



CITY OF HOBART

# **AGENDA**

## **City Infrastructure Committee Meeting**

### **Open Portion**

**Wednesday, 2 March 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:**

<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**

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**City Infrastructure Committee Meeting (Open Portion) held Wednesday,  
2 March 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**

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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, 2 February 2022](#), 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 Petitions - Haig Street and Augusta Road, Lenah Valley - Road Safety Concerns File Ref: F21/118967; R0325**

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Report of the Acting Manager City Mobility and the Director City Futures  
of 24 February 2022.

Delegation: Council

**REPORT TITLE: PETITIONS - HAIG STREET AND AUGUSTA ROAD,  
LENAH VALLEY - ROAD SAFETY CONCERNS****REPORT PROVIDED BY:** Acting Manager City Mobility  
Director City Futures**1. Report Purpose and Community Benefit**

- 1.1. This report has been written to assist the Committee in considering two petitions that were received at meetings of the Hobart City Council and referred to the City Infrastructure Committee.
- 1.2. There is no specific community benefit aim to this report. At this stage the report is an administrative response to provide information to Committee.

**2. Report Summary**

- 2.1. In 2021, two petitions relating to community road safety concerns in Lenah Valley were presented to meetings of the Hobart City Council.
- 2.2. At the 5 July 2021 meeting of the Hobart City Council, a petition signed by 28 signatories was tabled. The petition called for the Council to:
  - 2.2.1. Implement traffic calming measures on Haig Street, Lenah Valley to restrict traffic volumes and speed e.g. traffic islands, speed humps, mid-block chicanes, local traffic only signage.
- 2.3. At the 25 October 2021 meeting of the Hobart City Council, a petition signed by 73 signatories was tabled. The petition called for the Council to:
  - 2.3.1. Monitor and gather vehicle travel speeds on the section of Augusta Road between Giblin Street and Athleen Avenue
  - 2.3.2. Investigate and report on crash data on the section of Augusta Road between Giblin Street and Athleen Avenue since the installation of the pedestrian refuge in June 2015
  - 2.3.3. Investigate and implement within a reasonable timeframe, in consultation with the local community, a multi-modal solution for the section of Augusta Road between Giblin Street and Athleen Avenue that is nationally consistent with safe system infrastructure and knowledge, which may involve, but is not limited to, reducing opportunities for vehicles speeding, providing separated and protected cycleways and planting street trees.
- 2.4. Concerns have been raised for many years by various residents of Haig Street about the use of Haig Street by 'through' traffic, and the safety and amenity concerns that residents have about this use.

- 2.5. Haig Street carries in the order of 1,000 vehicle movements per weekday, with in the order of two thirds of these vehicle movements being people who do not reside in the street utilising it as a through road. The recorded 85<sup>th</sup> percentile vehicle speed (the speed that 85 out of every 100 drivers using the street are travelling slower than) is 54 km/h.
- 2.6. In the past the street has been considered too steep to be suitable for the installation of road humps (which if installed would result in slight reductions in vehicle speed and volume, but which would also cause noise and amenity loss to residents close to each road hump), and treatments that would reduce vehicle speeds and volumes effectively (the closure of access to and from Haig Street via Augusta Road) would be likely to be contentious with residents in the street.
- 2.7. Overall, it is the opinion of officers that on Haig Street there is unlikely to be a treatment that delivers sufficient benefit to justify its cost that would be supported by enough residents in the street to make it practical.
- 2.8. The recommended proposal is that any treatments for Haig Street be considered as part of the overall Local Area Mobility Plan (LAMP) process planned to be undertaken for the various Hobart suburbs in the coming years. This process is intended to be one where priorities for mobility infrastructure upgrades are determined for each suburb in a consultative process with stakeholders.
- 2.9. In 2015, a road safety treatment was installed on Augusta Road between Haig Street and Creek Road aimed at:
  - 2.9.1. Improving safety and accessibility for pedestrians crossing Augusta Road.
  - 2.9.2. Improving safety for right turning vehicles entering side roads and driveways.
  - 2.9.3. Lowering vehicle speeds, reducing the risk and severity of crashes.
  - 2.9.4. The facilitation of a future stage involving the installation of bicycle lanes.
- 2.10. The treatment installed was a median treatment, including a series of pedestrian islands with associated kerb ramps, and bicycle lanes for cyclists traveling in an uphill direction.
- 2.11. During consultation with stakeholders, it became apparent that the installation of a pedestrian island and median treatment on a curve in Augusta Road was a matter of concern, due to advice from a stakeholder that in the past there had been a number of crashes involving vehicles running off the road at the curve, and a crash



involving a driver running into a residents vehicle as the resident was accessing their driveway.

- 2.12. A number of changes were made to the design, including widening the residents driveway, and reducing the amount of on-street parking to be removed to facilitate the pedestrian crossing (to allow the resident to park on street in front of their property should they wish to continue to use the on-street parking rather than the driveway).
- 2.13. The view of officers at the time was that given the demonstrated history of these median treatments offering positive road safety benefits, and given the pedestrian crossing location was the only feasible location to provide a crossing point that met the Australian Standards for installation, the basic treatment was appropriate and would be installed.
- 2.14. In the 6.4 years since the installation, the pedestrian median island has been struck / mounted by a vehicle on several occasions. While it is common for these type of islands to be struck, requiring the signage on the island to be repaired, because of the history of concerns at this location this tends to raise the concerns of the community each time it occurs.
- 2.15. A survey of vehicle speeds was undertaken on Augusta Road between Suncrest Avenue and Shawfield Street in December 2021. In 2007, a survey at the same location had shown that the 85<sup>th</sup> percentile vehicle speed was 60.5 km/h. The December 2021 survey showed that vehicle speeds had dropped significantly, with the 85<sup>th</sup> percentile vehicle speed reducing by 11.4% to 53.6 km/h.
- 2.16. A review of the crash data collected by Tasmania Police shows that when comparing the rate of crashes for the 6.4 years since the installation of the treatment with the 6.4 years prior to the installation of the treatment:
  - 2.16.1. At the curve at #149-#153 Augusta Road, where the pedestrian island was installed, the crash rate has reduced by 50% after treatment, compared to the equivalent period pre-treatment.
  - 2.16.2. For the overall treatment on Augusta Road of which that island formed part, the crash rate has reduced by 33% after treatment, compared to the equivalent period pre-treatment.
  - 2.16.3. The crash reductions recorded as a result of the treatment are significantly higher than those that would be expected if no treatment had been implemented.
  - 2.16.4. On Augusta Road – Lenah Valley Road from the western end of the treatment to the Athleen Avenue intersection, the crash rate in the equivalent period reduced by 29%. This is a marginally better improvement than the 20% improvement recorded at a 'control' site on Augusta Road to the east where no treatments have been installed.

- 2.17. Overall the speed reductions achieved, and the significant reductions in the rate of crashes recorded would indicate that the treatment has been successful.
- 2.18. While there may be an appetite in the community for the infrastructure in Augusta Road to be reviewed and reconsidered again following the 2015 works, there are many streets in the City of Hobart that have never had a review or upgrade, that would also benefit from such a review.
- 2.19. In recent years, the City of Hobart has focused on working closely with the community to plan and implement complex and at times contentious changes to streets in local retail precincts (Sandy Bay, Lenah Valley, the Salamanca Precinct, New Town, Mid Town, South Hobart). These are complex and resource intensive processes, requiring significant staffing resources and if successful in arriving at a suitable design, significant new asset funding to deliver.
- 2.20. Given the large amount of work that has been put into the management of Augusta Road and Lenah Valley Road between Giblin Street and Athleen Avenue in recent years, and given the good results that this work has achieved, it is proposed that no further work be undertaken until such time as planning for the implementation of an on-road cycling route along this corridor commences, or projects are identified through the Local Area Mobility Plan (LAMP) process.

### **3. Recommendation**

#### ***That:***

- 1. Mobility improvements be investigated for Augusta Road and Haig Street as part of the overall Local Area Mobility Plan (LAMP) process.***
- 2. The petitioners be advised of the outcomes of officer findings as outlined within this report.***

### **4. Background**

- 4.1. In 2021, two petitions relating to community road safety concerns in Lenah Valley were presented to meetings of the Hobart City Council.
- 4.2. At the 5 July 2021 meeting of the Hobart City Council, a petition signed by 28 signatories was tabled. The petition called for the Council to:
  - 4.2.1. Implement traffic calming measures on Haig Street, Lenah Valley to restrict traffic volumes and speed e.g. traffic islands, speed humps, mid-block chicanes, local traffic only signage.

- 4.3. At the 25 October 2021 meeting of the Hobart City Council, a petition signed by 73 signatories was tabled. The petition called for the Council to:
- 4.3.1. Monitor and gather vehicle travel speeds on the section of Augusta Road between Giblin Street and Athleen Avenue.
  - 4.3.2. Investigate and report on crash data on the section of Augusta Road between Giblin Street and Athleen Avenue since the installation of the pedestrian refuge in June 2015.
  - 4.3.3. Investigate and implement within a reasonable timeframe, in consultation with the local community, a multi-modal solution for the section of Augusta Road between Giblin Street and Athleen Avenue that is nationally consistent with safe system infrastructure and knowledge, which may involve, but is not limited to, reducing opportunities for vehicles speeding, providing separated and protected cycleways and planting street trees.
- 4.4. This report has been prepared to assist the City Infrastructure Committee in considering what action it wishes to take in response to the petition.
- 4.5. The two petitions have been combined as they essentially cover very similar topics, and the geographic areas of the two petitions adjoin.
- 4.6. Figure 1, below, shows the general locality with the roads covered by the two petitions highlighted.



Figure 1 – Locality Plan of 'Augusta Road' and 'Haig Street' Petitions

**5. Matters Raised in the Subject Petitions – Haig Street - Discussion**

- 5.1. The 'Haig Street' petition called for the Council to:
  - 5.1.1. Implement traffic calming measures on Haig Street, Lenah Valley to restrict traffic volumes and speed e.g. traffic islands, speed humps, mid-block chicanes, local traffic only signage.
- 5.2. Concerns have been raised for many years by various residents of Haig Street about the use of Haig Street by 'through' traffic, and the safety and amenity concerns that residents have about this use.
- 5.3. The most recent vehicle speed and volume survey undertaken in Haig Street (in May 2017), Haig Street carried an average of 1057 vehicle movements per weekday, with an 85<sup>th</sup> percentile vehicle speed of 54 km/h.
- 5.4. With about 40 households on Haig Street, and with a typical household generating about 8 vehicle movements per day, in the order of two thirds of the vehicle movements on Haig Street would be expected to be road users using the street as a through route.
- 5.5. These road users are typically using the route over Mount Stuart, and are using Haig Street as the connection between Lenah Valley Road – Augusta Road and Doyle Avenue. The most appropriate road for road users to utilise as an alternative would be Giblin Street, as it is a road that serves an arterial function in the network, and the intersection of Giblin Street and Augusta Road, and the intersection of Giblin Street and Doyle Avenue are treated with traffic signals and a roundabout respectively.
- 5.6. The main concerns that have been raised in the past by residents of Haig Street have been:
  - 5.6.1 The safety of the Augusta Road / Haig Street intersection, with 'through' traffic performing the right turn into Haig Street at speeds seen by some residents as too high;
  - 5.6.2 The safety of Haig Street itself, with concerns that drivers are travelling too fast;
  - 5.6.3 The safety of the Haig Street / Doyle Avenue intersection, with 'through' traffic performing the right turn into Haig Street at speeds seen by some residents as too high, resulting in these drivers 'cutting the corner';
  - 5.6.4 The reduction in the amenity of residents from the additional 'through' traffic on the street.
- 5.7. Overall, in the 22 years (January 2000 to present) to which access is available to crash data recorded by Tasmania Police, there have been:

- 5.7.1 One recorded crashes at the Haig Street / Augusta Road intersection. The crash, which occurred in 2001 involved a driver on Augusta Road losing control after trying to avoid an animal at night. The crash resulted in property damage only.
- 5.7.2 Six recorded crashes on Haig Street itself. Of these, all six resulted in property damage only. Two of these crashes occurred in the last 5 years.
- 5.7.3 One recorded crash at the Haig Street / Doyle Avenue intersection. The crash, which occurred in 2006 involved a driver under the influence of alcohol on Doyle Avenue striking a parked car near the intersection. The crash resulted in property damage only.
- 5.8. In summary, in the 22 years to which we have access to data, there have been no crashes at the Augusta Road / Haig Street, or Haig Street / Doyle Avenue intersections involving vehicles entering or exiting Haig Street. There have been six reported crashes in Haig Street itself, all resulting in property damage only, and only two of these crashes have occurred in the last 5 years.
- 5.9. In the past, it has been the opinion of officers that Haig Street in its current form is capable of reasonably carrying the approximately 1000 vehicle movements a day that it carries, and the cost of any treatment likely to be acceptable to residents would not be justifiable given the low benefits it would be likely to generate.
- 5.10. The treatment that would resolve the concerns of residents would be to close access to and from Haig Street from Augusta Road. This would remove all through traffic from the street, and therefore resolve any safety and amenity concerns associated with this through traffic. It would also inconvenience those residents in the street that currently come and go via Augusta Road, a portion of those residents would strongly oppose this treatment.
- 5.11. Another practical treatment is to install a scheme of road humps on Haig Street. Installing a typical scheme of a series of four road humps would be expected to cost in the order of \$60,000, and would be expected to reduce the volume and speed of through traffic slightly (a 10% reduction in both operating speed and vehicle volume would be a reasonable expectation). This treatment could be expected to reduce traffic volumes from about 1057 vehicles per weekday to about 950 vehicles per weekday, and the 85<sup>th</sup> percentile vehicle speed from about 54 km/h to about 49 km/h. This may have some marginal benefits to safety and amenity, but those residents whose houses are in close proximity to the four road hump installations will experience additional noise from the deceleration and acceleration of vehicles as they approach, strike, and depart from the humps. There is a likelihood that some residents will strongly oppose such a treatment on this basis. In

the past it has also been the view of officers that Haig Street is too steep to be appropriate for a road hump scheme.

- 5.12. At the intersection of Haig Street and Doyle Avenue, it would be feasible to install a small median island on Haig Street to prevent drivers cutting the corner when turning right from Doyle Avenue into Haig Street.
- 5.13. Overall, it is the opinion of officers that on Haig Street there is unlikely to be a treatment that delivers sufficient benefit to justify its cost that would be supported by enough residents in the street to make it practical.
- 5.14. The recommended proposal is that any treatments for Haig Street be considered as a part of the overall Local Area Mobility Plan (LAMP) process planned to be undertaken for the various Hobart suburbs in the coming years. This process is intended to be one where priorities for mobility infrastructure upgrades are determined for each suburb in a consultative process with stakeholders.

## **6. Matters Raised in the Subject Petitions – Augusta Road - Discussion**

- 6.1. The 'Augusta Road' petition called for the Council to:
  - 6.1.1. Monitor and gather vehicle travel speeds on the section of Augusta Road between Giblin Street and Athleen Avenue.
  - 6.1.2. Investigate and report on crash data on the section of Augusta Road between Giblin Street and Athleen Avenue since the installation of the pedestrian refuge in June 2015.
  - 6.1.3. Investigate and implement within a reasonable timeframe, in consultation with the local community, a multi-modal solution for the section of Augusta Road between Giblin Street and Athleen Avenue that is nationally consistent with safe system infrastructure and knowledge, which may involve, but is not limited to, reducing opportunities for vehicles speeding, providing separated and protected cycleways and planting street trees.
- 6.2. By way of background, the petition appears to have been precipitated by a vehicle striking a pedestrian refuge island on Augusta Road at 153 / 160 Augusta Road. That pedestrian refuge island was installed by the City of Hobart as a part of a larger scheme aimed at improving road safety, pedestrians and cyclists amenity on Augusta Road between Creek Road and Giblin Street, which was installed in 2015.
- 6.3. In 2014, the City of Hobart identified that this section of Augusta Road would benefit from an intervention to improve its safety and amenity. Initially the identified issue was that a resident at 160 Augusta Road, who relied on a wheelchair and the Metro Tasmania bus service, had

no appropriate means of crossing Augusta Road to access that Bus Service.

- 6.4. A successful funding bid was made under the State Government 'Vulnerable Road User' Program to develop and implement a project whose outcomes would be:
  - 6.4.1. Improved safety and accessibility for pedestrians crossing Augusta Road.
  - 6.4.2. Improved safety for right turning vehicles entering side roads and driveways.
  - 6.4.3. Lower vehicle speeds, reducing the risk and severity of crashes.
  - 6.4.4. The facilitation of a future stage involving the installation of bicycle lanes.
- 6.5. A report was provided to the 8 September 2014 meeting of Council, where it was resolved in part:

*"That Pedestrian islands and a median lane be installed on Augusta Road, Lenah Valley between Giblin Street and Creek Road with funding allocated from the Safer Roads: Vulnerable Road User Program (\$38,400) and the City of Hobart's 2014/2015 New Asset Black Spot Allocation (\$9,500)"*
- 6.6. Consultation was undertaken with stakeholders. The main issues raised during the consultation were:
  - 6.6.1. Concern about the loss of on-street car parking;
  - 6.6.2. Concern about access to and from driveways;
  - 6.6.3. Concern about the appropriateness and safety of the pedestrian island planned for installation at 153-160 Augusta Road given its proximity to the curve on Augusta Road to the west of the Augusta Road / Suncrest Avenue intersection.
- 6.7. A number of changes were made to the concept design to resolve these issues. The matter of the treatment at the curve west of the Augusta Road / Suncrest Avenue intersection remained, and remains contentious.
- 6.8. In particular, a resident in the vicinity of the curve was concerned that there had been a number of crashes at this location in the past, and that the treatment would not be beneficial or would make the situation worse. The resident was also concerned that the installation would make it more difficult (and less safe) for the resident to enter and exit the driveway to their property.

- 6.9. Changes were made to the design (widening of the residents driveway crossover, and retaining on-street parking so the resident could continue to park on-street if they did not wish to use the driveway, but after careful consideration, it was the view of officers that the overall treatment would improve road safety, and would benefit pedestrians by providing a number of safer crossing points.
- 6.10. This view, is based on the long and demonstrated history of the basic treatment (a median treatment formed of parallel dashed lines that narrows the width of the road, and which provides a sheltered separated space for right turning drivers and pedestrians seeking to cross an arterial road) delivering reductions in the rate and severity of crashes.
- 6.11. The pedestrian crossing point at 153-160 Augusta Road was seen as a priority part of the project at the time, as a resident in a wheelchair was unable to cross Augusta Road to access a bus service in an appropriate and safe manner, and this location was the only space that would both serve the needs of this resident and comply with the Australian Standards for the locations of treatments of this type.
- 6.12. Since the installation of the treatment in 2015, the pedestrian island has been struck by a through vehicle on a number of occasions, and repairs have been required to the signage on the island. This is not unusual. Median islands are mounted by vehicles across the city on a weekly basis. Given the concerns of some local residents about the safety of the treatment, when this occurs it does reignite the issue.
- 6.13. In terms of the matters raised in the petition:
- Monitor and gather vehicle travel speeds on the section of Augusta Road between Giblin Street and Athleen Avenue;*
- 6.14. A survey of vehicle travel speeds was conducted on Augusta Road, midway between Augusta Road / Suncrest Avenue, and the Augusta Road / Shawfield Avenue intersections over 7 days from the 8<sup>th</sup> to the 20<sup>th</sup> December 2021. This survey location, is the same location as where an earlier survey was undertaken in 2007.
- 6.15. In December 2021, the 85<sup>th</sup> percentile vehicle speed was recorded as 53.6 km/h.
- 6.16. In the same location, in August 2007, the 85<sup>th</sup> percentile vehicle speed was recorded as 60.5 km/h.
- Investigate and report on crash data on the section of Augusta Road between Giblin Street and Athleen Avenue since the installation of the pedestrian refuge in June 2015*
- 6.17. The pedestrian refuge was installed as part of the overall treatment, constructed in various stages from January to July 2015.



- 6.18. For the overall treatment, which runs from #127 to #157 Augusta Road:
- 6.18.1. In the 6.4 years from 1 August 2015 to 31 December 2021, a total of six crashes were reported to Tasmania Police. This included 3 crashes resulting in injury, and three resulting in property damage.
  - 6.18.2. When compared to the 6.4 year period prior to construction (1 August 2008 to 31 December 2014), this represents a 33% reduction in the rate of crashes.
- 6.19. For the curve where the pedestrian crossing point is located (the frontage of #149 to #153 Augusta Road inclusive):
- 6.19.1. In the 6.4 years from 1 August 2015 to 31 December 2021, a total of one crash was reported to Tasmania Police. This crash resulted in property damage only.
  - 6.19.2. When compared to the 6.4 year period prior to construction (1 August 2008 to 31 December 2014), this represents a 50% reduction in the rate of crashes.
  - 6.19.3. Looking at the full crash history (from 1 January 2000 to present), there were 7 crashes recorded in the 15 years prior to implementation of the treatment (including three injury crashes and four property damage crashes). This represents a 67% reduction in the rate of crashes per year at the location since the treatment was installed.
- 6.20. In terms of the crash data for Augusta Road – Lenah Valley Road from the frontage of #159 Augusta Road to the Lenah Valley Road / Athleen Avenue Intersection:
- 6.20.1. In the 6.4 years from 1 August 2015 to 31 December 2021, a total of 15 crashes were reported to Tasmania Police. This included 5 crashes resulting in injuries (3 first aid at the scene, and two minor injury), and 10 crashes resulting in property damage only.
  - 6.20.2. When compared to the 6.4 year period prior to the completion of the median island near Suncrest Avenue on 1 August 2015, when 5 injury and 16 property damage crashes were reported this represents a 28% reduction in the rate of crashes.
  - 6.20.3. Looking at the full crash history (from 1 January 2000 to present), there were 65 crashes recorded in the 15.5 years prior to implementation of the treatment (including 18 injury crashes and 47 property damage crashes). This represents a 44% reduction in the rate of crashes per year on this section of Augusta Road.

- 6.20.4. In this section, the City of Hobart in recent years has undertaken several road safety interventions, including:
- 6.20.4.1. The installation of a pedestrian island on Lenah Valley Road in front of the RSL building (about 70 metres west of the Creek Road / Lenah Valley Road intersection) where road safety audits had identified that large numbers of pedestrians were crossing without protection.
  - 6.20.4.2. The upgrade of the Athleen Avenue / Lenah Valley Road intersection to allow an accessible pedestrian path of travel, and to reduce the speed of drivers turning left from Lenah Valley Road into Athleen Avenue.
  - 6.20.4.3. Changes were also made at the Creek Road / Lenah Valley Road intersection under the State Government Blackspot Program to address a developing crash problem at the intersection.
- 6.21. The crash data, summarised in Figure 2, shows good reductions in the rate of crashes occurring on Lenah Valley Road – Augusta Road where these treatments have been implemented.
- 6.21.1. Overall, crash rates have reduced across the arterial road network following the reduction in speed limit from 60km/h to 50 km/h implemented by the City of Hobart and department of State Growth. As a 'control', crash data for Augusta Road between Murchison Street and Raluana Lane (an equivalent length of Augusta Road, located on the city side of the Lenah Valley Retail Precinct, where no infrastructure changes have been made for many years) were checked. In that section, the crash rate in the 6.4 years since the subject Augusta Road treatment was installed was 20% reduced on the 6.4 year period prior.
  - 6.21.2. At the curve at #149-#153 Augusta Road, where the pedestrian island was installed, the crash rate has reduced by 50% after treatment, compared to the equivalent period pre-treatment.
  - 6.21.3. For the overall treatment on Augusta Road of which that island formed part, the crash rate has reduced by 33% after treatment, compared to the equivalent period pre-treatment.
  - 6.21.4. The crash reductions recorded as a result of the treatment are significantly higher than those that would be expected if no treatment had been implemented.
  - 6.21.5. On Augusta Road – Lenah Valley Road from the western end of the treatment to the Athleen Avenue intersection, the crash rate in the equivalent period reduced by 29%. This is a marginally

better improvement than that recorded at the 'control' site where no treatments have been installed.

Road	Description		From	To	Years	Reported Crashes			Reported Crashes Per Year		
						Property Damage	Injury	All	Property Damage	Injury	All
Augusta Road	2015 Treatment All - (#127 to #157 Inclusive)	ALL PRE	01/01/2000	31/12/2014	15.0	17	8	25	1.133	0.533	1.666
		ALL POST	01/08/2015	31/12/2021	6.4	3	3	6	0.467	0.467	0.934
		% Change							-59%	-12%	-44%
		PRE	01/08/2008	31/12/2014	6.4	6	3	9	0.935	0.467	1.402
		POST	01/08/2015	31/12/2021	6.4	3	3	6	0.467	0.467	0.934
		% Change							-50%	0%	-33%
Augusta Road	2015 Treatment 'Curve' Only - (#149 to #153 Inclusive)	ALL PRE	01/01/2000	31/12/2014	15.0	4	3	7	0.267	0.200	0.466
		ALL POST	01/08/2015	31/12/2021	6.4	1	0	1	0.156	0.000	0.156
		% Change							-42%	-100%	-67%
		PRE	01/08/2008	31/12/2014	6.4	1	1	2	0.156	0.156	0.312
		POST	01/08/2015	31/12/2021	6.4	1	0	1	0.156	0.000	0.156
		% Change							0%	-100%	-50%
Augusta Road - Lenah Valley Road	#159 Augusta Road to Lenah Valley Road / Athleen Avenue	ALL PRE	01/01/2000	31/07/2015	15.6	47	18	65	3.015	1.155	4.170
		ALL POST	01/08/2015	31/12/2021	6.4	10	5	15	1.557	0.779	2.336
		% Change							-48%	-33%	-44%
		PRE	01/03/2009	31/07/2015	6.4	16	5	21	2.493	0.779	3.271
		POST	01/08/2015	31/12/2021	6.4	10	5	15	1.557	0.779	2.336
		% Change							-38%	0%	-29%
Augusta Road	Control (Murchinson Street to Raluana Lane)	ALL PRE	01/01/2000	31/12/2014	15.0	26	11	37	1.732	0.733	2.465
		ALL POST	01/08/2015	31/12/2021	6.4	11	1	12	1.713	0.156	1.869
		% Change							-1%	-79%	-24%
		PRE	01/08/2008	31/12/2014	6.4	10	5	15	1.558	0.779	2.337
		POST	01/08/2015	31/12/2021	6.4	11	1	12	1.713	0.156	1.869
		% Change							10%	-80%	-20%

**Figure 2 – Augusta Road – Lenah Valley Road Crash Data Summary**

*Investigate and implement within a reasonable timeframe, in consultation with the local community, a multi-modal solution for the section of Augusta Road between Giblin Street and Athleen Avenue that is nationally consistent with safe system infrastructure and knowledge, which may involve, but is not limited to, reducing opportunities for vehicles speeding, providing separated and protected cycleways and planting street trees.*

- 6.22. At the time of the development of the scheme implemented in 2015 the feedback from stakeholders identified strong opposition to the removal of the small amount of on-street parking that a basic road / pedestrian safety scheme required.
- 6.23. Options for more significant cycling infrastructure (separated bicycle lanes, or cycling lanes in both directions rather than the current uphill cycling lanes) were not pursued, as it was felt that there was little potential for success at that time. The installation of the 'uphill' cycling lanes was seen as an important initial step to provide some improvement for cyclists, and more importantly to indicate to the public that Augusta Road was seen as an important cycling route, such that

future changes that provided better cycling facilities would be more acceptable.

- 6.24. In recent years, the City of Hobart has focused on working closely with the community to plan and implement complex and at times contentious changes to streets in local retail precincts (Sandy Bay, Lenah Valley, the Salamanca Precinct, New Town, Mid Town, South Hobart). These are complex and resource intensive processes, requiring significant staffing resources and if successful in arriving at a suitable design, significant new asset funding to deliver.
- 6.25. Given the large amount of work that has been put into the management of Augusta Road and Lenah Valley Road between Giblin Street and Athleen Avenue in recent years, and given the good results that this work has achieved, it is proposed that no further work be undertaken until such time as planning for the implementation of an on-road cycling route along this corridor commences, or projects are identified through the Local Area Mobility Plan (LAMP) process.

## **7. Proposal and Implementation**

- 7.1. It is proposed to advise petitioners of the outcomes of officer findings as outlined within this report and advise that mobility improvements will be investigated for Augusta Road and Haig Street as part of the overall Local Area Mobility Plan (LAMP) process planned to be undertaken for the various Hobart suburbs in the coming years. This process is intended to be one where priorities for mobility infrastructure upgrades are determined for each suburb in a consultative process with stakeholders.

## **8. Strategic Planning and Policy Considerations**

- 8.1. Pillar five of the 'Capital City Strategic Plan 2019-29' focuses on Movement and connectivity. The following strategies, contained in Outcome 5.1 "An accessible and connected city environment helps maintain Hobart's pace of life", and Outcome 5.2 "Hobart has effective and environmentally sustainable transport systems" are considered relevant to this matter:

- 5.1.1 Improve connectivity throughout Hobart's inner city and suburbs.*
- 5.1.2 Consider social, environmental and economic elements in transport and technology decision-making.*
- 5.1.3 Investigate transport and technology possibilities that reinforce values of efficiency, sustainability, connection and helping people to meet the needs of daily life.*
- 5.1.4 Ensure equal access is factored into transport and technology decision-making.*

- 5.1.5 *Increase the climate resilience of transport and connectivity networks.*
  - 5.1.6 *Work with stakeholders to prioritise low emission, energy efficient, renewable transport and technology initiatives, including trialling emerging solutions.*
  - 5.1.7 *Collaborate with stakeholders and business on the efficient, sustainable and innovative movement of people, information and goods.*
  - 5.2.3 *Develop, upgrade and maintain the City's network of roads, bridges, cycleways, footpaths and walkways.*
  - 5.2.4 *Identify and implement infrastructure improvements to enhance access and road safety and reduce air and noise pollution.*
  - 5.2.5 *Prioritise opportunities for safe and integrated active transport.*
  - 5.2.6 *Increase the recognition of Hobart as a 'walking city', encouraging walking as a fundamental mode of transport.*
  - 5.2.7 *Support and encourage more people to ride bicycles through the development of safe paths and streets, separated cycleways, end-of-journey facilities and related infrastructure*
- 8.2. Undertaking the works suggested by the petitioners would largely be in keeping with these strategies. The strategic policy issue is that there are likely other streets in the City of Hobart where the significant funding and time resources needed could more effectively deliver these strategies.
- 8.3. It is recommended that the focus be on working with the community to develop Local Area Mobility Plans (LAMP's) for each suburb. This is a means to determine each suburbs priority projects, so as to most effectively plan and implement the projects across the City that can best deliver on the strategies identified in the Capital City Strategic Plan.

## **9. Financial Implications**

- 9.1. Currently there are no financial impacts.

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

- 10.1. None are foreseen.

## **11. Delegation**

- 11.1. The matter is delegated to Council for determination.

*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, consisting of a stylized 'O' followed by a horizontal line.

Owen Gervasoni  
**ACTING MANAGER CITY MOBILITY**

A handwritten signature in blue ink, featuring a stylized 'K' and 'C'.

Katy Cooper  
**DIRECTOR CITY FUTURES**

Date: 24 February 2022  
File Reference: F21/118967; R0325

**6.2 Federal Street, North Hobart Footpath Trees**  
**File Ref: F22/5882; 25019-0136-03**

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Report of the Acting Manager Road and Capital Works and the Acting  
Director City Amenity of 25 February 2022.

Delegation: Council

**REPORT TITLE: FEDERAL STREET, NORTH HOBART FOOTPATH TREES****REPORT PROVIDED BY:** Acting Manager Road and Capital Works  
Acting Director City Amenity**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to outline action for the treatment of the southern Federal Street footpath, between Elizabeth Street and Argyle Street.

**2. Report Summary**

- 2.1. The footpath is in poor condition and requires renewal.
  - 2.1.1. The footpath surrounding the existing trees is in particularly poor condition, with tree roots causing heaving of both the walkway and kerb.
- 2.2. The report provides information on the various options considered to enable replacement of the trees.
  - 2.2.1. Removal of trees and reinstate with standard footpath.
  - 2.2.2. Removal of trees and reinstatement in the same location.
  - 2.2.3. Retain trees and improve surrounding footpath.
  - 2.2.4. Removal of trees and replacement in the parking lane of the southern side of the road.
  - 2.2.5. Removal of trees and replacement in the median of the road.
  - 2.2.6. Removal of trees and replacement in the median of the road with the removal of one bicycle lane.
  - 2.2.7. Removal of trees and replacement in the parking lane of the Northern side of the road.
  - 2.2.8. Remediation of the footpath as an interim measure and a review of the streetscape be undertaken as part of the North Hobart Precinct Planning project.

**3. Recommendation*****That:***

- 1. The footpath on Federal Street, between Argyle and Elizabeth Street, be remediated to make it safe for pedestrians.***
- 2. The future management of trees in the streetscape be considered as part of the North Hobart Precinct Plan project planned for this year.***



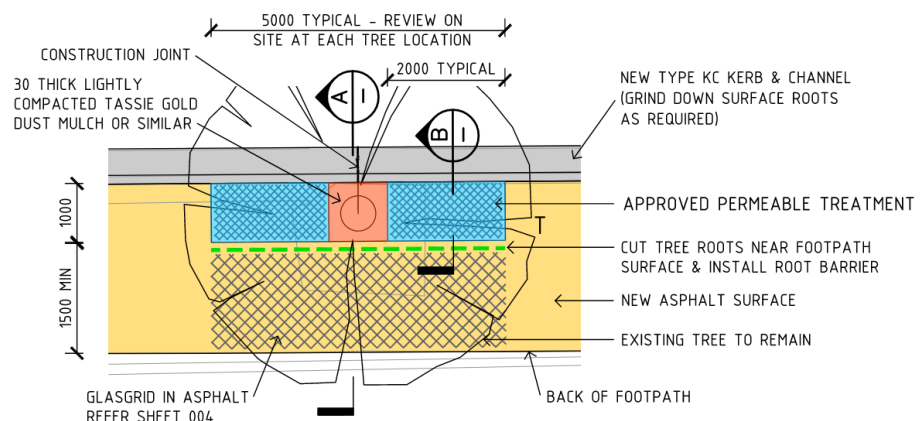
#### 4. Background

- 4.1. The footpath located on the southern side of Federal Street has been deteriorating over time and requires renewal. The project is funded as part of the 2021-22 Capital Works program.
- 4.2. After defining this project, one of the key considerations was the mitigation of the impact of damage from the existing street trees.
- 4.3. There are eight semi mature plane trees along the southern side of the road, shown in the figure below:



- 4.4. Concerns were received by adjacent building owners that the tree roots are affecting their structures. A consultant was engaged to investigate these concerns in 2020. The findings were as follows:
  - 4.4.1. The trees are generally in good condition.
  - 4.4.2. The trees are not currently impacting the structures integrity.
- 4.5. A thorough assessment has been carried out to consider all available options to remediate the defective footpath.
- 4.6. The City's Arborist provided the following comment *"The mature trees provide substantial shade, greening and canopy in an area of the city that is very low in canopy and they have a long remaining life expectancy. These trees are in good condition and are all in the lowest possible risk category under Councils internationally recognised tree risk assessment methodology (QTRA)"*
- 4.7. The following options were considered:
  - 4.7.1. Removal of trees and reinstate with standard footpath.

- 4.7.1.1. Provides the best outcome for the road infrastructure, minimises ongoing maintenance and reduces the risk to pedestrians regarding tree heaving.
- 4.7.1.2. The removal of the trees does not meet the objectives of the Councils Street Tree Strategy.
- 4.7.2. Removal of trees and reinstatement in the same location.
  - 4.7.2.1. Replacing with more appropriate tree species was entertained, however replacement was found to be unfeasible due to the extensive underground services in the planting locations. This includes infrastructure already under the existing trees.
- 4.7.3. Retain trees and improve surrounding footpath.
  - 4.7.3.1. Design options were developed with the idea of retaining the existing trees and reinforcing the surrounding built infrastructure, as well as increasing the tree surround size to reduce risk of tree root heaving.



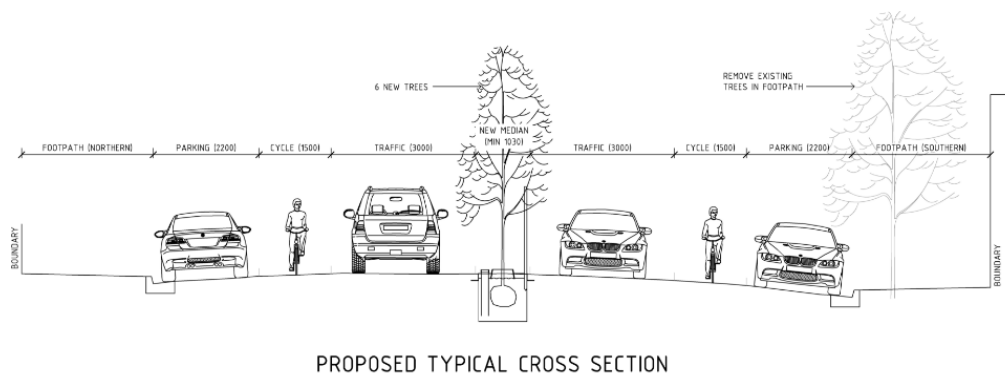
**TREE SURROUND TYPICAL DETAIL**

SCALE 1:100

1  
201

- 4.7.3.2. This option includes a reinforced asphalt footpath surface, increased reinforcement at the kerb & channel and increasing the size tree surround, which comprises of an approved permeable treatment.
- 4.7.3.3. A life cycle cost analysis was carried out by an external quantity surveyor, to assess the potential additional cost of the maintenance with this treatment. This was determined to be \$90,000, in current day costs over a 75 year period. This excludes any non-tangible cost such as additional administrative cost to manage complaints or public enquiries.

- 4.7.3.4. The comments from the City Arborist were considered, namely the good health and amenity value of the trees.
- 4.7.3.5. Alternative planting methods need to be further considered including raised beds, sealed cells and combination of smaller trees and plantings
- 4.7.4. Removal of trees and replacement in the parking lane of the southern side of the road.
  - 4.7.4.1. Replacing with more appropriate tree species was entertained, but replanting was unfeasible due to a number of underground services existing in the planting locations.
  - 4.7.4.2. Alternative planting methods need to be considered including raised beds, sealed cells and combination of smaller trees and plantings.
- 4.7.5. Removal of trees and replacement in the median of the road, realignment of the two bicycle lanes.
  - 4.7.5.1. This option allowed the planting of 5 trees, in a 1m wide median, with two 1.5m wide non separated bike lanes.



- 4.7.5.2. Due to only minimum bike lane widths being achieved, an external road safety audit was conducted.
- 4.7.5.3. The road safety audit raised issues that could not be overcome. This position was confirmed by Councils Traffic Engineers.
- 4.7.6. Removal of trees and replacement in the median of the road, with the removal of one bicycle lane.
  - 4.7.6.1. To overcome issues highlighted in the Road Safety Audit, the removal of one existing cycle lane was explored.

- 4.7.6.2. This was deemed not appropriate due to the importance of the cycling link between Elizabeth and Argyle Streets but this needs to be considered in a broader mobility network and observed use of this difficult route.
- 4.7.7. Removal of trees and replacement in the parking lane of the Northern side of the road.
  - 4.7.7.1. This option allows the potential planting of maximum of 3 trees without the removal of on street parking. This option requires further investigation and input from stakeholders.
  - 4.7.7.2. The presence of overhead power and telecom cables would restrict the height potential of the selected trees, and are not considered a conducive spot for tree planting.

## 5. Proposal and Implementation

- 5.1. It is proposed that the footpath repair project be conducted and the existing street trees be retained at this time.
- 5.2. That the future location and type of trees in Federal Street be considered as part of the North Hobart Precinct Plan project where a broader approach to tree retention, species selection, planting options and canopy extension can be considered for the whole precinct.

## 6. Strategic Planning and Policy Considerations

- 6.1. The proposed plan identified in this report is supported by the following elements in the current Strategic Plan.
  - 6.1.1. **Pillar 1.2** Hobart's cityscape reflects the heritage, culture and natural environment that makes it special.
  - 6.1.2. **Strategy 1.2.6** Develop and implement public realm design guidelines for streetscapes and public spaces that are high-quality, comfortable, vibrant, walkable and safe.
  - 6.1.3. **Pillar 1.3** In City decision making, we consider how different aspects of Hobart life connect and contribute to sense of place.
  - 6.1.4. **Strategy 1.3.1** Ensure that social and economic outcomes, climate change, biodiversity and green infrastructure are factored into City design.
  - 6.1.5. **Pillar 6.1** – The natural environment is part of the City and biodiversity is preserved, secure and flourishing, specifically Strategy 6.1.5 Enhance urban forests, tree canopy cover and greenery throughout Hobart,

## 7. Financial Implications

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

7.1.1. The footpath renewal project is funded in the current financial years capital works program.

7.2. Impact on Future Years' Financial Result

7.2.1. Ongoing footpath maintenance costs will be undertaken in line with the Councils level of service and further renewal works considered once a precinct plan has been approved.

7.2.2. Quantity surveyor suggests additional cost of \$1200 a year in maintenance.

7.3. Asset Related Implications

7.3.1. None identified at this time.

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

8.1. The proposed works will ensure that the City meets the objectives of the *Local Government (Highways) Act 1982* and ensures public safety while an integrated planning approach is undertaken for the precinct.

**9. Environmental Considerations**

9.1. The retention of the street trees will maintain the presence of vegetation in the area but needs to be considered in light of future use of adjoining properties and the availability of space alongside required transport corridor elements.

**10. Social and Customer Considerations**

10.1. It is acknowledged that trees provide significant amenity value to the City but the species and placement is causing ongoing issues with the pavement. This has been considered in the process of writing the report and in recognition of the imminent North Hobart Precinct Plan project.

**11. Marketing and Media**

11.1. Not applicable.

**12. Community and Stakeholder Engagement**

12.1. This report has been prepared for the purpose of informing the Council of the proposed pathway to resolution in a broader streetscape approach.

12.2. With a Council approval, the affected landowners, including surrounding businesses and residents, will be advised.

12.3. Internal Council stakeholders have been communicated with regarding this reports recommendation.

**13. Delegation**

13.1. The matter is delegated to the Council for determination

*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.*



Tom Stares  
**ACTING MANAGER ROAD AND  
CAPITAL WORKS**



John Fisher  
**ACTING DIRECTOR CITY AMENITY**

Date: 25 February 2022  
File Reference: F22/5882; 25019-0136-03

## **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: City Infrastructure Committee Open 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 February 2022</b></p>				
Ref	Title	Report / Action	Action Officer	Comments
1	<p><b>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</b></p> <p>Council 22/9/2014, item 9.2 CIC 28/4/2021, item 6.1 CIC 27/10/2021, item 6.5</p>	<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><b>27 October 2021</b></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	<p>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.</p> <p>The report on the petition has been drafted to be provided to the 2 March 2022 Committee meeting, and pending the decision of Committee and Council on that petition report, the report on this item would be provided to Committee in the following months.</p>
2	<p><b>IMPROVEMENTS TO PEDESTRIAN CROSSINGS</b></p> <p>Council 13/4/2015, item 10 Open CIC 27/10/2021, item 6.3</p>	<p>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.</p>	Director City Planning	<p>Officers are progressing the matter. ARRB are in the process of preparing a proposal for this briefing.</p>
3	<p><b>PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS</b></p> <p>Council 12/10/2015, item 14</p>	<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</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>With the restructure of responsibilities and roles in the organisation, responsibility for</p>



Ref	Title	Report / Action	Action Officer	Comments
		<p>and Salamanca Square (including Woobys Lane and Kennedy Lane).</p> <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</p>		<p>the carriage of these items will be clarified in the first half of 2022, and a proposed action plan / direction provided to Elected Members.</p>

Ref	Title	Report / Action	Action Officer	Comments
		1992 with regard to the setbacks required from building frontages.		
4	<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. 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	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.
5	<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	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.

Ref	Title	Report / Action	Action Officer	Comments
		<p>funded over the 2019/2020 and 2020/2021 financial years.</p> <p>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.</p>		
6	<p><b>ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOBYS LANE - FOOTPATH REVIEW</b></p> <p>Council 3/4/2017, item 26</p> <p>CIC 27/10/2021, item 6.4</p>	<p>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.</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>	Director City Planning	<p>1. A report on this matter was prepared for the City Infrastructure Committee meeting held on 27 October 2021.</p> <p>It is planned that the report addressing the future management of the section of Salamanca Place between Kennedy Lane and Woobys Lane will be again be provided to the Committee in October 2022.</p> <p>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 Leadership Team.</p> <p>3. COMPLETE.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p><b>Committee 27 October 2021</b></p> <p>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.</p>		
7	<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>	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 Leadership Team.
8	<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</p> <p>Committee 21/11/2018, item 6.4</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.	Director City Planning	<p>COMPLETE.</p> <p>This matter was reported to the 8 December 2021 Committee meeting, where it was resolved that the existing road infrastructure be maintained. As such there is no further action, and the item will be removed from future status reports.</p>
9	<p><b>COLLINS COURT REDEVELOPMENT - STAGE TWO</b></p> <p>Council 3/7/2017, item 17</p> <p>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</li> </ol>	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>that the Council is not in a position to 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	<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</i> Implementation</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>
11	<b>99 STEPS, WEST HOBART</b> 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. Works related to Clause 1 are complete.</p> <p>2. Works related to Clause 2 are complete.</p> <p>3. Clause 3 will be further considered as part of the formulation of the Capital</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>		Program in the City Life 2022-23 budget.
12	<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 10.2</p> <p>Open CIC 27/10/2021, item 6.7</p>	The City Infrastructure Committee be requested to address on-street parking in the area of the development.	Director City Planning	<p>COMPLETE.</p> <p>This item was reported to the 27 October 2021 Committee meeting, and no further action was proposed. It will be removed from future status reports.</p>

Ref	Title	Report / Action	Action Officer	Comments
13	<b>ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE</b>  Open Council 8/7/2019, item 12  Open Council 12/10/2020 item 15  Open Council 7/12/2020, item 13	That:  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.	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
14	<b>CAMPBELL STREET (BETWEEN LIVERPOOL STREET AND COLLINS STREET) - TRIAL TRAFFIC MANAGEMENT ARRANGEMENTS FOR ROYAL HOBART HOSPITAL K-BLOCK</b> 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	<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 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>The construction of this project went to tender in late 2021, but did not attract any bids. Currently the works are in the process of being put to market again with a view to construction occurring in 2022.</p>

Ref	Title	Report / Action	Action Officer	Comments
16	<p><b>CAMPBELL STREET AND ARGYLE STREET BICYCLE CONNECTIONS</b></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"> <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 Infrastructure Committee agenda of 28 April 2021, be installed.</li> <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>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
		<b>Council 16 December 2019</b> A report be provided on the feasibility of introducing priority car pool and bus lanes on Campbell and Argyle Streets.		
17	<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> </ol>	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	<b>REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS</b> 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 on Lenah Valley Road in the retail precinct has been approved by Commissioner for Transport with funding secured to implement the changes. Implementation is anticipated in the first half of 2022. 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	<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.	Acting Director City Amenity	The Council decision is being actioned and is subject to State Government progress on the legislation and arrangements.
20	<b>HOBART TRANSPORT NETWORK OPERATING PLAN PHASE ONE REPORT</b> 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. Officers are regularly meeting with the Department of State Growth to progress clause 3.

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	<b>PLASTIC WASTE REDUCTION INITIATIVE HOBART WATERFRONT TOURISM SECTOR</b> 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	<b>WASTE MANAGEMENT STRATEGY – ANNUAL PROGRESS REPORT 2020-21</b> 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	<b>48-50 NEW TOWN ROAD - HOSPITAL DEVELOPMENT - COMMUTER PARKING AND ACTIVE TRAVEL PLAN</b> 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
		<b>PART B</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	<b>ARGYLE STREET CAR PARK WORKS PROGRAMME</b> 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	<b>RESPONSE TO PETITION - REPLACEMENT OF BUS SHELTER AND BENCH SEAT AT BUS STOP 11, SANDY BAY ROAD</b> 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	<b>HOBART MICROMOBILITY TRIAL AND AMENDMENTS TO TRAFFIC ACT 1925 (TAS)</b>  Open Council 8/12/2021, item 13	That:  1. The Council notes that 3 <sup>rd</sup> 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	<b>SANDY BAY ROAD WALKING AND CYCLING PROJECT - RIVERVIEW INN PEDESTRIAN CROSSING 41</b>  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	COMPLETE, No further action is required, and the item will be removed from future status reports.
28	<b>INSTALLATION OF A FOOTPATH ON QUEENS WALK</b>  Open Council 16/12/2021, item 6.1	The Chief Executive Officer tabled a petition from De Dory Amore of New Town calling for the Council to install a new footpath on Queens Walk from Cornelian Bay to Risdon Road.	Acting Director City Amenity	The request interacts with a State Government proposal to redevelop the residential complex at this location and as such any further consideration will be undertaken in concert with those proposals for additional parking and footpaths.

## **8. 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.

## 9. 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:

- Closed portion of the Committee Minutes
- Closed Question 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	Committee Action Status Report
Item No. 4.1	Committee Actions - Status Report LG(MP)R 15(2)(c)(iii)
Item No. 5	Questions Without Notice