



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 2 February 2022

**at 5.15 pm
via Zoom**

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

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**City Infrastructure Committee Meeting (Open Portion) held Wednesday,
2 February 2022 at 5.15 pm 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

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

Apologies:

Leave of Absence: Nil.

NON-MEMBERS

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

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

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the City Infrastructure Committee meeting held on [Wednesday, 8 December 2021](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

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

Recommendation

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

4. 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.

5. TRANSFER OF AGENDA ITEMS

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

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

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

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

6. GENERAL DEPUTATION

Tania Hunt, Chief Executive Officer, of Youth Network of Tasmania (YNOT) will provide the Committee with a deputation in relation to the Tasmanian Youth Forum 2021 Report: Transport.

7. COMMITTEE ACTION STATUS REPORT

7.1 Committee Actions - Status Report

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

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: Open City Infrastructure Committee Status Report

<p style="text-align: center;">CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT OPEN PORTION OF THE MEETING November 2014 to January 2022</p>				
Ref	Title	Report / Action	Action Officer	Comments
1	221A LENA VALLEY ROAD, 2-16 CREEK ROAD, LENA VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) – PLN-14-00584-01 Council 22/9/2014, item 9.2 CIC 28/4/2021, item 6.1 CIC 27/10/2021, item 6.5	<p>That the Council undertake an urgent review of the Lenah Valley Traffic Management Plan with particular reference to the management of traffic in Augusta, Creek, Alwyn and Chaucer Roads and Monash Ave.</p> <p>27 October 2021</p> <p>That the matter be deferred due to a petition tabled at the Council meeting of 25 October 2021 which may impact this report.</p>	Director City Planning	A report on this matter was tabled at the City Infrastructure Committee meeting of 27 October 2021 and the matter was deferred due to a petition tabled at the Council meeting of 25 October 2021 that may impact the outcome.
2	IMPROVEMENTS TO PEDESTRIAN CROSSINGS Council 13/4/2015, item 10 Open CIC 27/10/2021, item 6.3	A briefing be organised for elected members by the Australian Road Research Board on their latest research on Safe Systems and pedestrian priority crossing infrastructure.	Director City Planning	Officers are progressing the matter.
3	PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS Council 12/10/2015, item 14	<p>1. Following the development and implementation of a suitable engagement strategy, the current Highways By-law (3 of 2008) be enforced with particular emphasis on the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane).</p>	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>

Ref	Title	Report / Action	Action Officer	Comments
		<p>2. The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath.</p> <p>3. A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992.</p> <p>4. During the review and renewal of the current Highways By-law, appropriate amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings.</p> <p>5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated.</p> <p>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.</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"> • Hobart Primary Walking Plan Implementation • Central Hobart Precincts Plan • Local Area Mobility Plan (Lenah Valley/ New Town) proposed to commence in 2021. <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
4	CITY OF HOBART TRANSPORT STRATEGY – ENGAGEMENT REPORT Council 8/8/2016, item 14 Council 8/10/2018, item 14 CIC 28/4/2021, item 6.1	<ol style="list-style-type: none"> 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. 3. The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided. 	Director City Planning	<p>The Council in October 2018 adopted the 9 themes and position statements in the draft strategy.</p> <p>The Committee at its meeting held on 28 April 2021 noted the City's intention to undertake select stakeholder consultation on the Draft Hobart Transport Strategy Implementation Framework before formal consideration of its adoption.</p>
5	AP14 SALAMANCA PEDESTRIAN WORKS – UPDATED CONCEPT DESIGN Council 10/10/2016, item 11 Council 9/4/2018, item 11 Council 9/7/2018, item 15	<ol style="list-style-type: none"> 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. 	Director City Planning	<p>Stage 2A of the works are complete.</p> <p>Stage 2B of the works are complete.</p> <p>Detailed planning is being finalised for commencement of the next stage of works, between Montpelier Retreat and Kennedy Lane.</p>

Ref	Title	Report / Action	Action Officer	Comments
		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.		
6	ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOBYS LANE - FOOTPATH REVIEW Council 3/4/2017, item 26 CIC 27/10/2021, item 6.4	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 completed and in operation for a minimum of six months. 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. 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.	Director City Planning	1. A report on this matter was prepared for the City Infrastructure Committee meeting held on 27 October 2021. 2. A memorandum in respect to Part 2 will be circulated to Elected Members once finalised. Guidelines have been drafted for the consideration of the Executive Management Team. 3. COMPLETE.

Ref	Title	Report / Action	Action Officer	Comments
		Committee 27 October 2021 A report providing a further update in respect to the progress of the Sullivans Cove and Salamanca Place project be provided to the Committee for consideration by no later than October 2022.		
7	PARKLET POLICY Council 24/10/2016, item 10 Council 5/6/2017, item 13 Committee 21/6/2017, item 6.4	That the matter be deferred to a subsequent City Infrastructure Committee meeting to enable further public consultation.	Director City Planning	Guidelines have been drafted for the consideration of the Executive Management Team.
8	SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING Council 3/4/2017, item 29 Committee 21/11/2018, item 6.4	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.	Director City Planning	Officers are progressing the matter.
9	COLLINS COURT REDEVELOPMENT - STAGE TWO Council 3/7/2017, item 17 Council 7/12/2020, item 14	That: 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	Director City Planning	The Council decision is being actioned.

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>		
10	CITY TO COVE CONNECTIONS 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"> • <i>Hobart Primary Walking Plan</i> Implementation • <i>Central Hobart Precincts Plan</i> • <i>Local Area Mobility Plan</i> (Lenah Valley/ New Town) proposed to commence in 2021. <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>
11	99 STEPS, WEST HOBART Council 8/10/2018, item 12 Council 6/5/2019, item 14	<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 new steps on the opposite side of Liverpool Street at an estimated cost of \$25,000 in 2019-2020 to be funded</p>	Acting Director City Amenity	<p>1. Majority of works in relation to Clause 1 have been completed, except for some minor works which have been delayed due to resource constraints.</p> <p>2. Works related to Clause 2 are complete.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>		<p>3. Clause 3 will be further considered as part of the formulation of the City Life 2022-23 budget.</p>
12	<p>71 LETITIA STREET, NORTH HOBART - PARTIAL DEMOLITION, SUBDIVISION (ONE ADDITIONAL LOT) AND ALTERATIONS TO CAR PARKING</p> <p>Open Council 17/6/2019, item 10.2</p> <p>Open CIC 27/10/2021, item 6.7</p>	<p>The City Infrastructure Committee be requested to address on-street parking in the area of the development.</p>	<p>Director City Planning</p>	<p>No further action is recommended in respect to this matter at this time.</p>

Ref	Title	Report / Action	Action Officer	Comments
13	<p>ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE</p> <p>Open Council 8/7/2019, item 12</p> <p>Open Council 12/10/2020 item 15</p> <p>Open Council 7/12/2020, item 13</p>	<p>That:</p> <ol style="list-style-type: none"> 1. The draft concept design for Elizabeth Street Midtown Retail Precinct project (marked as Attachment A to item 6.2 of the Open City Infrastructure Committee agenda of 25 November 2020), be generally endorsed as a framework for future streetscape development in the project area, noting that the Council is not in a position to fund the implementation at this time. 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. 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. 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>Director City Planning</p>	<p>The Council decision is being actioned.</p>

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

Ref	Title	Report / Action	Action Officer	Comments
15	INSTALLATION OF TRAFFIC SIGNALS - INTERSECTION OF COLLINS STREET AND MOLLE STREET 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 treatments to highlight the pedestrian crossings.</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 and approved.</p> <p>Officers are finalising the land transfer matters and preparing the necessary documentation for public tendering of the construction works.</p>

Ref	Title	Report / Action	Action Officer	Comments
16	<p>CAMPBELL STREET AND ARGYLE STREET BICYCLE CONNECTIONS</p> <p>Open Council 16/12/2019, Item 13</p> <p>Open Council 10/5/2021, item 11</p>	<ol style="list-style-type: none"> 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 Infrastructure Committee agenda of 28 April 2021, be installed. 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. 3. Appropriate public information resources to explain the function and reasoning for the new facilities be created and form part of the trial. 4. The City of Hobart develops the arrangements to support and undertake clearway towing and vehicle removal operations, recoup costs and levy appropriate fines; 5. A review of parking charges, operating hours and un-metered spaces in the area surrounding the project be undertaken, and appropriate changes be implemented to offset any revenue impacts. 	<p>Director City Planning</p>	<p>The Council decision of 10 May 2021 is being actioned.</p> <p>A further report on the feasibility of introducing priority car pool and bus lanes will be provided following further Central Hobart Precinct Plan work and engagement.</p>

Ref	Title	Report / Action	Action Officer	Comments
		Council 16 December 2019 A report be provided on the feasibility of introducing priority car pool and bus lanes on Campbell and Argyle Streets.		
17	BROOKE / DESPARD STREETS - CONGESTION REDUCING INITIATIVE - THREE-MONTH TRIAL Open Council 10/3/2020, item 16	<ol style="list-style-type: none"> Approval be given to implement a three-month trial congestion reducing initiative that would: <ol style="list-style-type: none"> Close Brooke Street at Morrison Street to taxi and rideshare vehicles on Friday and Saturday evenings from 11.00 pm to 5.00 am; 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; Create a nominated waiting location for ride share vehicles in Salamanca Place between Davey Street and Gladstone Street; and Create four pick-up locations for ride share passengers across the waterfront precinct. 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. 	Director Community Life Director City Planning	<p>As advised by a memorandum to the Elected Members in March 2020, the trial did not initially go ahead due to the COVID-19 pandemic.</p> <p>Once out of lockdown, through the City of Hobart Late Night Precinct Stakeholder Meeting, it was suggested that the trial should not go ahead for the time being.</p> <p>Officers are awaiting the outcome of the Coroner's investigation into safety on the waterfront to inform options going forward.</p>

Ref	Title	Report / Action	Action Officer	Comments
		3. Funding of \$17,483 to implement the three-month trial will be allocated to the Special Events Traffic Management budget allocation in the Traffic Strategy and Projects function area of the 2019-20 annual plan.		
18	REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS Open Council 6/7/2020, item 10	That: 1. 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: a) Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/hour to 40km/hour. (Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr). b) Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 40km/hour (Note: Criterion Lane and Liverpool St between Elizabeth Street and Murray Street is currently 30km/hr).	Director City Planning	1. Clause 1 complete. 2. Clause 2(b) Application to reduce speed has been approved by Commissioner for Transport with funding secured to implement the changes. Other clauses (other areas for lowering speeds) are being progressively applied for and implemented as resourcing allows.

Ref	Title	Report / Action	Action Officer	Comments
		<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, Bidencopes Lane from 50 km/hour to 40km/hour.</p> <p>2. The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>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> <p>e) New Town: New Town Road from Marsh Street to the Pirie Street intersection, and Risdon Road between New Town Road and</p>		

Ref	Title	Report / Action	Action Officer	Comments
		Swanston Street from 50km/hour to 40km/ hour.		
19	DRAFT CONTAINER REFUND SCHEME BILL 2021 - RELEASE FOR PUBLIC COMMENT 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.	Acting Director City Amenity	The Council decision is being actioned and is subject to State Government progress on the legislation and arrangements.
20	HOBART TRANSPORT NETWORK OPERATING PLAN PHASE ONE REPORT Open CIC 25/8/2021, item 6.1	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.	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		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.		
21	PLASTIC WASTE REDUCTION INITIATIVE HOBART WATERFRONT TOURISM SECTOR Open Council 11/10/2021, Item 11	That the Chief Executive Officer be authorised to explore collaborative opportunities to reduce the consumption of single use plastic water bottles within the Hobart waterfront precinct.	Acting Director City Amenity	Discussions with the proponent are currently underway.
22	WASTE MANAGEMENT STRATEGY – ANNUAL PROGRESS REPORT 2020-21 Open CIC 27/10/2021 Item 6.2	That: 1. The report outlining the City's 2020-21 progress in the implementation of the 'City of Hobart Waste Management Strategy 2015-2030: a strategy to achieve zero waste to landfill by 2030' be received and noted. 2. Communications materials are developed to promote progress on this strategy.	Acting Director City Amenity	The Committee's resolution is being actioned and is subject to a number of State Government initiatives that will change how waste is managed into the future.
23	48-50 NEW TOWN ROAD - HOSPITAL DEVELOPMENT - COMMUTER PARKING AND ACTIVE TRAVEL PLAN Open Council 8/11/2021 Item 11	1. The Chief Executive Officer ensure that an Active Travel Plan, in accordance with the resolution of 9 March 2021, is completed and submitted to Council.	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		PART B That a report be provided back to Council on including Active Travel Plans into the planning approval system for large developments over a certain size.		
24	ARGYLE STREET CAR PARK WORKS PROGRAMME Open CIC 8/12/2021, item 6.4	The Chief Executive Officer engage with the Department of Health and Royal Hobart Hospital management to search for partnership opportunities to advance projects with joint benefit.	Manager Smart and Sustainable City	Work is ongoing. Likely to be most useful to the Royal Hobart Hospital once the car park is being made ready for 24 hour operation.
25	RESPONSE TO PETITION - REPLACEMENT OF BUS SHELTER AND BENCH SEAT AT BUS STOP 11, SANDY BAY ROAD Open Council 8/12/2021, item 12	That: 1. The City continue to work with other agencies to try to achieve a sustainable long-term solution for bus stop 11 located on Sandy Bay Road. 2. Elected Members be kept informed of the matter via advice memorandums. 3. The Lord Mayor write to Federal Hotels seeking support for a contribution to a replacement bus shelter, in relation to bus stop 11, Sandy Bay Road. 4. The petitioners be advised of the Council's decision.	Manager Smart and Sustainable City	1. Ongoing 2. Nothing new to report at this stage. 3. Council Support in in contact with Federal Group on behalf of LM this week. 4. Once outcome is known petitioners will be advised.

Ref	Title	Report / Action	Action Officer	Comments
26	HOBART MICROMOBILITY TRIAL AND AMENDMENTS TO TRAFFIC ACT 1925 (TAS) Open Council 8/12/2021, item 13	That: 1. The Council notes that 3 rd party insurance is required for the duration of the trial and delegates authority to the Chief Executive Officer to determine the roads in the Hobart Local Government Area permitted for use by Personal Mobility Devices that are not already specifically authorised by State Government legislation. 2. At the conclusion of the 12-month commercial micromobility trial a report be provided to the Council: (i) detailing the trial's outcomes; (ii) making recommendations in relation to a formal Personal Mobility Device Policy; (iii) identifying where Personal Mobility Devices should and should not be permitted to operate on roads under the care and control of the City of Hobart; and (iv) formalising any changes to the delegated authority to determine Personal Mobility Device use on roads under the care and control of the City of Hobart.	Manager Smart and Sustainable City	1. Third Party insurance was stipulated as mandatory in contracts with the operators. Evidence of currency of insurance was given to Council before trial. No roads gazetted by CEO to date. 2. Data collection ongoing. Report to be prepared at the conclusion of the trial.

Ref	Title	Report / Action	Action Officer	Comments
27	SANDY BAY ROAD WALKING AND CYCLING PROJECT - RIVERVIEW INN PEDESTRIAN CROSSING 41 Open CIC 8/12/2021, item 6.3	That existing road infrastructure be maintained on Sandy Bay Road adjacent to property no. 795 (Riverview Inn).	Director City Planning	The Council decision is being actioned.

8. RESPONSES TO QUESTIONS WITHOUT NOTICE

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 Operational Costs - Road Markings (Yellow Line) **File Ref: F21/88360**

Report of the Director City Planning of 2 February 2022.

8.2 Motorbike Parking **File Ref: F21/98090**

Report of the Director City Planning of 2 February 2022.

8.3 Collins and Victoria Streets Crossing **File Ref: F21/129264; 13-1-10**

Report of the Director City Planning of 2 February 2022.

8.4 Nature Strip Gardens **File Ref: F21/129270**

Report of the Acting Director City Amenity of 2 February 2022.

8.5 Speed Limit Reduction - Lenah Valley **File Ref: F21/129276; 13-1-10**

Report of the Director City Planning of 2 February 2022.

8.6 Mowing of Nature Strips **File Ref: F21/129278; 13-1-10**

Report of the Acting Director City Amenity of 2 February 2022.

That the information be received and noted.

Delegation: Committee



City of **HOBART**

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

OPERATIONAL COSTS - ROAD MARKINGS (YELLOW LINE)

Meeting: City Infrastructure Committee

Meeting date: 25 August 2021

Raised by: Lord Mayor Reynolds

Question:

Can the Director City Planning advise the operational costs of the management of the yellow line road markings in Hobart and whether there's anything that we could learn from other cities that have perhaps reduced the amount of resources required to manage yellow line road markings, particularly around driveways?

Response:

Public requests for installation / removal of yellow 'No Stopping' linemarking most often are in the form of a telephone call to the Duty Officer in the City Mobility Unit of the City of Hobart. The request and its likelihood of being successful is discussed, and the requestor is advised that they will need to submit a request in writing for it to be investigated.

In the period from 30 November 2020 to 29 November 2021, the City of Hobart received 103 emailed / written pieces of correspondence that were registered in the records systems relating to requests to install / modify or remove sections of yellow 'No Stopping' linemarking. These 103 pieces of correspondence related to 61 specific separate enquiries.

In that same period, a total of 14 changes to yellow 'No Stopping' linemarking were approved under delegation, and subsequently installed.

Council Officers do not keep timesheets, so the cost of this service cannot be calculated exactly, however using an estimate of 2.5 telephone enquiries a week, each taking 30 minutes, 61 written enquiries a year each taking 3 hours, and 14

approved changes a year each taking 5 hours, this equates to 318 officer hours per year.

Using the salary of a Municipal Officer 2F (\$73,609 per annum, with a 53.78% On Cost), this equates to an operational salary cost of \$18,216 per annum, or 0.16 of a full time employee.

The physical installation of the changes are estimated to take an average of 2 hours for the maintenance team who undertake these works, and the yellow line would have a typical life of 10 years.

At an operating cost of \$167.5 per hour for the two person team, vehicle and materials, this equates to an operating cost for installation of \$4,690 per year for yellow line installation / alteration, and an ongoing future maintenance cost of \$234 per year for the future maintenance of the yellow lines installed in that year.

The overall operational cost to the City of Hobart for considering and installing modifications to yellow lines per annum, is therefore estimated to be \$22,906, with a resultant ongoing maintenance cost of \$234 per annum for future maintenance of the line markings installed in that 12 month period.

The road rules in Tasmania have long included linemarking to signify 'No Stopping' parking restrictions. For many years this was in the form of alternating black and white paint installed along kerblines, which then transitioned to the use of yellow linemarking in the 1990's.

In 1999, the Australian National Transport Commission adopted a set of model road rules, aimed at standardising road rules across Australia when adopted by each State and Territory. These model road rules included a road rule making it an offense to stop adjacent to a yellow line.

The road rules in NSW were only amended to allow the use of yellow lines in 2008. In Queensland they were adopted in 2009. In Victoria, Tasmania and South Australia they were adopted in 1999, and in Western Australia in 2000.

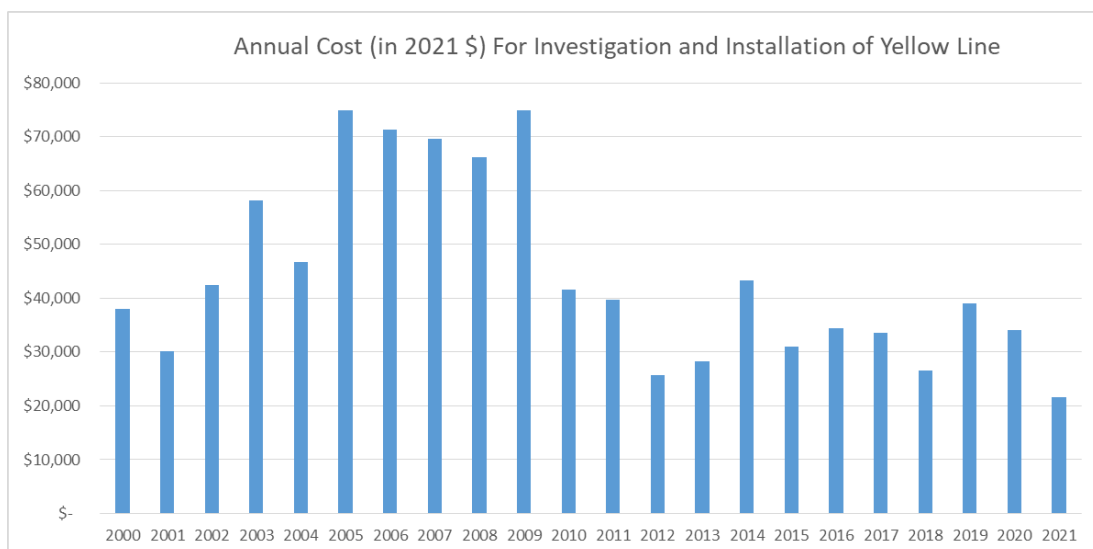
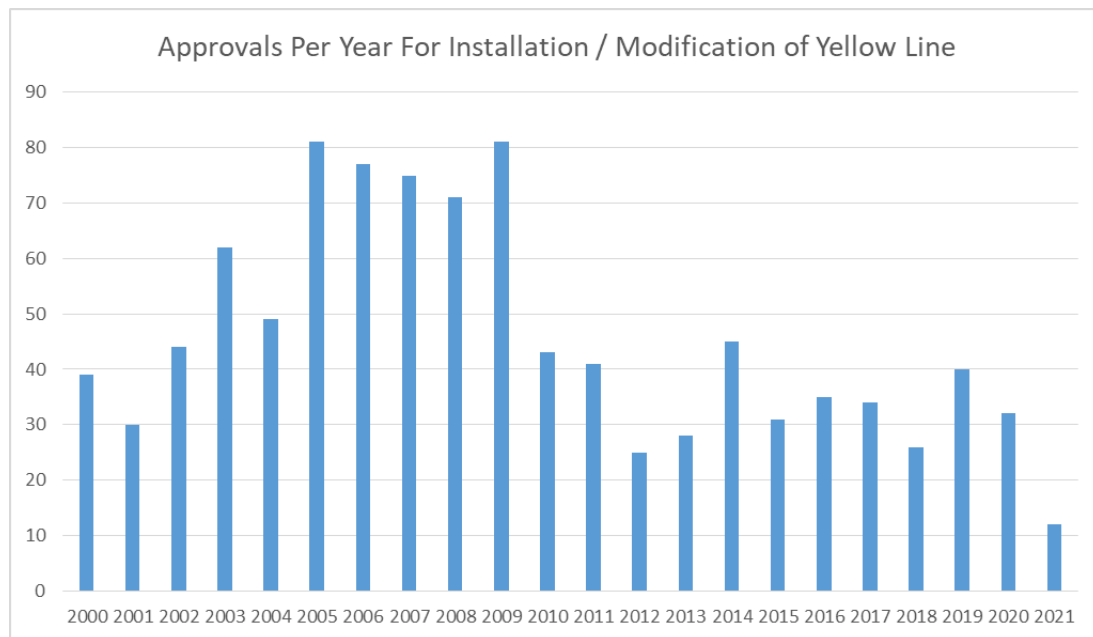
In Hobart, following the delegation of the power to approve changes to parking controls from the State Government to Council in the early 1990's, the City of Hobart increased the number of approvals for yellow line installations adjacent to driveways. Before that time, the State Government typically did not support or approve their installation at individual driveways.

Over time, as the number of yellow lines adjacent to driveways increased, they became a treatment that members of the public were more likely to have seen, and therefore became more likely to request.

By 2005, the City of Hobart was approving in the order of 80 installations / modifications to yellow line per year.

Based on the cost methodology used above, this equates to an operating cost (excluding maintenance) in 2005 of \$75,000 in 2021 dollars.

The figures below show the changes in approvals per year and annual costs for the period 2000 to present.



As is apparent from the figures, a significant change was made in 2009 / 2010 by Council Officers. At that time, the former Manager Traffic Engineering significantly tightened the eligibility criteria which has reduced the annual costs of this service significantly.

In terms of the practice used in other states, an online review only identified five local government authorities that specifically provide information of requesting installation of yellow lines adjacent to driveways. These are:

- City of Burnside (Greater Adelaide) – Outlines criteria of when yellow lines may be considered.
- City of Mitcham (Greater Adelaide) – Advise that is not City of Mitcham practice to install yellow lines on or near driveways.

Campbelltown City Council (Greater Adelaide) – Have an online application form for requesting installation of yellow lines.

Brisbane City Council (Brisbane) – Have an online application form for requesting installation of yellow lines.

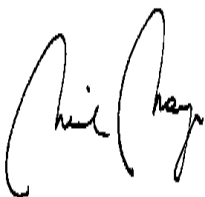
Randwick City Council (Greater Sydney) – Do not provide yellow lines, but allow residents to apply for guidance linemarking to help define driveways (but that have no legal significance).

As discussed, yellow lines (and the black and white stripes on kerblines that were their precursor) have been an established treatment in the Tasmanian Road Rules for many decades. The use of yellow lines adjacent to driveways in Hobart started to be applied as a normalised treatment in the early 1990's, and as it became a treatment seen by more and more people, it became a treatment requested by more and more people.

In other states, it appears that yellow lines were not an option until the states adopted the model national road rules, which has occurred in each state between 1999 and 2009.

To reduce the resources allocated to this task the simplest measure would be to make a decision on a policy level, that yellow lines will not be installed adjacent to driveways. The alternative approach to reducing resources is to ensure full cost recovery from applicants. Officers are reviewing current fee structures to ensure this is the case in future financial years.

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: 27 January 2022
File Reference: F21/88360



City of **HOBART**

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

MOTORBIKE PARKING

Meeting: City Infrastructure Committee

Meeting date: 22 September 2021

Raised by: Deputy Lord Mayor Burnet

Question:

Could the Director please seek advice from Metro as to whether motorbike parking can be reinstated in the middle of Elizabeth Street, between Davey and Macquarie Streets?

Response:

Council officers wrote to Metro Tasmania on 12 October 2021. For the information of elected members, the content of the letter is detailed below.

"At the City of Hobart's City Infrastructure Committee meeting of 22 September 2021, Deputy Lord Mayor Burnet raised a question without notice regarding the possible reinstatement of motorcycle parking that for many years was present in the median of Elizabeth Street between Davey Street and Macquarie Street in Hobart.

In full the question is:

"Could the Director please seek advice from Metro as to whether motorbike parking can be reinstated in the middle of Elizabeth Street, between Davey and Macquarie Streets?"

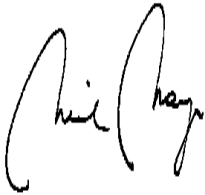
It would be appreciated if you could provide a response. It should be noted that any response would be expected to be provided to the City Infrastructure Committee, and as such would be on the public record."

To date, a formal response has not been received.

It is understood that there is significant work being undertaken by both the State Government and Metro Tasmania regarding bus access to and from the Central Hobart Bus Interchange area.

Our discussions with Metro Tasmania officers have indicated that under current and planned usage, Metro Tasmania do not support the re-instatement of motorcycle parking in the Elizabeth Street median.

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

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

Neil Noye

DIRECTOR CITY PLANNING

Date: 27 January 2022
File Reference: F21/98090



City of **HOBART**

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

COLLINS AND VICTORIA STREETS CROSSING

Meeting: City Infrastructure Committee

Meeting date: 8 December 2021

Raised by: Lord Mayor Reynolds

Question:

Has there ever been an assessment of the need for a zebra / wombat crossing or crossings on the inter-section of Collins and Victoria Street?

Response:

No there has been no assessments undertaken of the need for zebra / wombat crossings at this intersection.

In 2022 it is anticipated that planning work will commence on the design of the future treatment of Collins Street between Molle Street and the Hobart CBD, to better cater for pedestrians, cyclists and personal mobility device users.

The treatment style adopted following the planning process will dictate what pedestrian facilities are appropriate at the Collins Street / Victoria Street intersection (and elsewhere on this corridor).

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: 27 January 2022
File Reference: F21/129264; 13-1-10



City of **HOBART**

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

NATURE STRIP GARDENS

Meeting: City Infrastructure Committee

**Meeting date: 8 December
2021**

Raised by: Councillor Harvey

Question:

- 1) What is the process for seeking permission to create a nature strip garden?
- 2) Does the council have a brochure outlining the process and what council resources are available to assist?
- 3) How many or what percentage of nature strips is council currently caring for?

Response:

1. Residents can apply to Council to establish a nature strip garden on a case by case basis with a design and planting proposals. The criteria for the assessment of these proposals centres on the suitability of planting and the risk to public safety for users of the footpath and people exiting cars parked adjacent to the proposed garden.
2. A draft policy is in preparation and will be put to Council in the near future outlining the criteria, standards and arrangements for nature strip gardens. The policy will also define the public liability acceptance requirements in the establishment of approved gardens.
3. Council does not care for any nature strip gardens at this point but is preparing a holistic policy for the management for all nature strips across the City including maintenance and responsibility. Council currently mows/slashes

only 16% of nature strips in the City with no logical reasoning for how these are selected and this must be addressed.

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.



John Fisher
ACTING DIRECTOR CITY AMENITY

Date: 27 January 2022
File Reference: F21/129270



City of **HOBART**

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

SPEED LIMIT REDUCTION - LENA VALLEY

Meeting: City Infrastructure Committee

**Meeting date: 8 December
2021**

Raised by: Councillor Harvey

Question:

At the Annual General Meeting (AGM) of the Lenah Valley Community Association (the Association), held 26 October 2021 at the Lenah Valley Community Hall on Creek Road, a motion was passed to write to City of Hobart.

The motion is to request City of Hobart to action the approved speed limit reduction to 40 kmph within the Lenah Valley retail precinct through interim, static sign changes as soon as practical until variable speed signage can be funded and installed.

Can officers please provide a response?

Response:

Officers can confirm that a request from the Lenah Valley Community Association on this matter was received by City of Hobart on 7 December 2021, and a response to the Association was provided on 9 December 2021.

For the information of elected members, the response is repeated below:

"The City of Hobart has received approval for the installation of electronic variable 40km/h speed limit signage on Augusta Road in the Lenah Valley retail precinct area."

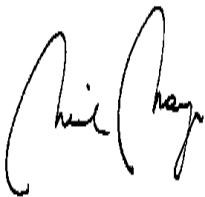
Speed limits and their associated signage are installed as per Transport Commission directions, i.e. the City of Hobart cannot install signage contrary to the Transport Commission directions. As such the current direction for the Transport Commission would not support the installation of static signage.

That said, the City of Hobart has received funding for the installation of the electronic variable 40km/h speed limit signage through a Vulnerable Road user grant and has placed an order for the requisite signage through the DSG electronic sign provider.

The City of Hobart is in the process of finalising the detailed engineering design and has identified a physical works contractor for the installation of the signage foundations and electrical supply conduits.

It is likely that the works will be completed in the first quarter of 2022”.

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: 27 January 2022
File Reference: F21/129276; 13-1-10



City of **HOBART**

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

MOWING OF NATURE STRIPS

Meeting: City Infrastructure Committee

**Meeting date: 8 December
2021**

Raised by: Lord Mayor Reynolds

Question:

Can the Director advise if Hobart City Council is the only city in Tasmania that mows all its nature strips?

Response:

Local government authorities in Tasmania have different but largely similar policies on the treatment of nature strips. Council is preparing a standard policy that aligns with other major Councils like Kingborough, Launceston, Clarence and Glenorchy Councils.

Common principles that apply are:

- An expectation of residents they accept a level of community obligation to maintain common areas in front of their property.
- Provision by Council of support to do so for vulnerable people who are demonstrably unable to do so themselves due to age, infirmity or lack of family support.

The financial burden of slashing and mowing areas outside of the areas that adjoin Council land is significant. The City currently spends \$100,000 per cut for each of four cuts per annum totalling \$400,000. The current program is not well defined and services only 16% of residents and a clear policy is required.

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.



John Fisher
ACTING DIRECTOR CITY AMENITY

Date: 27 January 2022
File Reference: F21/129278; 13-1-10

9. QUESTIONS WITHOUT NOTICE

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

RECOMMENDATION

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

- Minutes of the Closed portion of a Committee meeting
- Contracts involving the Council and their terms
- Closed Questions Without Notice

The following items are listed for discussion:-

- | | |
|--------------|---|
| Item No. 1 | Minutes of the last meeting of the Closed Portion of the Committee Meeting |
| Item No. 2 | Consideration of supplementary items to the agenda |
| Item No. 3 | Indications of pecuniary and conflicts of interest |
| Item No. 4 | Reports |
| Item No. 4.1 | Processing of Recyclable Materials - Establishment of a Joint Authority
LG(MP)R 15(2)(d) |
| Item No. 5 | Committee Action Status Report |
| Item No. 5.1 | Committee Actions - Status Report
LG(MP)R 15(2)(c)(iii) |
| Item No. 6 | Questions Without Notice |