart and West Hobart. *(This proposal would most likely use on street markings and other wayfinding tools to define the route and would need to be developed up in consultation with key sector stakeholders).*
 - 1.5.5. Working with the Department of State Growth to review pedestrian signal timings at Burnett Street and Elizabeth Street intersection with the view of increasing the 'green time' for pedestrians.
 - 1.5.6. Identifying the opportunities for pedestrian improvement (such as raised thresholds) within the context of the ongoing City's Road Network Plan/Road Asset Management Plan, applying an incremental and opportunistic approach.
 - 1.5.7. Installing an uphill cycling lane south of Burnett Street and North of Federal Street. *(This proposal would need to be developed in reference to the design solutions for this provision within aligned projects such as the Elizabeth Street (Midtown) Retail Precinct upgrade, and in consultation with key sector stakeholders).*

- 1.5.8. Working with the Department of State Growth and Metro to consider consolidating bus stops to the centre of the Elizabeth Street strip (by possibly reducing a current bus stop) to improve traffic flow.

(Three) Options to deliver on the longer-term roadmap for North Hobart:

- 1.6. The consultant's reports detail numerous recommended actions that would help to deliver the Place Objectives and achieve the shared Place Vision for North Hobart over the long term, requiring further consultation with key stakeholders, or involving significant infrastructure upgrades that need to be funded over the longer term.
 - 1.6.1. Delivering on these longer-term actions, whilst more challenging, are seen to be still important in working to achieve the shared Place Vision for North Hobart.
- 1.7. One recommendation the consultants have proposed is for the City to consider developing a **Precinct Plan including a Placemaking Implementation Plan for North Hobart**, to guide the delivery of some of these bigger longer-term actions.
- 1.8. A Precinct Plan would deliver a highly coordinated and substantial response to improvements to the streetscape, access, and mobility in the precinct. The outcome of this approach would likely lead to either a precinct master plan (like the current Central Hobart Precincts Plan – but at a smaller scale), or a precinct/public space upgrade similar to the one the City undertook for Lenah Valley.
- 1.9. Adopting this Precinct Plan approach to placemaking would be reliant on significant infrastructure upgrades by the Council, and would come at a considerable financial cost.
 - 1.9.1. This is estimated that the cost of this exercise could be in the order of \$200,000 in planning (not including staff time), and potentially in excess of \$5 million in build costs for a redeveloped streetscape for the full length of the North Hobart strip.
- 1.10. Funding for such a significant project would need to be justified and sourced, and would likely be very difficult to achieve for some time.
- 1.11. Elected Members would be aware that the City currently has a pipeline of delayed Retail Precinct upgrade projects that have been impacted by the economic shock from the COVID pandemic, and are 'paused' or not yet commenced. These include:

- 1.11.1. New Town - planning and design substantially complete/not funded.
 - 1.11.2. Midtown (Elizabeth Street) - planning underway/currently not funded.
 - 1.11.3. South Hobart - partially commenced.
 - 1.11.4. Battery Point - not commenced.
- 1.12. In a post COVID-19 setting, it may also be appropriate for the City to consider alternative approaches to guide the longer-term actions that would help to deliver on the shared Place Vision, and create real improvements for North Hobart.

Achieving the Place Vision – A ‘Town Team’ Approach

- 1.13. One alternative contemporary approach to placemaking which could be considered by the City, is to adopt a ‘Town Team’ approach.
- 1.14. Town Teams are positive and proactive community groups that include businesses, landowners and residents working collaboratively with their local government to improve a place or area, often a town centre such as North Hobart.
- 1.15. Initial advice from the Town Team Network indicates that only requirement to be a ‘Town Team’ is to align with and live the Town Team Charter at **Attachment C** to the covering Council report.
- 1.16. The Charter is ‘a shared story of what Town Teams are and how they should behave, and explains the movement’s collective values and expectations’.
- 1.17. There are currently 54 Town Teams, including one in Launceston, with several more in development stages in that city.
- 1.18. The Town Team Movement is also a social enterprise that supports, connects, promotes and inspires Town Teams around Australia and New Zealand, including consultancy arm called ‘The Place Team’ that works with local governments, developers, State Government agencies and redevelopment authorities on a fee for service basis.
- 1.19. More information on the Town Team movement and case studies from how other cities have benefited from this approach can be found at <https://www.townteammovement.com/>.

The Town Team Charter

What is the Town Team Charter?

The charter is a shared story of what Town Teams are and how they are expected to act. It's a summary of the 'Town Team Way'. The movement is bigger than all of us!

The Vision

This is a positive movement of citizen-led action focussed on creating connected, resilient communities and better places.

Town Teams are proactive, non-profit organisations that include businesses, landowners, residents and others working collaboratively with their local government (or equivalent) to improve their local place or area. The Town Team approach is innovative, creative and fun!

"The imagination, the sweat, the enthusiasm, and the efforts of its people are the greatest resource that any place has".

Marcus Westbury in Creating Cities

The Guiding Principles

1. Positive

Town Teams are positive influences in their community and lead by example. They foster a can-do culture and build beneficial relationships wherever possible.

2. Proactive

Town Teams are action-focussed and take some responsibility for improving their community and place. They help deliver actions, events or projects. They don't wait for governments or "somebody else" to do "something".

3. Apolitical and Independent

This approach is beyond politics. Town Teams do not advocate for or align with political parties or candidates. They are independent from governments, but work closely and constructively with them. They work for the benefit of their communities, not for individual or factional advancement.

4. Inclusive

Town Teams are open and inclusive to all, including people who live, work, run a business, own property or visit their area. They celebrate diversity.

5. Resilient and Sustainable

Town Teams help to create resilient, connected and sustainable places for current and future generations. This includes environmental, social, economic and governance components of resilience and sustainability. They also help create healthy and vibrant 'places for people'.

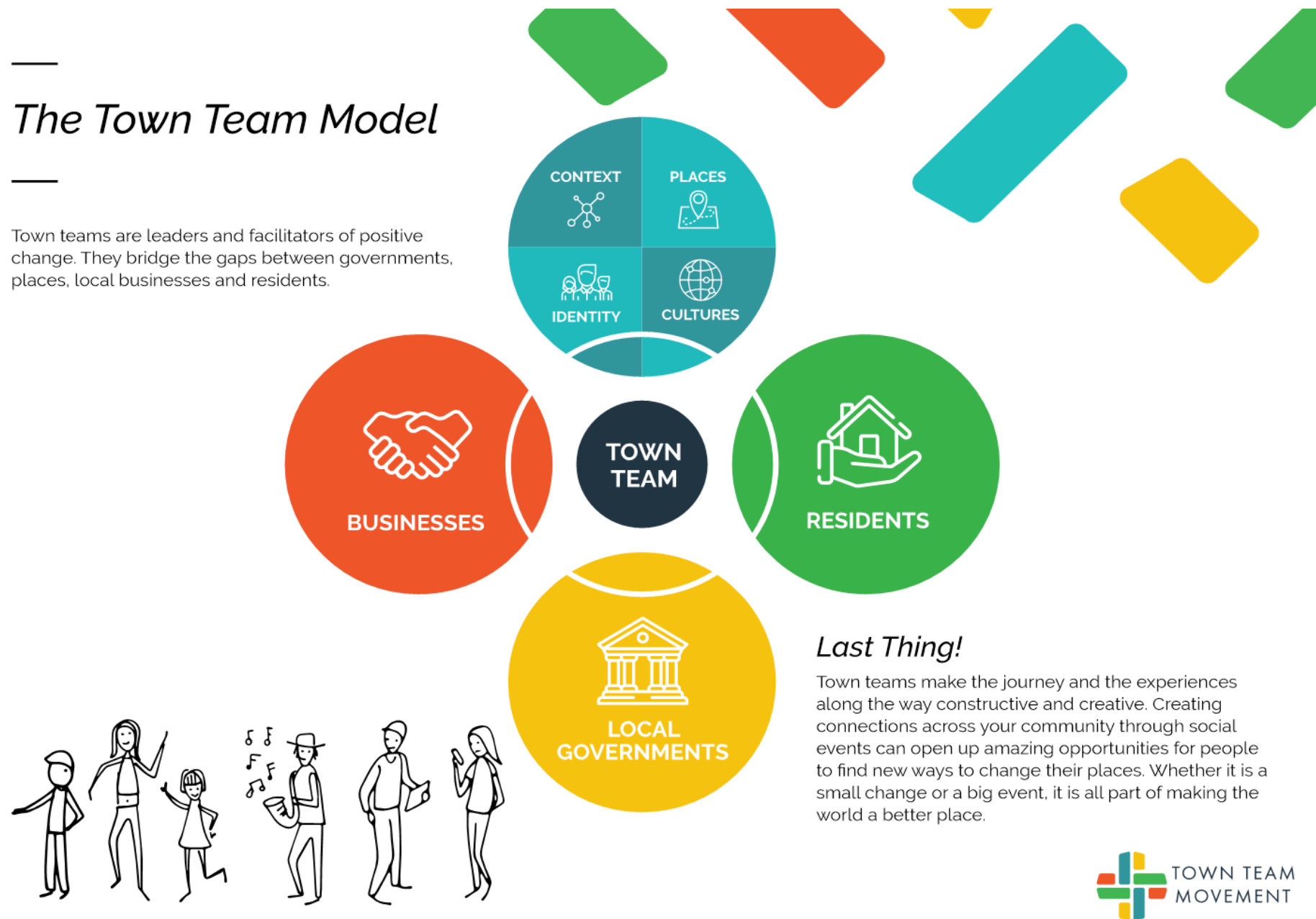
6. Integrity, Honesty and Respect

Town Teams and their members operate with integrity, honesty and respect at all times.



The Town Team Model

Town teams are leaders and facilitators of positive change. They bridge the gaps between governments, places, local businesses and residents.



Last Thing!

Town teams make the journey and the experiences along the way constructive and creative. Creating connections across your community through social events can open up amazing opportunities for people to find new ways to change their places. Whether it is a small change or a big event, it is all part of making the world a better place.

