



CITY OF HOBART

# **AGENDA**

## **City Infrastructure Committee Meeting**

### **Open Portion**

**Wednesday, 25 August 2021**

**at 5:15 pm  
via Zoom**

## THE MISSION

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

## THE VALUES

**The Council is:**

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

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## **ORDER OF BUSINESS**

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

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

<b>1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY .....</b>	<b>4</b>
<b>2. CONFIRMATION OF MINUTES.....</b>	<b>4</b>
<b>3. CONSIDERATION OF SUPPLEMENTARY ITEMS .....</b>	<b>4</b>
<b>4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST .....</b>	<b>5</b>
<b>5. TRANSFER OF AGENDA ITEMS.....</b>	<b>5</b>
<b>6. REPORTS .....</b>	<b>6</b>
6.1 Hobart Transport Network Operating Plan Phase One Report.....	6
<b>7. COMMITTEE ACTION STATUS REPORT .....</b>	<b>36</b>
7.1 Committee Actions - Status Report.....	36
<b>8. RESPONSES TO QUESTIONS WITHOUT NOTICE.....</b>	<b>58</b>
8.1 Scramble Crossing.....	59
8.2 Cardboard Recycling .....	60
<b>9. QUESTIONS WITHOUT NOTICE .....</b>	<b>62</b>
<b>10. CLOSED PORTION OF THE MEETING.....</b>	<b>63</b>

**City Infrastructure Committee Meeting (Open Portion) held Wednesday, 25 August 2021 at 5:15 pm in the via Zoom.**

**This meeting of the City Infrastructure Committee is held in accordance with a Notice issued by the Premier on 3 April 2020 under section 18 of the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*.**

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

**COMMITTEE MEMBERS**

Harvey (Chairman)  
Lord Mayor Reynolds  
Deputy Lord Mayor Burnet  
Behrakis  
Ewin

**Apologies:**

**Leave of Absence:** Nil.

**NON-MEMBERS**

Zucco  
Briscoe  
Sexton  
Thomas  
Dutta  
Sherlock  
Coats

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

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**2. CONFIRMATION OF MINUTES**

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The minutes of the Open Portion of the City Infrastructure Committee meeting held on [Wednesday, 23 June 2021](#), are submitted for confirming as an accurate record.

**3. CONSIDERATION OF SUPPLEMENTARY ITEMS**

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

**Recommendation**

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

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

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

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

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

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

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

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

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

## **6. REPORTS**

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### **6.1 Hobart Transport Network Operating Plan Phase One Report File Ref: F21/82754; 16/116**

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Report of the Manager City Mobility and the Director City Planning of 20 August 2021 and attachment.

Delegation: Committee

**REPORT TITLE: HOBART TRANSPORT NETWORK OPERATING  
PLAN PHASE ONE REPORT****REPORT PROVIDED BY:** Manager City Mobility  
Director City Planning**1. Report Purpose and Community Benefit**

- 1.1. Hobart is a vibrant and growing capital city of Australia. Whilst modest in size and population, the Hobart Local Government Area is known nationally and internationally as a beautiful residential location, and an education and tourism economy.
- 1.2. Central Hobart's transport network comprises two features including:
  - 1.2.1. Highways under the governance of the Tasmanian Government.
  - 1.2.2. Local highways governed by the City of Hobart.
- 1.3. Traffic movement on these two features of the road network are managed by traffic signals generally controlled from the Department of State Growth Travel Management Centre in Hobart.
- 1.4. In order to prepare for settlement growth in the Hobart Local Government Area and surrounding council areas, the Greater Hobart City Deal was agreed in February 2019.
- 1.5. Further to the Hobart Transport Vision included in the City Deal, the Department of State Growth and the City of Hobart Council agreed to develop Hobart's first Transport Network Operations Plan (HTNOP) for Hobart's Central Business District and approaches.
- 1.6. Phase one of the HTNOP is now complete and provided for information at **Attachment A**.
- 1.7. Phase two of the HTNOP is under preparation.
- 1.8. A Transport Network Operations Plan, when completed, will assist with management of the Hobart transport network by providing further clarity for competing priority and road space allocation decisions.

**2. Report Summary**

- 2.1. The Tasmanian road network is generally owned and operated by State Government and Local Government, with some minor third party ownership of assets by organisations such as TasPorts and Hydro Tasmania, for example.
- 2.2. In the City of Hobart central area the movement of people and goods on the road network is further influenced by the operation of traffic signals

and the relative priority given to various modes by either infrastructure or road space management. Examples of infrastructure and management include such things as bus lanes, high occupancy lanes, footpaths, bicycle lanes, pedestrian malls and the like.

- 2.3. As part of managing future population and economic growth in the Hobart central area, the Hobart City Deal and associated projects in the transport space, the City of Hobart and the Department of State Growth have been working together to develop an agreed Hobart Transport Network Operations Plan.
- 2.4. The Hobart Transport Network Operations Plan (HTNOP) purpose can be described as:
  - 2.4.1. The HTNOP is an integrated approach to managing Hobart's transport system and aims to balance the needs of different road user groups, making the best use of what we have now as well as continuing to plan and develop Hobart's transport network for the future.
- 2.5. Phase one of the HTNOP has been completed by consultants and has involved key stakeholder engagement to commence the process of defining network operation objectives and exploring the concepts of strategic objectives of road user groups and possible current state road user hierarchy mapping.
- 2.6. This first phase of the HTNOP has been captured in a report by the consultants and is provided as **Attachment A**.
- 2.7. Further work to develop the concepts, understand the current network performance and confirm future road user hierarchies and appropriate levels of service for different road users, especially in reference to the Hobart Central Precincts Plan work will form Phase two of this work.

### 3. **Recommendation**

**That:**

1. ***The document entitled 'Developing a Transport Network Operations Framework for Hobart – Outcomes Report' (Jacobs Rev 1.4 dated 22 June 2021), marked as Attachment A, be received and noted.***
2. ***A further report on phase two of the Hobart Transport Network Operations Plan development be provided to the Council when the consultancy for the next phase has concluded.***
3. ***The City of Hobart and Department of State Growth continue to work together to develop the next phase of work for the development of the Hobart Transport Network Operations Plan.***



#### 4. Background

- 4.1. Until relatively recently, the Hobart transport network has functioned adequately. Various traffic management treatments have been installed for safety or localised operational reasons, but there has not been an overarching plan indicating how the network should be operated. By default, cars have been at the top of the Road User Hierarchy, with other user groups such as pedestrians, cyclists and public transport generally not given as much consideration. As transport demand has grown and trips have become more complex, the network has come under pressure, and the previous reactive approaches to network management have been outgrown.
- 4.2. A Transport Network Operations Plan (TNOP) provides a guide to managing competing priorities on the road network. A TNOP ensures that the operation of the road network is aligned with the strategic objectives of the whole transport network and can also be used to guide longer-term improvement works that affect the operation of the network.
- 4.3. The Hobart TNOP will provide an approach for operating Hobart's road network that makes it more efficient, safer and supports the development of areas as places where people live and work. This will guide the operation and development of the transport network by acknowledging there are potential conflicts and setting out how competing priorities between transport modes, users and adjacent land uses are to be managed.
- 4.4. The Hobart TNOP is one part of a broader strategy for improving the performance of the transport network. The Tasmanian Government has committed to address growth through the Hobart Transport Vision (2018), which seeks to prioritise active and public transport modes to address the current network challenges. The City of Hobart has developed the Hobart Transport Strategy (2018-2030) to guide the delivery of a better transport system and more liveable city.
- 4.5. The first phase of this project (**Attachment A**), is the development of a HTNOP Framework which has commenced the discussion of defining the overall objectives for how the network should operate.
- 4.6. This work is preparation for the assessment of the Central Hobart Precincts Plan work, to ensure the key objectives of Integrated Transport and Land Use Planning are achieved.
- 4.7. Further work to develop the concepts, understand the current network performance and confirm future road user hierarchies and appropriate levels of service for different road users, especially in reference to the Hobart Central Precincts Plan work will form Phase two of this work.

## 5. Proposal and Implementation

- 5.1. The HTNOP Phase one as expressed in the report entitled '*Developing a Transport Network Operations Framework for Hobart – Outcomes Report*' (Jacobs Rev 1.4 dated 22 June 2021) documents the current arrangements of the transport network in Hobart's Central Business District and approaches.
- 5.2. It forms the basis for advancing a shared understanding between transport and mobility managers on how to improve the shared management of the Hobart transport network by providing governance clarity for competing priority and road space allocation decisions.
- 5.3. The HTNOP Phase two work will develop the concepts, understand the current network performance and confirm future road user hierarchies and appropriate levels of service for different road users, with further reference and input from the Hobart Central Precincts Plan work.
- 5.4. Department of State Growth and City of Hobart officers are working together to finalise a brief for the next phase of the work (HTNOP Phase two).

## 6. Strategic Planning and Policy Considerations

- 6.1. City Deal alignment
  - 6.1.1. The HTNOP Phase one Report is a preparatory study for the implementation of the transport projects in the Greater Hobart City Deal (February 2019).
- 6.2. City of Hobart Vision alignment
  - 6.2.1. The HTNOP has been developed in accordance with Council's Vision documents including:
    - 6.2.1.1. Hobart: A community Vision for our island capital
    - 6.2.1.2. Hobart Transport Strategy 2018-2030 (HTS2030)
    - 6.2.1.3. Hobart Transport Strategy Implementation Framework draft (HTSIF)

## 7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
  - 7.1.1. Nil
- 7.2. Impact on Future Years' Financial Result
  - 7.2.1. Nil. Planning Study only.
- 7.3. Asset Related Implications

- 7.3.1. Phase two and three are likely to present options for changes to the Hobart transport network which may impact on other Council road assets.
- 7.3.2. Consultation and agreement will be achieved following the outcomes of HTNOP Phases two and three.

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

- 8.1. Shared governance document
  - 8.1.1. The HTNOP is a shared governance document commissioned by both the Department of State Growth and the City of Hobart.

## **9. Environmental Considerations**

- 9.1. The HTNOP has the objective of better management of the Hobart transport network by providing further clarity for competing priorities and road space allocation decisions.
- 9.2. In line with City Deal objectives, the HTNOP intends to allocate road space and signal timings to support the access requirements of all road users.
- 9.3. Key outcomes in the City Deal which will be informed by the HTNOP include:
  - 9.3.1. Mode shift to public transport
  - 9.3.2. Enhancement of active travel patterns in the city
  - 9.3.3. Delivering a reduction of transport related greenhouse gas emissions.

## **10. Social and Customer Considerations**

- 10.1. No direct impacts from this first phase of the work are foreseen.

## **11. Marketing and Media**

- 11.1. No direct impacts from this first phase of the work are foreseen, although the concepts of road transport network management can generate community and social media comment.

## **12. Community and Stakeholder Engagement**

- 12.1. The first phase of development of the HTNOP has involved workshops with a range of key transport and community stakeholder organisations. This is referenced in the consultant's report.
- 12.2. Further community and key stakeholder engagement through the upcoming *Central Hobart Precincts Plan Discussion paper* will also inform the further work associated with the HTNOP.

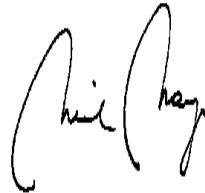
**13. Delegation**

13.1. This matter is delegated to the City Infrastructure Committee.

*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.*



Louisa Carter  
**MANAGER CITY MOBILITY**



Neil Noye  
**DIRECTOR CITY PLANNING**

Date: 20 August 2021  
File Reference: F21/82754; 16/116

Attachment A: Developing a Transport Network Operations Framework for  
Hobart - Outcomes Report ↓ 



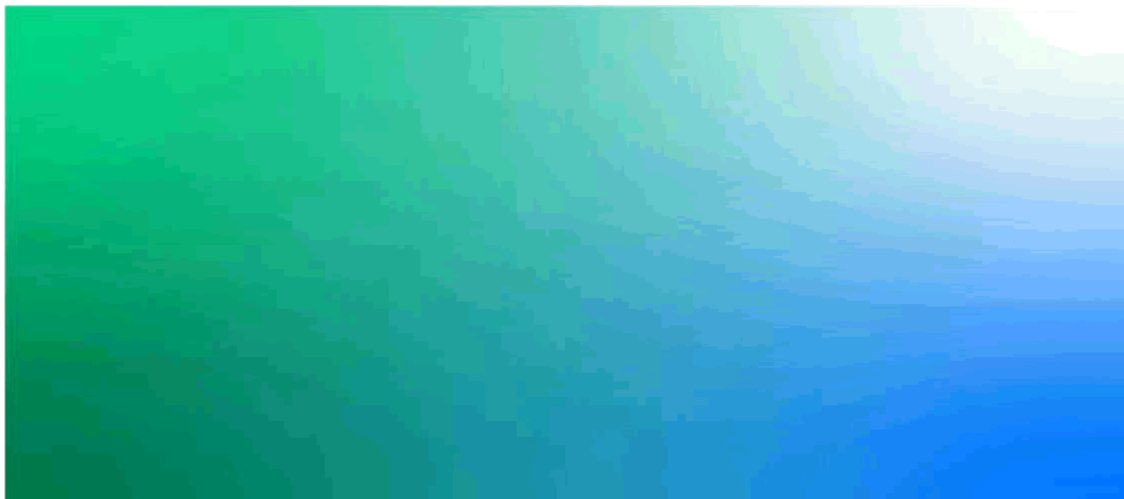
## Hobart Transport Network Operations Plan

Developing a Transport Network Operations Framework for Hobart - Outcomes Report

1 | 1.4

June 2021

Department of State Growth and City of Hobart



Developing a Transport Network Operations Framework for Hobart  
- Outcomes Report

## Hobart Transport Network Operations Plan

Project No: IA233900  
 Document Title: Developing a Transport Network Operations Framework for Hobart - Outcomes Report  
 Revision: 1.4  
 Date: June 2021  
 Client Name: Department of State Growth and City of Hobart  
 Project Manager: Katie Mitchell  
 Author: Katie Mitchell, Jim Avens, Catherine Searle, Hugh Griggs, Cassandra Min, Kathryn Easter, Kathryn Easter  
 File Name: Hobart Transport Network Operations Plan\_Outcomes Report\_Final

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## Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1.1	18/01/2021	Hobart Transport Network Operations Plan – Outcomes Report	KM	RG	RG	CW
1.2	26/02/2021	Hobart Transport Network Operations Plan - Outcomes Report	KE / KM	RG	RG	CW
1.3	19/04/2021	Hobart Transport Network Operations Plan - Outcomes Report	KE / KM	RG	RG	CW
1.4	22/06/2021	Hobart Transport Network Operations Plan - Outcomes Report	KM	RG	RG	CW

Developing a Transport Network Operations Framework for Hobart  
- Outcomes Report**Jacobs****Contents**

<b>1.</b>	<b>Introduction.....</b>	<b>1</b>
<b>2.</b>	<b>Study Background .....</b>	<b>2</b>
2.1	Hobart Transport Network Operations Plan project area .....	2
2.2	Planning for Hobart's future .....	2
<b>3.</b>	<b>Why Develop a Transport Network Operations Plan for Hobart?.....</b>	<b>5</b>
<b>4.</b>	<b>Developing the Hobart Transport Network Operations Plan .....</b>	<b>6</b>
<b>5.</b>	<b>Phase 1 - Framework Outcomes.....</b>	<b>8</b>
5.1	Strategic Objectives .....	8
5.2	Road User Hierarchy .....	9
5.3	Performance Measures .....	17
<b>6.</b>	<b>Next Steps.....</b>	<b>20</b>
6.1	Phase 2 – Development of the Hobart TNOP .....	20
6.2	Phase 3 - Hobart TNOP Implementation and Evaluation .....	20



## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

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### 1. Introduction

An integrated approach to managing Hobart's transport system aims to balance the needs of different road user groups, making the best use of what we have now as well as continuing to plan and develop Hobart's transport network for the future.

Until relatively recently, the Hobart transport network has functioned adequately. Various traffic management treatments have been installed for safety or localised operational reasons, but there has not been an overarching plan indicating how the network should be operated. By default, cars have been at the top of the Road User Hierarchy, with other user groups such as pedestrians, cyclists and public transport generally not given as much consideration. As transport demand has grown and trips have become more complex, the network has come under pressure, and the previous reactive approaches to network management have been outgrown.

There are a number of competing demands on Hobart's road and street network and the subsequent transport-related needs can vary according to the time of day, day of the week, and even time of the year. Currently, operational decisions to preference one aspect over another are made on an ad hoc basis, and without a strategic rationale.

Decisions that might impact the road network are generally weighted more heavily to adverse traffic impacts rather than benefits to other user groups (e.g. cyclists, pedestrians, and public transport). The impact on adjacent land uses may also not be adequately considered as well as other on street activities such as dining, events, or other gatherings. There is also a need to develop smarter and more sustainable transport solutions including non-infrastructure solutions.

A Transport Network Operations Plan (TNOP) provides a guide to managing competing priorities on the road network. A TNOP ensures that the operation of the road network is aligned with the strategic objectives of the whole transport network and can also be used to guide longer-term improvement works that affect the operation of the network.

The Hobart TNOP will provide an approach for operating Hobart's road network that makes it more efficient, safer and supports the development of areas as places where people live and work. This will guide the operation and development of the transport network by acknowledging there are potential conflicts and setting out how competing priorities between transport modes, users and adjacent land uses are to be managed.

The Hobart TNOP is one part of a broader strategy for improving the performance of the transport network. The Tasmanian Government has committed to address growth through the Hobart Transport Vision (2018)<sup>1</sup>, which seeks to prioritise active and public transport modes and address the current network challenges. The City of Hobart has developed a Transport Strategy (2018)<sup>2</sup> to guide their efforts towards delivering a better transport system and more liveable city.

The first phase of this project (this report), is the development of a TNOP Framework which will define the overall objectives for how the network should operate. Phase 2 of the Hobart TNOP is focused on aligning the operation of the network with the framework developed in Phase 1. Phase 3 of the Hobart TNOP is where the detailed project development of the preferred management options takes place, as well as securing funding for the project to achieve optimal benefits realisation. The Hobart TNOP will be reviewed and updated in response to land-use and transport planning projects that will affect people's movement patterns.

The Hobart TNOP will be used by the Department of State Growth (DSG) and City of Hobart (CoH) as a reference framework to inform decision making around the transport network – identifying improvements that need to be made and assessing benefits and impacts of particular proposals.

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<sup>1</sup> Infrastructure Tasmania (2018), Hobart Transport Vision

<sup>2</sup> City of Hobart Transport Strategy (July 2018)





## 2. Study Background

### 2.1 Hobart Transport Network Operations Plan project area

The area to be covered by the Hobart TNOP is located in the City of Hobart local government area (refer to Figure 2-1). The development of the Hobart TNOP does not consider in detail every road, path or route within this area but does consider the network from a user perspective. To that end, administrative boundaries (e.g. state vs local roads) do not affect consideration of the function of various parts of the network. Roads in the project area include:

- main arterial routes into and out of Hobart that link to adjacent local council areas of Kingborough, Clarence and Glenorchy
- the central business district (CBD) road network
- streets and roads in areas of high tourism activity, including Hobart's wharf area
- streets and roads in or near the CBD used by commuters, city residents, visitors, students and other network users (e.g. freight)

In addition, key land uses and destinations that are adjacent to the Hobart TNOP area that influence travel have been considered. This includes, the existing University of Tasmania (UTAS) Campus in Sandy Bay, North Hobart retail and entertainment precinct, and surrounding residential suburbs.

### 2.2 Planning for Hobart's future

Planning for future growth that maintains Hobart's liveability will require well-considered, integrated and sustainable transport outcomes. Transport and land use are the most important considerations for a growing city in order to facilitate access and movement that will support the city's population socially, economically and environmentally. The Hobart TNOP will have an impact on all users of the network, and it is important to consider all those who are using the road network, as well as land uses in and adjacent to the project area.

Within the Hobart community there is a strong desire to take a more holistic view of places and manage the transport network to be customer-focused for both movement of people and goods. Maintaining and enhancing liveability of the city is a high priority through the development and delivery of collaborative integrated projects to meet the outcomes of this vision. Of relevance for future city planning, the Hobart city vision establishes the community's strong desire to maintain Hobart's unique sense of place and identity as the city grows<sup>3</sup>.

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<sup>3</sup> Hobart – a vision for our island capital'

## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

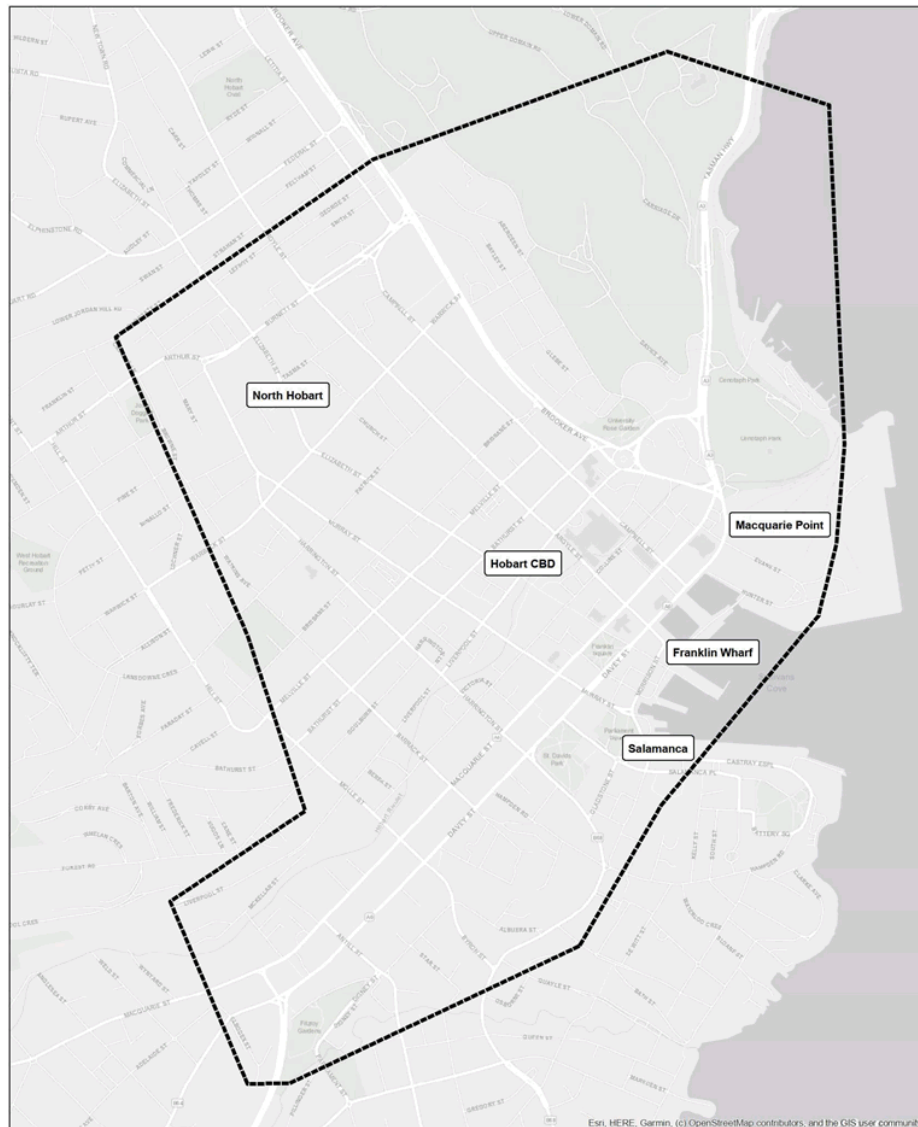


Figure 2-1 Hobart Transport Network Operations Plan project area

The existing transport network operations in Central Hobart generally prioritises private motor vehicles ahead of walking, cycling and public transport. High-speed vehicle movements on some streets hinder active transport movements. There are one-way couplets and extensive kerbside parking designed for maximum access and efficiency for motorised traffic. This limits opportunities for high quality walking and cycling infrastructure, street trees and spaces for people to be (rather than move through).

Greater Hobart has the highest amount of car commuting of Australian capital cities (per capita), and over 90% of greater Hobart households have one or more registered vehicles.<sup>4</sup> Of those who work in central Hobart, 79%

<sup>4</sup> RACT (2019), Greater Hobart Mobility Vision



## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

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travel by car (as a driver or passenger), 8% travel to work by public transport and 12% cycle or walk<sup>5</sup>. Overall public transport only accounts for 4% of all trips being made. The proportion of people cycling, and walking is however considerably higher in residential areas closer to the CBD, indicating central Hobart is a walkable city.

With a growing population and more people coming to Hobart, street space needs to be allocated to the modes of transport that will move the most people. Increasing the area of pedestrian-only and pedestrian-priority spaces will enhance safety, commercial viability and place activation. Good quality urban streetscapes encourage more pedestrians. This extends to the quality of the public realm, the presence of street trees, seating and other furniture that supports walking, as well as the type of land use activity.

In February 2019, the Hobart City Deal was signed between the Federal, State and Local Governments. This partnership provides a shared vision for central Hobart and the Greater Hobart area and is intended to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city. It is a 10-year partnership that will provide the framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges. The policy vision for all government partners in Greater Hobart is to invest in balanced travel demand, including mode shift to walking, cycling and public transport. The aims of the Hobart TNOP reflect the intentions and investments of the Hobart City Deal.

The Hobart TNOP aims to facilitate and support the development and implementation of an integrated and efficient transport system for the movement of people and goods to, from and around central Hobart. This will enable a strong economy, social interaction and connectivity, encourage physical activity and accessibility, and support the projected continued growth in jobs and population, while enhancing Hobart's liveability<sup>6</sup>.

Land use planning in Hobart's central area has been under investigation by the City of Hobart (Central Hobart Precincts Plan). The project will become a key input to the requirements for road function and for the network operations planning process.

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<sup>5</sup> City of Hobart Transport Strategy (July 2018)

<sup>6</sup> Infrastructure Tasmania, Our Infrastructure Future – 30 Year Infrastructure Strategy



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Developing a Transport Network Operations Framework for Hobart - Outcomes Report

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### 3. Why Develop a Transport Network Operations Plan for Hobart?

Hobart is experiencing rapid change and growth in the economy and population, and this growth is projected to continue. In order to maintain the qualities that make Hobart an attractive place to live in and visit, there is a need to develop an integrated and sustainable transport and movement network.

There are a number of competing demands on the Hobart road and street network, including trip purposes, destinations being serviced, mode of travel and adjacent land use. The level of activity in the Hobart CBD, and the subsequent transport-related needs, can vary according to the time of day, day of the week, and even time of the year. The increasing presence of the University of Tasmania in the Hobart CBD, and the numerous major events occurring throughout the year, affect the way transport operates in the city.

The Hobart TNOP will guide the operation and development of the transport network by setting out how competing priorities between transport modes and adjacent land uses are to be managed to ensure that an appropriate balance between road users is achieved. By allocating priorities to different corridors or areas, including by time-of-day or year, the Hobart TNOP will enhance the efficiency of the network to operate in support of the network operation objectives. The Hobart TNOP will also contain short-term initiatives and services that guide day-to-day operations and longer-term improvement works. The Hobart TNOP will have a focus on the short-medium term needs of the city (e.g. considering known or likely developments and changes), with regular reviews of the Hobart TNOP expected in response to ongoing changes in land use, infrastructure or other factors.

Work is underway to deliver a Central Hobart Precincts Plan that guides future development and public infrastructure provision and funding in Central Hobart. This will inform the role and function of the Central Hobart activity centre as informed by the vision for Hobart set out in the Hobart City Deal. The Hobart TNOP is a process that will need to be flexible to both inform and be informed by the outcomes of the Central Hobart Precincts Plan. Integrated land use and transport planning is critical to future connectivity of these precincts within the Hobart region and to ensure the future vision and outcomes for Hobart are delivered. The Hobart TNOP will also inform and be informed by broader transport planning work underway by DSG and CoH.

The precincts plan and Hobart TNOP will reflect the shared understanding of the role and function of the central activity area of Hobart, including social, economic, population and environmental factors and trends. The plans will also demonstrate the shared long-term vision for growth and renewal in central Hobart and seek to:

- Develop an aspirational movement and place hierarchy for how stakeholders want Hobart to look like in the future;
- Guide the development of an integrated transport system; and
- Align movement of people and goods with amenity and quality of Place.

## 4. Developing the Hobart Transport Network Operations Plan

A strategic approach to network development sets the strategic framework to optimise transport infrastructure performance and operations. A strategic framework is user-centred and focused on outcomes (refer to Figure 4-1).



Figure 4-1 Outcomes Approach

The need to provide for all users of the road network in a safe, equitable and balanced manner is a particular challenge in urban areas. Fundamental to movement and place thinking is recognising that streets perform multiple functions. Movement and Place frameworks consider:

- the different function of each road type within the road network;
- how roads perform their required function to meet defined places (including use, amenity, environment, aesthetics); and
- users' needs (movement of people and goods in an efficient and safe way).

The incorporation of Movement and Place principles as part of the Hobart TNOP will enable more effective management and legibility of infrastructure and operational issues to prioritise the user's journey needs, reduce potential user conflicts and facilitate safe and timely journeys with minimum disruption. These priorities need to recognise existing functional road hierarchies and road management arrangements.

The Hobart TNOP is being developed in three phases as summarised in Figure 4-2.



Developing a Transport Network Operations Framework for Hobart - Outcomes Report

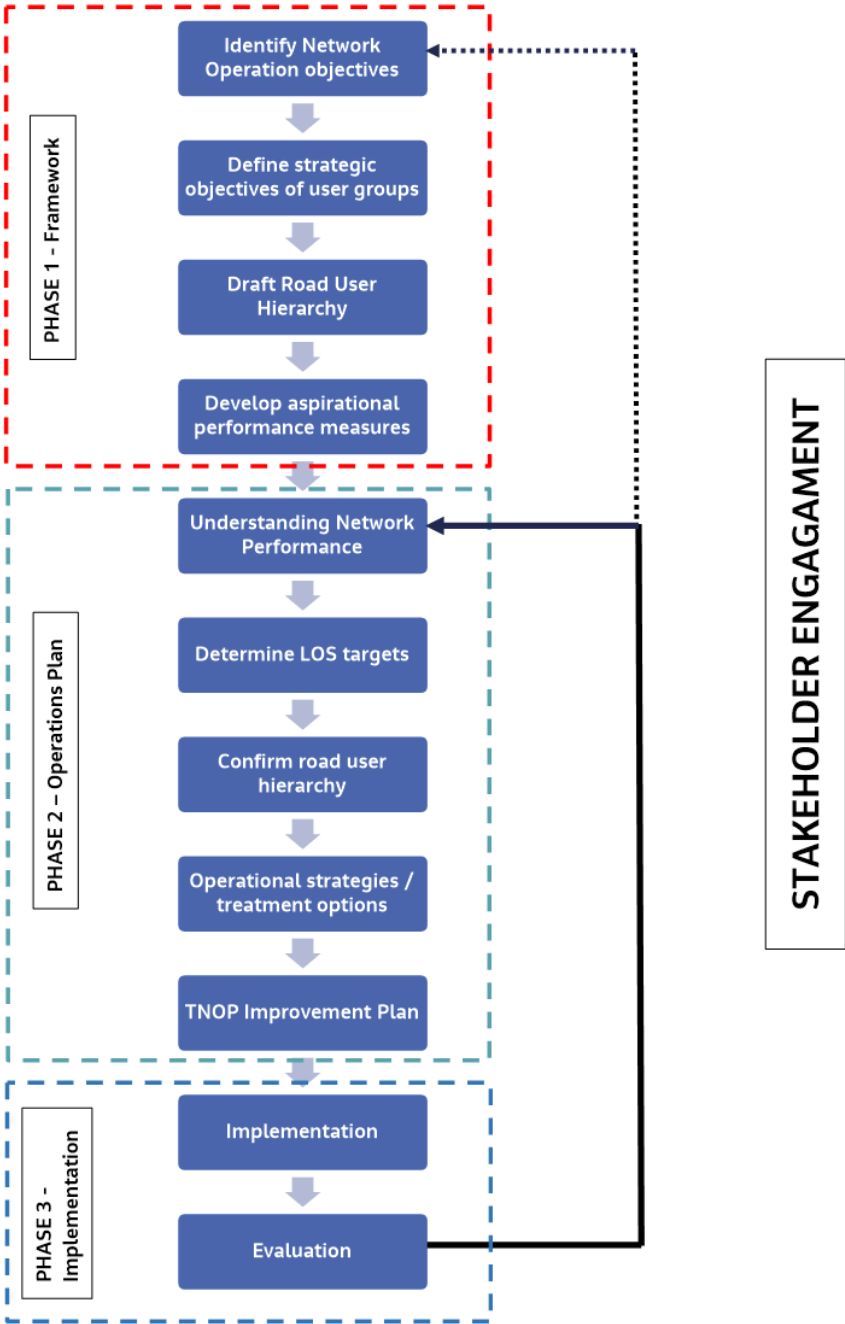


Figure 4-2: Transport Network Operations Plan Process





## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

### 5. Phase 1 - Framework Outcomes

Phase 1 of the Hobart TNOP process was to develop a framework that identifies and defines the strategic objectives of user groups, develops road and place network hierarchy and identifies aspirational performance measures that could be used to monitor the Hobart TNOP. This phase has involved extensive stakeholder consultation to understand different users' views. Three workshops were held with participants covering a range of key stakeholder organisations.

#### 5.1 Strategic Objectives

Stakeholder Workshop 1 focused on developing the strategic objectives of the Hobart TNOP. The workshop:

- Discussed the strategic objectives for the various road/ street user groups;
- Understood what outcomes stakeholders wanted to achieve for the various road user groups within the Hobart Project area; and
- Developed Movement and Place classifications and associated strategic objectives.

Key outcomes from the workshop are summarised in the following tables. Table 5-1 provides a summary of the key strategic objectives identified for each user group. While the table identifies the objectives, which are considered to be the highest priority for each user group, it is noted that other objectives will be important to some users. There will also likely be some differences in priorities between individual users.

Table 5-2 provides a summary of the final Movement classifications and their associated objectives. Table 5-3 provides a summary of the Place classifications identified and their associated strategic objectives.

Table 5-1 Summary of Strategic Objectives for User Groups from Workshop 1

Users	Objective													
	Travel time	Reliability	Consistency	Quality of travel experience	Accessibility	Choice	Amenity	Safety	Efficiency	Connectivity	Time sensitive	Mass movement	Route legibility, coherence	Flexibility
Commuters / workers	✓	✓	✓	✓	✓						✓			
Residents					✓	✓	✓	✓		✓				
Students (will vary for primary, secondary, tertiary)					✓			✓	✓	✓	✓			
People with mobility needs		✓	✓	✓	✓	✓		✓		✓			✓	✓
Tourists (solo to large group)	✓	✓		✓	✓					✓		✓	✓	
Recreation					✓			✓						
Shoppers / city services					✓		✓	✓		✓			✓	✓
Emergency workers					✓	✓			✓		✓	✓		✓



## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

Table 5-2 Movement Classification and objectives developed in Workshop 1

Classification	Strategic Objectives
Primary (strategic) movement corridors	Higher capacity corridors
	Facilitate higher movement of people and goods
Connecting corridors	Connect destinations to primary movement corridors
	Moderate movement of people and goods
Local movement corridors	Low volume movement and capacity
	Local movements

Table 5-3 Place Classification and objectives from Workshop 1

Classification	Strategic Objectives
Place of State or national significance	People travel from overseas, across the country and state to experience and use the place (retail, health, education, cultural, host national / state events etc.)
	Very high level of activity
Place of Regional significance	People travel from adjoining municipalities to experience and use the Place (retail, social etc.)
	Major interchange that provides regional connections
Place of City significance	People travel from neighbouring areas to experience and use the place (retail, social etc.)
	Moderate level of activity
Place of Local significance	Local level of activity serving people from immediate neighbourhood

## 5.2 Road User Hierarchy

Using the User, Movement and Place classifications identified as an output from Workshop 1, a second Co-Design workshop was held with key stakeholders to develop a road/ place hierarchy for different user groups. The purpose of this workshop was to:

- Understand how stakeholders want Hobart to operate
- Assign Movement classifications for different modes and corridors including:
  - Any differences by time - peak periods, inter-peak, night-time and special events
  - Different user of each Movement classification (e.g. commuters, tourists, students)
- Assign Place classifications for different parts of Hobart and identify:
  - Are there differences by time (e.g. peak periods, inter-peak, night-time and special events)
  - For different user groups (e.g. commuters, tourists, students)

Based on the outcomes of Workshop 2, and further refinement in collaboration with DSG and CoH, draft Road User Hierarchy Maps (RUHM) have been developed. Road Use Hierarchy allocates priority to different corridors by mode and place under current conditions. The development of the draft RUHM aims to identify the different demands and priority for each transport mode and key place locations within Hobart. It represents a shared





## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

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vision for how the road network should be managed and illustrates the strategic intent of the road network from a modal priority perspective under current conditions. It provides the basis for further development of the Hobart TNOP.

Road user hierarchy is not an indication of whether access will be available, but rather what modes are prioritised, and how. For example, pedestrians will be able to walk wherever there is a footpath, and provision for pedestrians will need to be made even if not in the hierarchy. Freight will be able to service the CBD, but it may not be prioritised.

A series of draft RUHM have been developed to show:

- Place hierarchy (refer to Figure 5-1)
- Pedestrians (refer to Figure 5-2)
- Cyclists (refer to Figure 5-3)
- Public Transport (refer to Figure 5-4)
- Traffic (refer to Figure 5-5)
- Freight (refer to Figure 5-6)
- Locations for further investigation (refer to Figure 5-7).

The future public transport network requires further planning and therefore the hierarchy shown in the RUHM reflects the existing situation.

The Draft RUHM will be further developed in Phase 2. This will include developing the public transport RUHM as well as developing specific time of day / year requirements as the Hobart TNOP seeks to resolve competing demands on the network and how it operates.

It is known that the transport network operates differently across different times of the day and at different times of the year. Travel demand is heavily concentrated in relatively short peak periods. The afternoon peak is slightly longer than the morning peak, reflecting the influence of after-school traffic as well as end-of-workday traffic. Demand during the peak periods is highly directional, with the majority of vehicles heading towards the CBD and surrounds each morning and away from the CBD in the afternoon.

School and university term dates impact demand, with noticeably improved conditions on the network during school holiday periods. The progressive relocation of UTAS from Sandy Bay to the CBD will continue to impact travel patterns. It is noted that not all demand associated with the university occurs during the teaching periods, with some research and academic activities continuing throughout the year.

The operation of the transport network is also impacted by festivals and events that occur throughout the year. This includes the Sydney to Hobart Yacht Race, the Taste of Tasmania and New Year's Eve over the summer and the Dark Mofo festival during winter. Substantial road closures are implemented around the waterfront area to accommodate these events and manage the large increase in pedestrian volumes.

Road closures are also implemented on Franklin Wharf to manage the large volume of pedestrian movements during the cruise ship season. In addition, Salamanca Place is closed to vehicle traffic on Saturdays to accommodate Salamanca Market throughout the year. These event road closures are generally well understood by the public and the surrounding transport network is able to accommodate the redistributed traffic.

The Hobart TNOP will also seek to manage the balance between regional and local movements. The transport network caters for both local movements within central Hobart as well as regional movements, bringing people from Greater Hobart to the CBD and other destinations. Managing the conflict between these movements will be further considered in Phase 2.

## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

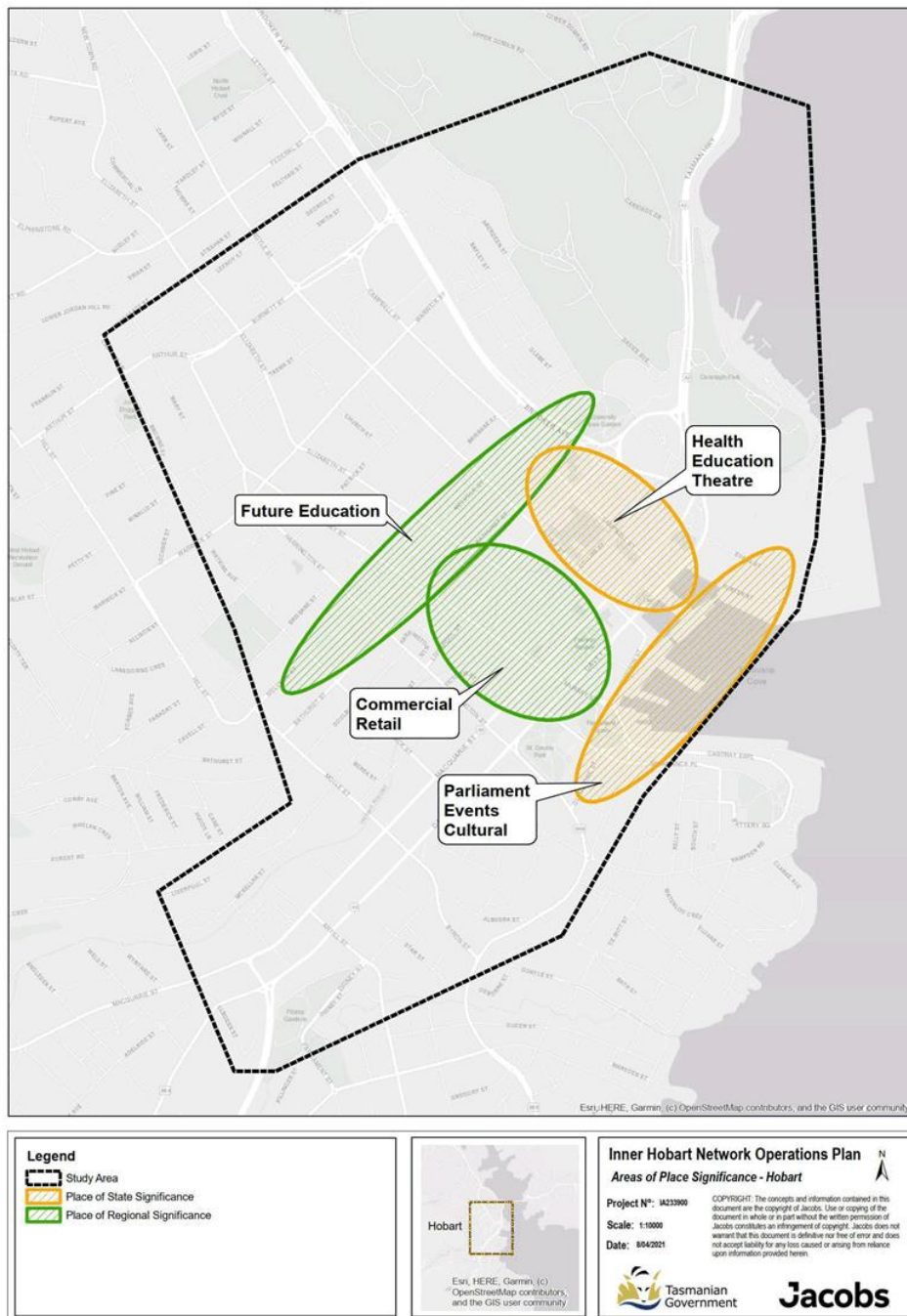


Figure 5-1: Place Hierarchy (State and Regional Significance)

## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

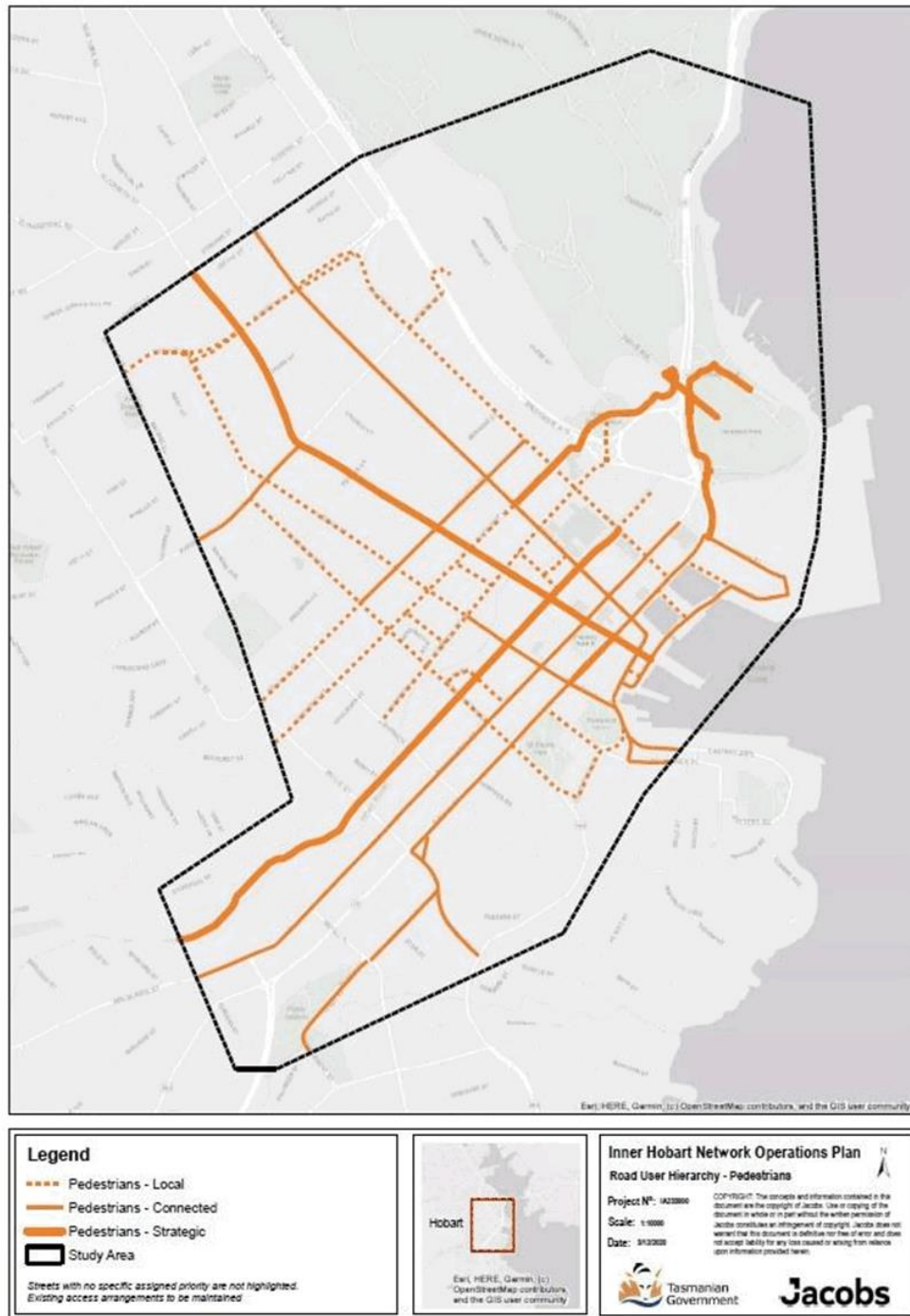


Figure 5-2: Road User Hierarchy map for Pedestrians



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Figure 5-3: Road User Hierarchy map for Cyclists





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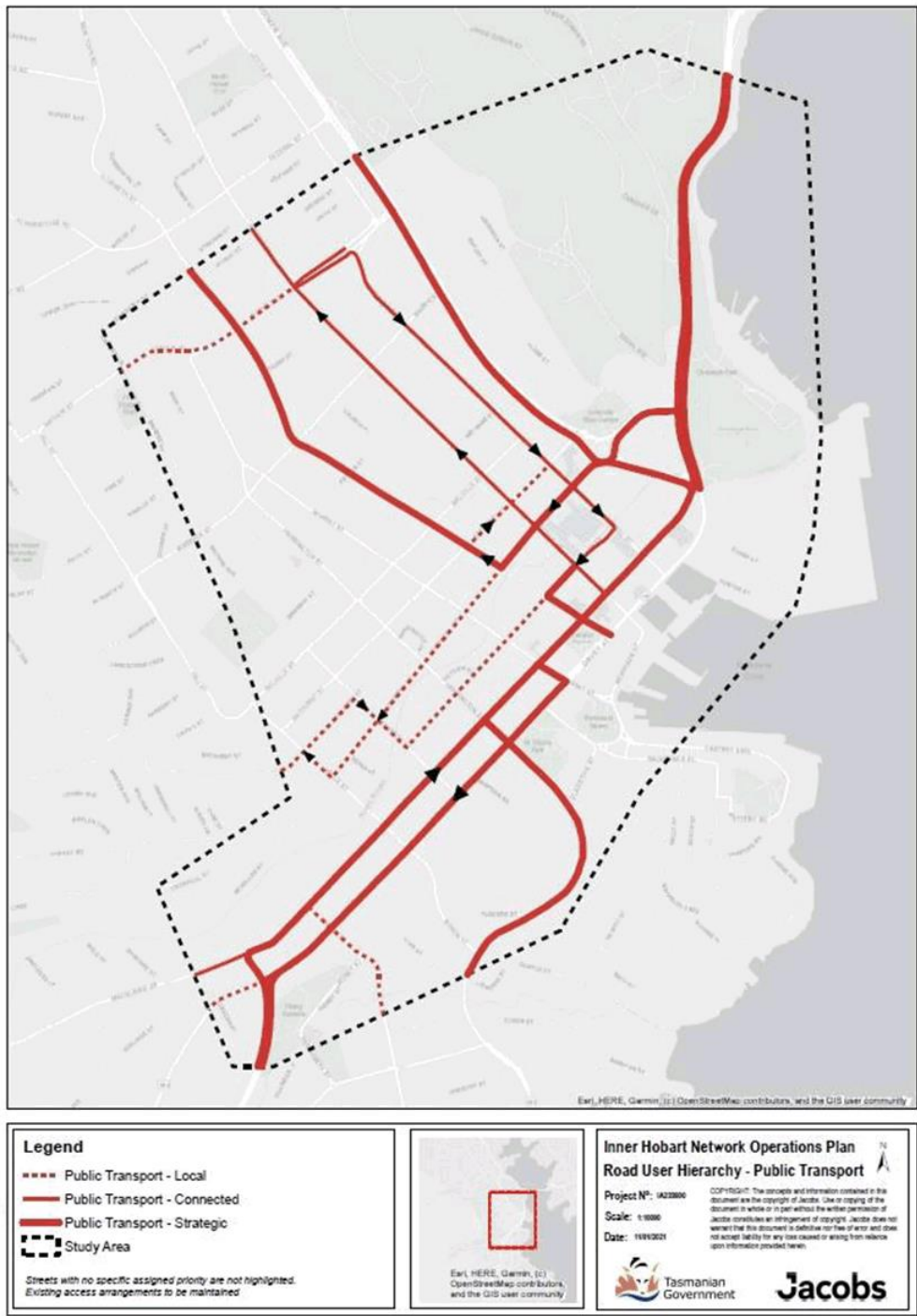


Figure 5-4: Road User Hierarchy map for public transport

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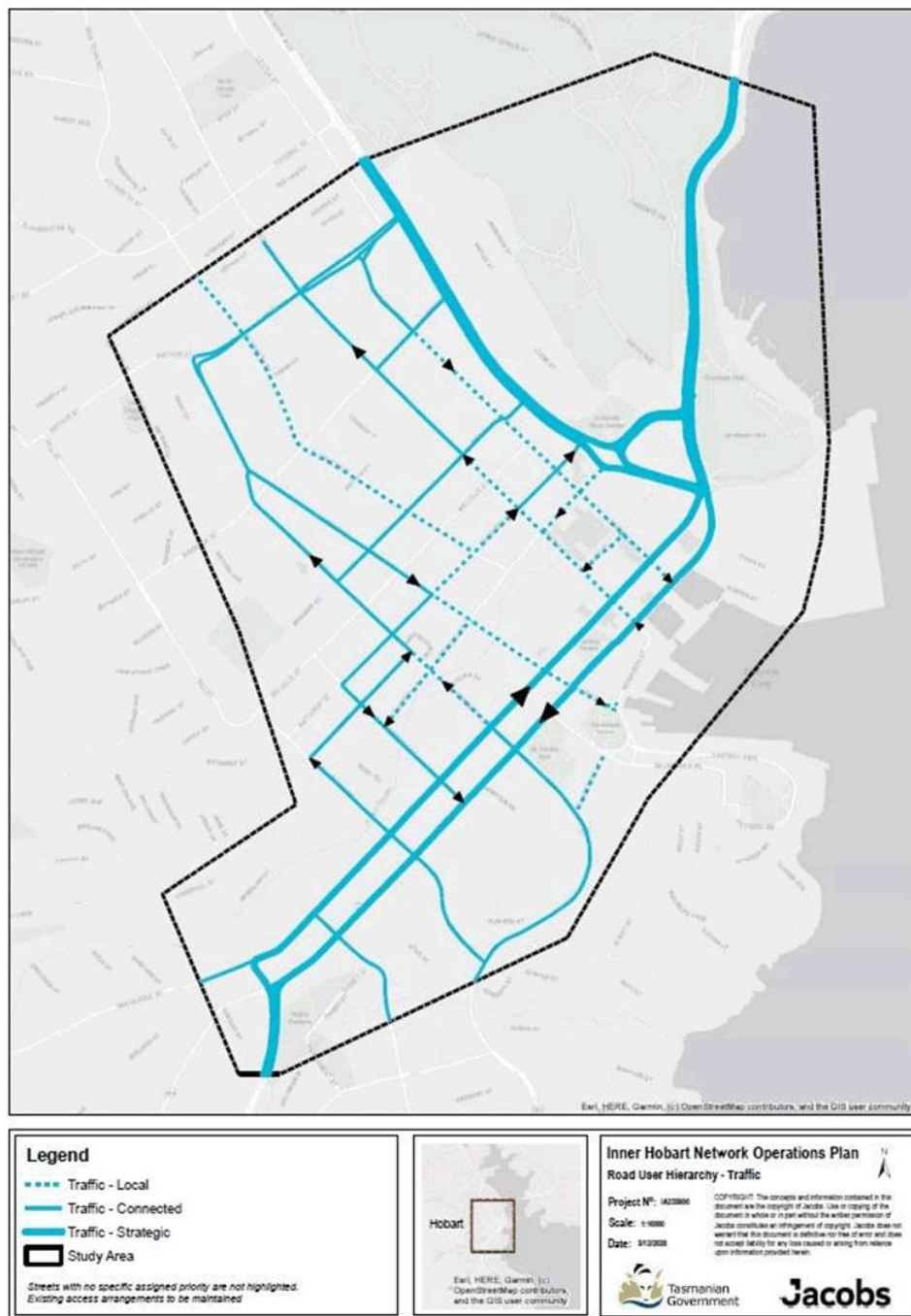


Figure 5-5: Road User Hierarchy map for traffic

## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

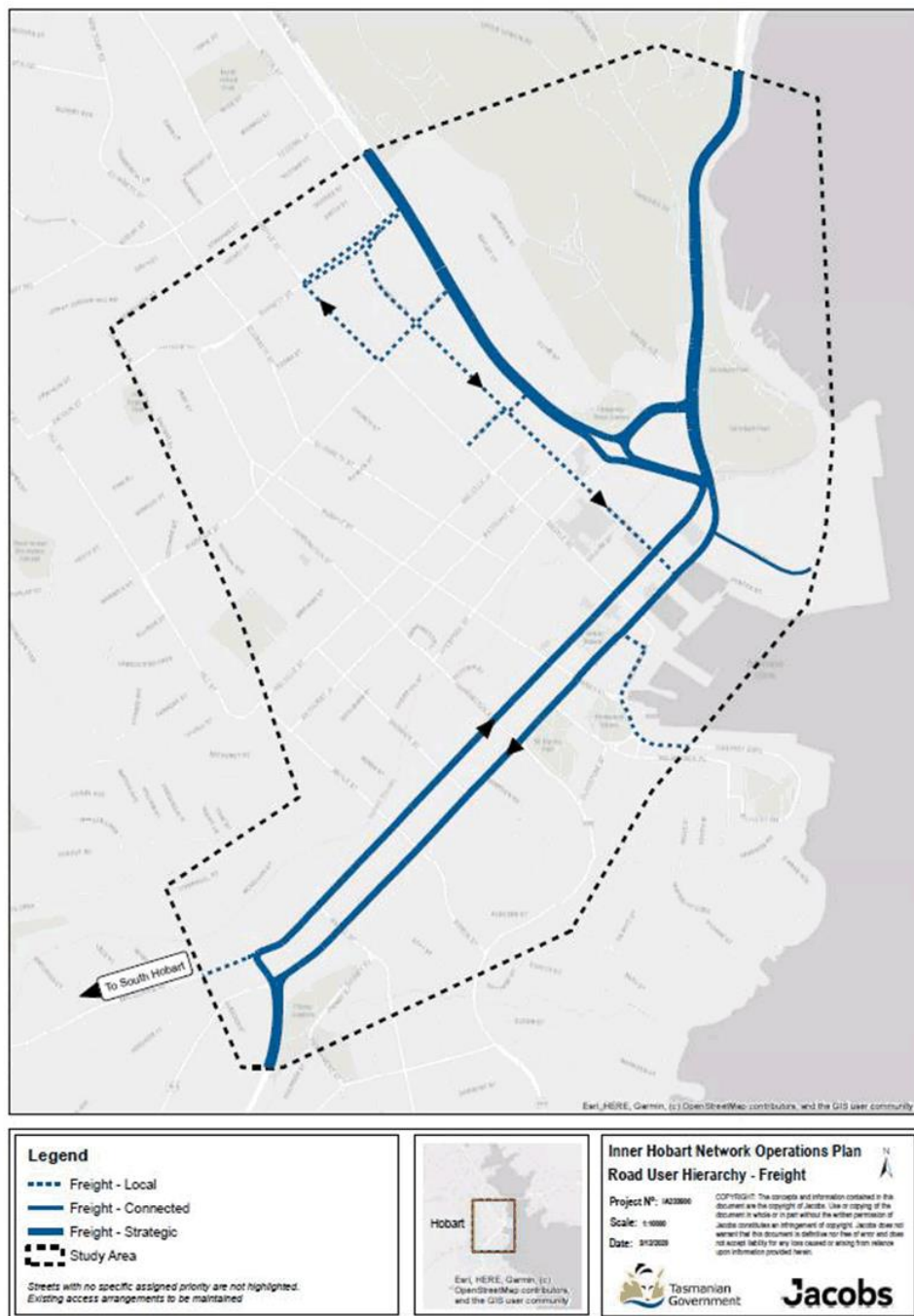


Figure 5-6: Road User Hierarchy map for freight

## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

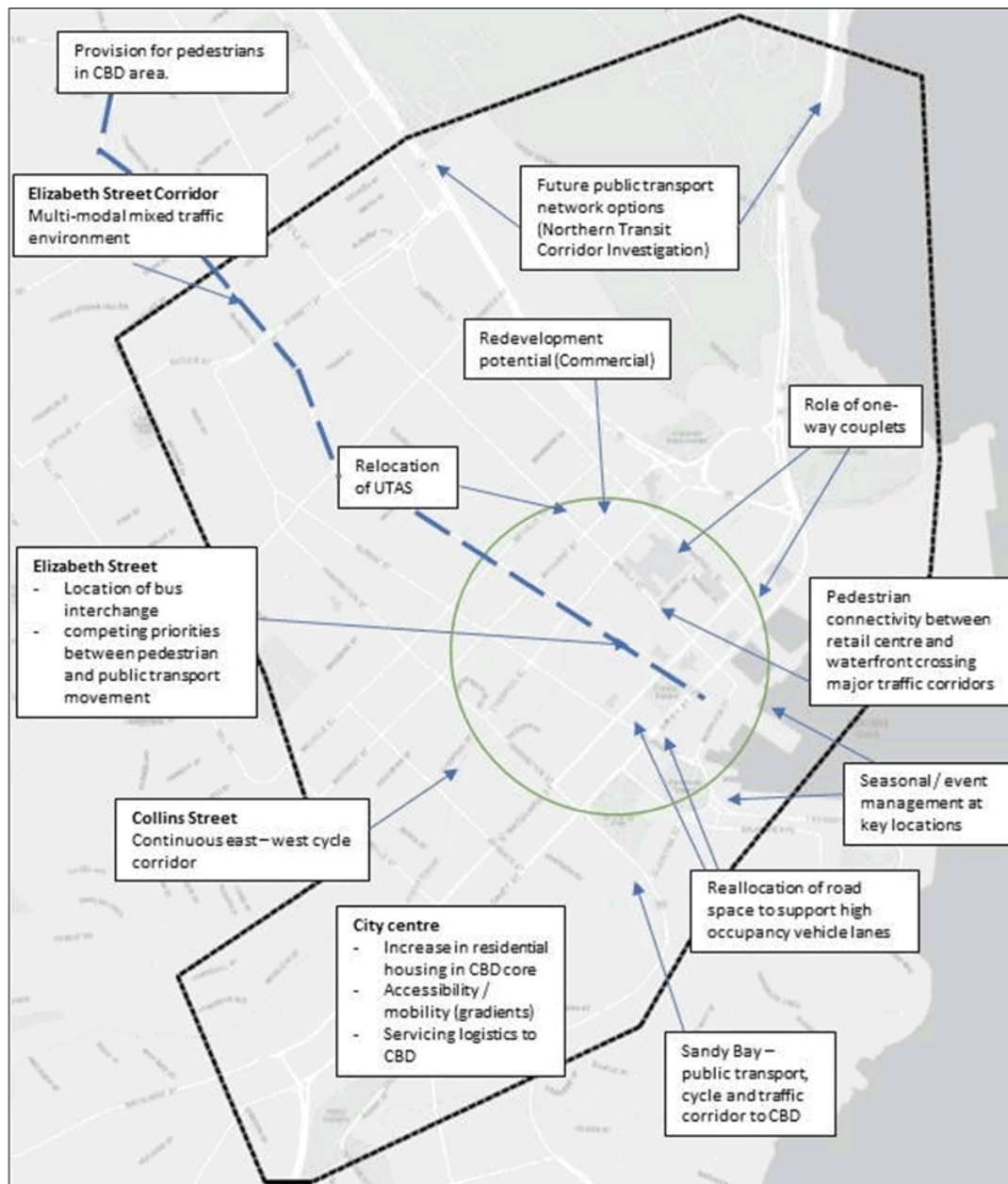


Figure 5-7: Locations for further investigation

**5.3 Performance Measures**

Level of Service (LOS) is a mechanism used to determine how well the transport network is operating from the perspective of the road user. To assess the performance of a link or corridor, its current performance is compared with its aspirational state. The resulting varying levels of performance are then described in a LOS scale.





#### Developing a Transport Network Operations Framework for Hobart - Outcomes Report

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A list of LOS measures related to mobility, safety, access, information and amenity was compiled and formed the starting point for discussions in Workshop 3. The purpose of this workshop was to:

- Review the proposed LOS measures and identify the top two for each user group;
- Identify potential indicators that could be used to measure the LOS measure;
- Identify what datasets are currently available or new datasets that need to be collected.

The workshop identified an array of ideas for which aspirational LOS measures and indicators could be used to inform the development of the Hobart TNOP. Based on further reviews of Austroads Network Operations Planning Guidance, Victorian and NSW Movement & Place frameworks and in collaboration with DSG and COH, the proposed LOS measures and indicators have been refined. LOS measures have been developed for traffic, freight, safety, walking, cycling, public transport and place. Network performance indicators are defined within a LOS and are used to:

- Gain appreciation of performance across the wider network and inform the achievement of strategic outcomes;
- Help identify key locations on the network to target interventions or investments;
- Identify key issues relevant to a project scope.

Table 5-4 summarises the LOS measures, indicators and data collection methods for each category.



## Developing a Transport Network Operations Framework for Hobart - Outcomes Report

Table 5-4: Proposed LOS measures and data collection methods

Theme	Level of Service Measures	Indicators	Data collection method
<b>Traffic</b>	Operating speed (e.g. within 'X' % of signed speed)	Operating speed	<ul style="list-style-type: none"> <li>Google</li> <li>Bluetooth</li> </ul>
	Number of cycles to clear the intersection	Delays	<ul style="list-style-type: none"> <li>Surveys</li> <li>Traffic signals</li> </ul>
<b>Freight</b>	Operating speed (e.g. within 'X' % of signed speed)	Operating speed	<ul style="list-style-type: none"> <li>Google</li> <li>Bluetooth</li> </ul>
<b>Cycling</b>	Availability of suitable infrastructure (e.g. dedicated cycling infrastructure/space for riders)	Level of street	<ul style="list-style-type: none"> <li>Survey of infrastructure</li> </ul>
<b>Walking</b>	Likely delays faced by pedestrians at crossings.	Delays	<ul style="list-style-type: none"> <li>Traffic signals</li> <li>Surveys</li> </ul>
	Radius around interchanges / stops	Access to interchanges / stops	<ul style="list-style-type: none"> <li>Mapping</li> </ul>
	Radius around major destinations (e.g. educational, retail, hospital, employment precincts)	Access to destinations	<ul style="list-style-type: none"> <li>Mapping</li> </ul>
<b>Public Transport (Bus)</b>	Number of people per hour (peak hour and inter peak)	Capacity	<ul style="list-style-type: none"> <li>Capacity of scheduled bus services</li> </ul>
	Number of buses per hour (peak hour and inter peak)	Frequency	<ul style="list-style-type: none"> <li>Timetable data</li> </ul>
	Delays faced at intersection	Delays	<ul style="list-style-type: none"> <li>Traffic signals</li> <li>Surveys</li> </ul>
<b>Place</b>	Distance of destination from public transport.	Accessibility	<ul style="list-style-type: none"> <li>Mapping</li> </ul>
	Whether the environment supports on street activity through the sense of safety and comfort it offers pedestrians	Safety and Comfort	<ul style="list-style-type: none"> <li>Land use data</li> <li>Social media/geo-tagging/online reviews</li> </ul>
<b>Safety</b>	Nos of crashes (all modes) occurring on segment relative to other segments	Crash History	<ul style="list-style-type: none"> <li>Crash data</li> </ul>



Developing a Transport Network Operations Framework for Hobart - Outcomes Report

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## **6. Next Steps**

### **6.1 Phase 2 – Development of the Hobart TNOP**

Phase 2 of the development of the Hobart TNOP will focus on aligning and testing the operation of the network with the framework developed in Phase 1. This will consider current performance, setting of LOS targets, confirming the future RUH and identifying operational improvements to achieve the desired LOS.

Further planning is required in a number of areas to inform Phase 2 of the Hobart TNOP. This includes planning for the future public transport network as well as further land use planning. Phase 2 will consider the outcomes of parallel planning exercises such as the Central Hobart Precincts Planning work. Further consideration of issues such as parking and managing the balance between regional and local movements is also required in Phase 2.

Phase 2 will involve the identification of operational strategies and treatment options to address gaps in performance, in line with the road user priorities. Scenario testing and traffic modelling will be used to assess potential mitigation measures and determine how well they align with the objectives of the Hobart TNOP.

### **6.2 Phase 3 - Hobart TNOP Implementation and Evaluation**

Phase 3 of the Hobart TNOP is where the detailed project development of the preferred management options will take place, as well as securing funding for the project to achieve optimal benefits realisation. Implementation of the network operation plan requires state and local governments to share a joint commitment to the treatments proposed. The Hobart TNOP should be considered a process which will need review on an 'as needs' basis (e.g. when land use changes or a new transport corridor is proposed). An annual review should be considered initially to assess the impact of any changes.

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

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

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

#### ***RECOMMENDATION***

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

Delegation: Committee

Attachment A: Committee Action Status Report

<p style="text-align: center;"><b>CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT</b>  <b>OPEN PORTION OF THE MEETING</b>  <b>November 2014 to August 2021</b></p>				
Ref	Title	Report / Action	Action Officer	Comments
1	<p><b>221A LENAH VALLEY ROAD, 2-16 CREEK ROAD, LENAH VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) – PLN-14-00584-01</b></p> <p>Council 22/9/2014, item 9.2 CIC 28/4/2021, item 6.1</p>	That the Council undertake an urgent review of the Lenah Valley Traffic Management Plan with particular reference to the management of traffic in Augusta, Creek, Alwyn and Chaucer Roads and Monash Ave.	Director City Planning	<p>The Committee at its meeting held on 28 April 2021 noted the City's intention to undertake select stakeholder consultation on the Draft Hobart Transport Strategy Implementation Framework before formal consideration of its adoption.</p> <p>HTSIF Key relevant project:</p> <ul style="list-style-type: none"> <li>Local Area Mobility Plan (Lenah Valley/ New Town) proposed to commence in 2021.</li> </ul>
2	<p><b>IMPROVEMENTS TO PEDESTRIAN CROSSINGS</b></p> <p>Council 13/4/2015, item 10</p>	A report be prepared looking at other opportunities for improvements to pedestrian crossings on key pedestrian routes in the City, including consideration of zebra crossings.	Director City Planning	<p>Hobart Active Travel Committee Hobart Primary Walking Plan (Draft) has been developed (April 2021).</p> <p>HTSIF Key relevant projects:</p> <ul style="list-style-type: none"> <li>Hobart Primary Walking Plan Implementation</li> <li>Central Hobart Precincts Plan</li> <li>Local Area Mobility Plan (Lenah Valley/ New Town) proposed to commence in 2021.</li> </ul>

Ref	Title	Report / Action	Action Officer	Comments
3	<b>PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS</b> Council 12/10/2015, item 14	<ol style="list-style-type: none"> <li>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).</li> <li>The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath.</li> <li>A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992.</li> <li>During the review and renewal of the current Highways By-law, appropriate amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings.</li> <li>As part of the review of signage, alternative options to sandwich</li> </ol>	Director City Planning	<p>Work to implement the Council's resolution with regard to the reconstructed sections of Liverpool Street, Morrison Street, Salamanca Place and Sandy Bay shopping centre is complete.</p> <p>Planning is underway for implementing the other elements.</p> <p>A further report addressing clause 3 will be presented to an upcoming Committee meeting.</p> <p>Hobart Active Travel Committee <i>Primary Walking Plan (Draft)</i> has been developed (April 2021).</p> <p>HTSIF Key relevant projects:</p> <ul style="list-style-type: none"> <li>Hobart Primary Walking Plan Implementation</li> <li>Central Hobart Precincts Plan</li> <li>Local Area Mobility Plan (Lenah Valley/ New Town) proposed to commence in 2021.</li> </ul> <p>Initial discussions with City of Hobart Accessibility Advisory Committee Coordinator for new consultancy/ audit: <i>DDA Access Review: Hobart Centres and surrounds</i></p>

Ref	Title	Report / Action	Action Officer	Comments
		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.		
4	<b>ESTABLISHMENT OF AN ADVISORY COMMITTEE FOR THE IMPLEMENTATION OF A SULLIVANS COVE WATERFRONT PRECINCT PLAN</b> Council 6/6/2016, item 13	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.  2. The Sullivans Cove Tripartite Steering Committee and the Waterfront Business Community to consider increasing their membership in order to increase communication.	Director City Planning	Preliminary discussions with TasPorts, Senior Commercial Manager.  Scoping pending.
5	<b>CITY OF HOBART TRANSPORT STRATEGY – ENGAGEMENT REPORT</b> Council 8/8/2016, item 14 Council 8/10/2018, item 14 CIC 28/4/2021, item 6.1	1. The report of the Manager Traffic Engineering and the Director City Infrastructure titled <i>Draft Transport Strategy - Engagement Report</i> marked as item 6.1 of the Open City Infrastructure Committee agenda of 19 September 2018 be received and noted.  2. The Council adopt the 9 themes and position statements in the draft strategy.	Director City Planning	The Council in October 2018 adopted the 9 themes and position statements in the draft strategy.  The Committee at its meeting held on 28 April 2021 noted the City's intention to undertake select stakeholder consultation on the Draft Hobart Transport Strategy Implementation Framework before formal consideration of its adoption.

Ref	Title	Report / Action	Action Officer	Comments
		3. The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.		
6	<b>AP14 SALAMANCA PEDESTRIAN WORKS – UPDATED CONCEPT DESIGN</b> Council 10/10/2016, item 11 Council 9/4/2018, item 11 Council 9/7/2018, item 15	1. Subject to detailed design and planning approval, the next stage of the Salamanca Pedestrian Works, generally as shown on the figure 'Concept Plan – Final (7/6/2018)' in Attachment C and the figure 'Concept Plan – Materials (7/6/2018)' be constructed at an estimated cost of \$3.5M, with \$1M to be allocated in the 2018 / 2019 Capital Works Program and the remaining \$2.5M funded over the 2019 / 2020 and 2020 / 2021 financial years.  2. The General Manager ensure that Aldermen are updated on any significant changes to the concept design that may occur through the detailed design and construction process.	Director City Planning	Stage 2A of the works are complete. Stage 2B of the works are complete. Detailed planning is being finalised for commencement of the next stage of works, between Montpelier Retreat and Kennedy Lane.
7	<b>ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOBYS LANE - FOOTPATH REVIEW</b> Council 3/4/2017, item 26	1. Consideration of the future management of the section of the Salamanca Place southern footpath between Kennedy Lane and Woobys Lane, occur once the 'Stage 1' footpath widening works have been	Director City Planning	1. The consultation necessary to report to the Committee has been held back so as not to complicate the consultation occurring for the wider Salamanca Pedestrian works t.



Ref	Title	Report / Action	Action Officer	Comments
		<p>completed and in operation for a minimum of six months.</p> <p>2. The General Manager develop and implement a suitable guide for the style and placement of outdoor dining barriers and umbrellas to be utilised on Salamanca Place and Hunter Street.</p> <p>3. A concept design addressing the pedestrian issue occurring on the northern side of Salamanca Place during periods when the footpaths on Castray Esplanade are inaccessible due to special events be developed and included for consideration in future budget preparations.</p>		<p>A Style Guide for outdoor dining barriers and umbrellas will be developed.</p> <p>2. The provision of a footpath using temporary materials has been undertaken successfully during the Taste and Dark Mofo events.</p> <p>A detailed design will now be prepared.</p>
8	<p><b>PARKLET POLICY</b></p> <p>Council 24/10/2016, item 10</p> <p>Council 5/6/2017, item 13</p> <p>Committee 21/6/2017, item 6.4</p>	<p>That the matter be deferred to a subsequent City Infrastructure Committee meeting to enable further public consultation.</p>	<p>Director City Planning</p>	<p>A report addressing this matter is being finalised and will be presented to an upcoming Committee meeting.</p> <p>This will be informed by the current work of the City of Hobart to support business operators as they move along the Roadmap for a COVID-safe Tasmania, including complying with the physical distancing requirements and occupation limits.</p> <p>This has included allowing operators can apply to amend their existing permits or apply for a new permit to occupy a public space within the Hobart municipal area,</p>

Ref	Title	Report / Action	Action Officer	Comments
				<p>where possible, to give them more space to trade.</p> <p>The City of Hobart is delivering the Midtown Expanded Outdoor Dining Trial, supported by the Tasmanian Government through the Ready for Business Program.</p> <p>The program provides temporary expanded outdoor dining and street seating space, greening and bicycle racks in Elizabeth Street between Melville Street and Brisbane Street, for a 12-month trial period.</p>
9	<p><b>SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING</b></p> <p>Council 3/4/2017, item 29 Committee 21/11/2018, item 6.4</p>	<p>That the matter be deferred to a subsequent City Infrastructure Committee meeting for the purpose of attaining costings for the survey to be undertaken of the local community in relation to the installation of a pedestrian facility.</p>	<p>Director City Planning</p>	<p>Officers are progressing the matter.</p>
10	<p><b>COLLINS COURT REDEVELOPMENT - STAGE TWO</b></p> <p>Council 3/7/2017, item 17 Council 7/12/2020, item 14</p>	<p>That:</p> <ol style="list-style-type: none"> <li>1. The Council endorse the design shown in Attachment A to item 6.3 of the Open City Infrastructure Committee meeting of 25 November 2020 for the purpose of stakeholder and wider public engagement, noting that the Council is not in a position to</li> </ol>	<p>Director City Planning</p>	<p>The Council decision is being actioned.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>make a capital investment in the project at this time.</p> <p>2. The outcomes of the stakeholder and wider public engagement process, be the subject of a further report to the Council in 2021.</p>		
11	<b>CITY TO COVE CONNECTIONS</b> Council 3/7/2017, item 18	<p>1. That widening the footpaths in Elizabeth Street, from Collins Street, to Franklin Wharf be considered as an integral component of the Elizabeth Street Bus Mall Improvement project.</p> <p>2. That community engagement be conducted on the proposed Brooke Street to Franklin Square link.</p> <p>3. The outcomes of the community consultation in 2 above be the subject of a further report to the Council.</p>	Director City Planning	<p>Hobart Active Travel Committee <i>Primary Walking Plan (Draft)</i> has been developed (April 2021).</p> <p>HTSIF Key relevant projects:</p> <ul style="list-style-type: none"> <li><i>Hobart Primary Walking Plan Implementation</i></li> <li><i>Central Hobart Precincts Plan</i></li> <li><i>Local Area Mobility Plan</i> (Lenah Valley/ New Town) proposed to commence in 2021.</li> </ul> <p>Initial discussions with City of Hobart Accessibility Advisory Committee Coordinator for new consultancy/ audit: <i>DDA Access Review: Hobart Centres and surrounds</i></p>
12	<b>PETITION - UPGRADE OF THE SCHOOL CROSSING IN FORSTER STREET, NEW TOWN</b> Council 21/8/2017, item 6 Council 18/12/2017, item 6.2	<p>1. The following recommendations to further improve the safety of the children's crossing in Forster Street at New Town Primary School be endorsed:</p> <p>(a) The Department of State Growth be requested to ensure that the</p>	Director City Planning	<p>1(a) Complete</p> <p>1(b)(c) Officers are progressing the other matters in liaison with the Department of State Growth.</p> <p>2. Offer extended to New Town Primary School by Bicycle</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>renewal of the line marking in Forster Street, New Town be prioritised to be completed prior to the commencement of the 2018 school year;</p> <p>(b) Work with the Department of State Growth to review and revise the operating times of the variable 40 km/h school zone signage to ensure that it is consistent with the start and finish times of the school; and</p> <p>(c) Continue to work with the Department of State Growth's Road Safety Branch to improve the conspicuousness of the children's crossing through either improved signage or the trialling the use of flashing lights as an alternative to the flags.</p> <p>2. An offer be made to New Town Primary School giving them the option of participating in an Active Routes to School workshop.</p> <p>3. The organiser of the petition be advised of the Council's decision.</p>		<p>Network to participate in an Active Routes to School workshop.</p> <p>3. Complete.</p>
13	<p><b>99 STEPS, WEST HOBART</b></p> <p>Council 8/10/2018, item 12</p> <p>Council 6/5/2019, item 14</p>	<p>1. Works be undertaken to improve the amenity and safety of the small set of steps at the top of 99 Steps, West Hobart including the installation of a seat and fence, along with a ramp and</p>	<p>Director City Amenity</p>	<p>Works related to Clause 2 are complete</p> <p>Works related to Clauses 1 and 3 are currently underway.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>new steps on the opposite side of Liverpool Street at an estimated cost of \$25,000 in 2019-2020 to be funded from the City Laneways Access and Lighting Upgrades budget allocation.</p> <p>2. Stormwater works including extension of a stormwater main along Liverpool Street and installation of drainage pits be constructed in 2020-2021 as part of a road and stormwater upgrade project to address flooding issues, subject to funding approval in the 2020-2021 budget.</p> <p>3. Works to fully upgrade the 99 Steps walkway to full compliance with engineering standards and installation of bicycle channel be considered in the development of a City Laneways Strategy and Action Plan.</p>		
14	<p><b>71 LETITIA STREET, NORTH HOBART - PARTIAL DEMOLITION, SUBDIVISION (ONE ADDITIONAL LOT) AND ALTERATIONS TO CAR PARKING</b></p> <p>Open Council 17/6/2019, item</p>	The City Infrastructure Committee be requested to address on-street parking in the area of the development.	Director City Planning	The Council decision is being actioned.
15	<p><b>ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE</b></p>	<p>That:</p> <p>1. The draft concept design for Elizabeth Street Midtown Retail Precinct project</p>	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
	<p>Open Council 8/7/2019, item 12</p> <p>Open Council 12/10/2020 item 15</p> <p>Open Council 7/12/2020, item 13</p>	<p>(marked as Attachment A to item 6.2 of the Open City Infrastructure Committee agenda of 25 November 2020), be generally endorsed as a framework for future streetscape development in the project area, noting that the Council is not in a position to fund the implementation at this time.</p> <p>2. That any decision on the final uphill bike lane treatment be determined following the trial of uphill bike lane as part of the 12 month 'Ready for Business' pilot project.</p> <p>3. A further report be provided to the Council in the first quarter of 2021, outlining an implementation plan including cost estimates, financial impacts, funding source/s and proposed timing.</p> <p>4. A detailed report addressing the potential loss of car parking within the Elizabeth Street Precinct be referred to the Finance and Governance Committee at the appropriate time.</p>		
16	<b>CAMPBELL STREET (BETWEEN LIVERPOOL STREET AND COLLINS STREET) - TRIAL TRAFFIC MANAGEMENT</b>	That a trial of the traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street be approved for an initial period of at least 12 months from the opening of the Royal Hobart Hospital K Block.	Director City Planning	The installation of traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street has been completed.

Ref	Title	Report / Action	Action Officer	Comments
	<b>ARRANGEMENTS FOR ROYAL HOBART HOSPITAL K-BLOCK</b> Council 9/9/19, item 15	<p>A report on the operation of the traffic management and parking arrangement be provided following the 12 month trial to enable Council to consider a more permanent arrangement in Campbell Street.</p> <p>The Council authorise the General Manager to negotiate with the Royal Hobart Hospital administration for a contribution towards upgrading the reinstated footpath (in Campbell Street adjacent to the Royal Hobart Hospital) from asphalt to unit paver materials.</p>		Trial assessment scheduled to commence May 2021.
17	<b>INSTALLATION OF TRAFFIC SIGNALS - INTERSECTION OF COLLINS STREET AND MOLLE STREET</b> Council 9/9/2019, item 17	<p>That the installation of traffic signals at the intersection of Molle Street and Collins Street to improve the safety and amenity of pedestrians and cyclists be supported.</p> <p>(i) Subject to the proposed bulbing in Molle Street being reduced in length to accommodate a further two car parking spaces.</p> <p>The General Manager be authorised to negotiate with the landowner of 40-50 Molle Street for the incorporation of the existing driveway and associated 'right of way' utilised by pedestrians and cyclists into the proposed traffic signals, including the transfer of any land necessary to facilitate that installation.</p> <p>A further report be provided on the possible use of different surface</p>	Director City Planning	<p>The matter of land transfer was considered at the Closed Council meeting held on 7 June 2021.</p> <p>Funding has been secured through Australian Government programs for the majority of the project costs.</p> <p>A development application for the works has been submitted.</p>

Ref	Title	Report / Action	Action Officer	Comments
		treatments to highlight the pedestrian crossings.		
18	<b>HUON ROAD - UPHILL BICYCLE PASSING OPPORTUNITY PROJECT</b> Open Council 16/12/2019, Item 12	<ol style="list-style-type: none"> <li>1. The General Manager be authorised to sign and attach the common seal of the City of Hobart to the grant deed when received for the provision of passing opportunities for vehicle drivers to safely pass uphill bicycle riders on Huon Road.</li> <li>2. On completion of part 1 of the recommendation, the City of Hobart proceed to procurement of the proposed works for the provision of passing opportunities for vehicle drivers to safely pass uphill bicycle riders on Huon Road between Stephenson Place and 432 Huon Road, as detailed in the concept design drawings provided as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda of 11 December 2019.</li> </ol>	Director City Planning	Construction underway, scope extended.
19	<b>CAMPBELL STREET AND ARGYLE STREET BICYCLE CONNECTIONS</b> Open Council 16/12/2019, Item 13 Open Council 10/5/2021, item 11	<ol style="list-style-type: none"> <li>1. Subject to a successful grant funding proposal, the Argyle Street, Campbell Street, Liverpool Street and Bathurst Street trial bicycle facilities, as generally described in Attachment E to item 6.2 of the Open City</li> </ol>	Director City Planning	The Council decision of 10 May 2021 is being actioned. A further report on the feasibility of introducing priority car pool and bus lanes will be provided following further Central



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

Ref	Title	Report / Action	Action Officer	Comments
20	<b>BROOKE / DESPARD STREETS - CONGESTION REDUCING INITIATIVE - THREE-MONTH TRIAL</b> Open Council 10/3/2020, item 16	<ol style="list-style-type: none"> <li>Approval be given to implement a three-month trial congestion reducing initiative that would:               <ol style="list-style-type: none"> <li>Close Brooke Street at Morrison Street to taxi and rideshare vehicles on Friday and Saturday evenings from 11.00 pm to 5.00 am;</li> <li>Create a taxi holding area in the CSIRO car park in Castray Esplanade on Friday and Saturday evenings between 11.00 pm and 5.00 am;</li> <li>Create a nominated waiting location for ride share vehicles in Salamanca Place between Davey Street and Gladstone Street; and</li> <li>Create four pick-up locations for ride share passengers across the waterfront precinct.</li> </ol> </li> <li>The Lord Mayor write to the State Treasurer seeking co-funding of the trial congestion reducing initiative and potential ongoing funding should the trial be successful.</li> <li>Funding of \$17,483 to implement the three-month trial will be allocated to the Special Events Traffic Management budget allocation in the</li> </ol>	Director City Planning  Deputy General Manager	Further options have been discussed with the Salamanca Late Night Stakeholder Group for potential options.  Council to commence consultation with business owners (April/May 2021).

Ref	Title	Report / Action	Action Officer	Comments
		Traffic Strategy and Projects function area of the 2019-20 annual plan.		
21	<b>NETWORK OPERATING PLAN (NOP) – BRIEFING</b> Open CIC 24/6/2020, item 6.1	A further report on the progress of the inner Hobart Network Operation Plan (NOP) be provided at the appropriate time.	Director City Planning	NOP Phase 1 report is being finalised by the Department of State Growth.
22	<b>REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS</b> Open Council 6/7/2020, item 10	<p>That:</p> <ol style="list-style-type: none"> <li>The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as: <ol style="list-style-type: none"> <li>Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/hour to 40km/hour.</li> </ol> <p>(Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr).</p> <ol style="list-style-type: none"> <li>Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 40km/hour</li> </ol> </li> </ol>	Director City Planning	<p>Clause 1 complete.</p> <p>Clause 2(b)</p> <p>Application to reduce speed has been approved by Commissioner for Transport with funding secured to implement the changes.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>(Note: Criterion Lane and Liverpool St between Elizabeth Street and Murray Street is currently 30km/hr).</p> <p>c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/hour.</p> <p>d) Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.</p> <p>e) Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/hour to 40km/hour.</p> <p>(Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)</p> <p>f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidendopes Lane from 50 km/hour to 40km/hour.</p> <p>2. The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of 7:00am until 7:00pm Monday to Thursday and 7:00am until 10:00pm Friday to Sunday indicatively proposed as:</p> <p>a) North Hobart between Burnett Street and Tasma Street from 50km/hour to 40km/ hour</p> <p>(Note: Extending the existing 40km/hour zone between Federal Street and Burnett Street).</p> <p>b) Lenah Valley between Giblin Street and Greenway Avenue from 50km/hour to 40km/ hour.</p> <p>c) South Hobart from Excell Lane and the Southern Outlet Junction from 50km/hour to 40km/ hour.</p> <p>d) Sandy Bay along Sandy Bay Road from Osborne Street and Russell Crescent, and including King Street between Grosvenor Street and Princes Street, Gregory Street between Grosvenor and Sandy Bay Road, Princes Street between King Street and Sandy Bay Road, and Russell Crescent between Sandy Bay Road and King Street from 50km/hour to 40km/ hour.</p>		

Ref	Title	Report / Action	Action Officer	Comments
		e) New Town: New Town Road from Marsh Street to the Pirie Street intersection, and Risdon Road between New Town Road and Swanston Street from 50km/hour to 40km/ hour.		
23	<b>The North Hobart Retail and Entertainment Precinct Place Vision and Access and Parking Plan Project</b> Open Council 23/11/2020, Item 17 Open Council 7/12/2020, item 18	That: 1. The Council approve the 10 questions for community engagement marked as Attachment A to item 3.1 of the Special Meeting of All Council Committees agenda of 7 December 2020 with the following amendments: (i) Questions 2,3 and 4 be answered in order of priority (from 1 to 5) (ii) Question 4 action 4 be amended to read: "The current operation of Condell Place as a car park be maintained and include long term car parking options and / or multi-storey purpose uses." 2. Taking account of the busy period leading up to the end of the current calendar year, particularly for businesses and the post New Year holiday period, the public engagement process be undertaken for an eight (8) week period, commencing on Monday	Director City Planning Director City Innovation	The Council decision is being actioned

Ref	Title	Report / Action	Action Officer	Comments
		<p>1 February 2021, in line with the methodology detailed in this report.</p> <p>3. A further report detailing the outcomes of the engagement process and proposed project action plan, including the associated capital and operating cost implications, be submitted to a Council meeting in the second quarter of 2021.</p>		
24	<p><b>48-50 New Town Road and 52 New Town Road and 46 New Town Road and 7A Clare Street, New Town and Adjacent Road Reserve - Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage, and Associated Works</b></p> <p>Open Council 9/3/2021, item 9.1</p>	<p>That:</p> <p>(i) The City Infrastructure Committee be requested to consider commuter parking and traffic issues in the surrounding residential areas of New Town Road, Jennings Street, Seymour Street, Clare Street and Augusta Road.</p> <p>(ii) An active travel plan for the site be developed with a focus on the overall traffic movements, ingress and egress from the site at 48-50 New Town Road.</p>	Director City Planning	<p>Hobart Active Travel Committee <i>Primary Walking Plan (Draft)</i> has been developed (April 2021).</p> <p>HTSIF Key relevant projects:</p> <ul style="list-style-type: none"> <li>• <i>Hobart Parking Policy</i></li> <li>• <i>Hobart Primary Walking Plan Implementation</i></li> <li>• <i>Central Hobart Precincts Plan</i></li> <li>• <i>Local Area Mobility Plan</i> (Lenah Valley/ New Town) proposed to commence in 2021.</li> </ul> <p>Initial discussions with City of Hobart Accessibility Advisory Committee Coordinator for new consultancy/ audit: <i>DDA Access Review: Hobart Centres and surrounds</i></p>

Ref	Title	Report / Action	Action Officer	Comments
25	<b>Draft Container Refund Scheme Bill 2021 - Release for Public Comment</b>  Open Council 5/7/2021, Item 10	That: 1. The report on the State Government Container Refund Scheme, be noted. 2. The Chief Executive Officer be authorised to contribute to the review of the Draft Container Refund Scheme Bill 2021, and provide a supportive submission to the Local Government Association of Tasmania. 3. The Chief Executive Officer be authorised to provide feedback on the Regulation (when developed) to underpin the administration of the Draft Container Refund Scheme Bill 2021.	Director City Amenity	The Council decision is being actioned
26	<b>Council Delegations - Local Government (Highways) Act 1982 - Officer Delegations</b>  Open Council 5/7/2021, item 11	That the Council delegate powers under the Local Government (Highways) Act 1982 to the roles of Manager Parks and Recreation and Program Leader Arboriculture and Nursery, as marked in Attachment A to item 6.3 of the Open City Infrastructure Committee agenda of 23 June 2021.  (i) As prescribed in the Act, a two-thirds simple majority vote of the Council is required to grant the delegated powers.	Director City Amenity	Complete



Ref	Title	Report / Action	Action Officer	Comments
27	<b>Stage 3 New Town Retail Precinct Upgrade - LRCI Round 3 Grant Funding Opportunity</b> Open Council 5/7/2021, item 12	That: <ol style="list-style-type: none"><li>1. The Council authorise the Chief Executive Officer to nominate the works associated with the Stage 3 New Town retail precinct upgrade for funding under phase 3 of the Australian Governments LRCI Program;</li><li>2. The Council allocate for its consideration an amount of \$500,000 from the Capital works budget allocation in the 2022-23 year for Stage 3 New Town retail precinct upgrade project.</li></ol>	Director City Planning	Complete

**8. RESPONSES TO QUESTIONS WITHOUT NOTICE**

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

**The Chief Executive Officer reports:-**

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

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

**8.1 Scramble Crossing****File Ref: F21/53379; 13-1-10**

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Memorandum of the Director City Planning of 19 August 2021.

**8.2 Cardboard Recycling****File Ref: F21/53384; 13-1-10**

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Memorandum of the Director City Amenity of 16 July 2021.

*That the information be received and noted.*

Delegation: Committee



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **SCRAMBLE CROSSING**

**Meeting:** City Infrastructure Committee

**Meeting date:** 26 May 2021

**Raised by:** Lord Mayor Councillor Reynolds

**Question:**

Could the Director please provide an update on a trial to potentially install a scramble crossing and as to whether this trial is still being considered?

**Response:**

City of Hobart's transport network requires strategic analysis on a number of road use management issues. As an historic city, issues such as level of service, road cross section constraints, topography, pedestrian safety, support for new initiatives (e.g. micromobility, zebra and wombat crossings) need to be balanced on the basis of the needs of different road users at critical intersections. In order to develop suitable policy and to identify priorities City Mobility Unit intends to consider pedestrian facilities at a citywide policy level. Furthermore any scramble crossing may also be considered in the phase 2 of the CBD network operating plan.

*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.*

Neil Noye  
**DIRECTOR CITY PLANNING**

Date: 19 August 2021  
File Reference: F21/53379; 13-1-10



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **CARDBOARD RECYCLING**

**Meeting:** City Infrastructure Committee

**Meeting date:** 26 May 2021

**Raised by:** Lord Mayor Councillor Reynolds

**Question:**

Given the large amounts of cardboard currently going into landfill, could the Director please advise if there is a better way to publicise or relocate the cardboard recycling bin as these bins are not visible when patrons prepare to unload on the landfill floor?

**Response:**

The site has revamped the cardboard recycling process over the past 12 months, moving from self-load 8m bins collected by a contractor, to a range of alternative options.

We have recently located a series of 660L mobile bins situated immediately at the access to the Waste Transfer Station for customers to put cardboard into. The bins are placed on both sides of the pit, and clearly labelled. These bins are then transported by staff to a larger container for bulk storage and transport to the recycler by City staff.

Customers are also able to load cardboard into the bulk container directly.

Further, a cardboard compactor has been installed and is fully operational on the entry side of the waste transfer station. This is visible upon entry to the site and will have further signage applied. Customers will be encouraged to deposit cardboard directly into the unit. This will allow larger volumes of cardboard to be carted to the recycler, creating further economic efficiencies.

Unfortunately, staff on site are limited in their ability to impact customer behaviour. While most customers that are advised to use the cardboard recycling facilities are happy to do so, there are customers that ignore direction and are just wanting to 'drop and go'.

We are aware that there is a significant volume of cardboard delivered to the site, and the changes implemented in the past 12 months have improved the type and number of options, and provided a financial benefit.

*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.*



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 16 July 2021  
File Reference: F21/53384; 13-1-10

## **9. QUESTIONS WITHOUT NOTICE**

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

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the Chief Executive Officer or the Chief Executive Officer's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
  - (i) offer an argument or opinion; or
  - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Members, Chief Executive Officer or Chief Executive Officer's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
  - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
  - (ii) a written response will be provided to all Elected Members, at the appropriate time.
  - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

## 10. CLOSED PORTION OF THE MEETING

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### RECOMMENDATION

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

- Property acquisition

The following items are listed for discussion:-

Item No. 1	Minutes of the last meeting of the Closed Portion of the Committee Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Reports
Item No. 4.1	Anglesea Street – Property Acquisition to Support Footpath Extension LG(MP)R 15(2)(f) and (g)
Item No. 5	Committee Action Status Report
Item No. 5.1	Committee Actions - Status Report LG(MP)R 15(2)(c)(i), (d), (f) and (g)
Item No. 6	Questions Without Notice