



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 4 May 2022

at 5:15 pm

Council Chamber, Town Hall

THE MISSION

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

THE VALUES

The Council is:

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

ORDER OF BUSINESS

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

APOLOGIES AND LEAVE OF ABSENCE

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City Infrastructure Committee Meeting (Open Portion) held Wednesday, 4 May 2022 at 5:15 pm in the Council Chamber, Town Hall.

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, 30 March 2022](#), 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. REPORT

6.1 Response to Petition - Installation of a Footpath on Queens Walk File Ref: F22/34305; R0774

Report of the Senior Engineer - Roads and Traffic, Manager City Infrastructure, and the Acting Director City Enablers of 28 April 2022.

Delegation: Council

**REPORT TITLE: RESPONSE TO PETITION - INSTALLATION OF A
FOOTPATH ON QUEENS WALK**

REPORT PROVIDED BY: Senior Engineer - Roads and Traffic
Manager City Infrastructure
Acting Director City Enablers

1. Report Purpose and Community Benefit

- 1.1. This report has been written to assist the Committee in considering a petition that was received at Hobart City Council's meeting on Monday 16 December 2021 and referred to the City Infrastructure Committee.
- 1.2. The report proposes the concept design and costing work for the construction of a footpath, which if it were to progress and be constructed would allow more comfortable and accessible pedestrian connection between Lutana and the Cornelian Bay public facilities.

2. Report Summary

- 2.1. A petition, signed by 22 persons, was presented to the 16 December 2021 meeting of the Hobart City Council. The petition called for the Council to install a new footpath on Queens Walk from Cornelian Bay to Risdon Road.
- 2.2. An internal project design brief has previously been prepared for concept designs to be prepared suitable for discussion and the preparation of concept cost estimates to allow funding to be sought (if a suitable solution could be found) for the construction of this footpath, however to date design work has not commenced due to the large number of funded projects that have taken priority.
- 2.3. It is understood that the owners / operators of the apartment complex site at 1 Queens Walk are considering the future of the site, including making further streetscaping and upgrade works, and that this includes the potential upgrade of pedestrian facilities through and past the site.
- 2.4. It is proposed that the City of Hobart undertake the concept design and cost estimates for the provision of a footpath along Queens Walk between Risdon Road and the 1 Queens Walk site, with a view to the works being funded and constructed in the 2023/24 financial year, and that Officers liaise with the owner / operators of the 1 Queens Walk site about practical way that a public pedestrian connection can be provided past that site.

3. Recommendation

That:

- 1. The City liaise with the owners / operators of the apartment complex at 1 Queens Walk, regarding the development of a public footpath connection either through the 1 Queens Walk site itself, or on the Queens Walk road reserve past the 1 Queens Walk site.***
- 2. Design work for the provision of a pedestrian path along the Queens Walk road reserve between Risdon Road in Lutana, and the 1 Queens Walk site, be progressed.***
- 3. The funding of \$25,000 for the design of the pedestrian path be listed for consideration in the 2022/23 capital works program.***
- 4. The construction of a pedestrian path along the Queens Walk road reserve between Risdon Road in Lutana and the 1 Queens Walk site be listed for consideration in the 2023/24 capital works program for \$250,000, with the project to be partially funded by the City's Capital Works program with the balance to be sought under the Vulnerable Road User or similar grant programs that may be available.***
- 5. The petitioners be so advised.***

4. Background

- 4.1. Queens Walk runs between Risdon Road in the City of Glenorchy, and the Domain Highway, in the section of land between the Brooker Highway and the Cornelian Bay foreshore.
- 4.2. It provides access to a number of facilities including the New Town Bay Rowing Centre, the City of Hobart owned Rugby Park, the large industrial facilities on Selfs Point Road, the Cornelian Bay Cemetery, the large apartment complex at 1 Queens Walk, the Cornelian Bay playground, oval, and boathouse facilities, and the Intercity Cycleway.
- 4.3. In the past, this section of Queens Walk had no footpath facilities. Pedestrian facilities have been progressively installed as frontage sections have been developed, with footpath now being available on the westerns (Brooker Highway) side between the Intercity Cycleway and the apartment complex at 1 Queens Walk, and on the eastern (River Derwent) side between Bell Street and the Cornelian Bay Playground car park.
- 4.4. The redevelopment of the Cornelian Bay Foreshore and playground facilities by the City of Hobart about ten years ago increased the desirability of Cornelian Bay as a pedestrian destination, and about five years ago, the footpath along Queens Walk was extended from the Cornelian Bay Foreshore facilities to the large apartment complex now known as 1 Queens Walk.

- 4.5. This new footpath provided a good quality pedestrian connection to these facilities for the residents of the Queens Walk apartments (who previously only had a formal pedestrian connection to the footpath on the eastern side of the Brooker Highway).
- 4.6. This footpath was also used by residents in Lutana attracted by the new playground and facilities, who would utilise the wide gravel shoulder on Queens Walk between Risdon Road and the 1 Queens Walk apartments, and then walk on the footpath on the road known as Stainforth Court through the 1 Queens Walk apartment site to access the new footpath.
- 4.7. At its meeting of 16 December 2013, following a request from the Director of Housing Tasmania, the City of Hobart resolved that the road known as Stainforth Court be closed as a statutory public highway due to lack of use. It is understood that this request resulted from anti-social late night driver activity happening on the street. Following this, public vehicular access to the site ceased.
- 4.8. In 2020, the City of Hobart received complaint from Lutana residents that they were no longer able to walk through the old 'Stainforth Court' road on the 1 Queens Walk apartments site, as there was both signage erected restricting public access, and security staff on site turning them away. The residents were concerned that this made it unsafe for them and their children to walk to the Cornelian Bay foreshore facilities, as walking on Queens Walk itself past the 1 Queens Walk apartments is unsuitable due to the geometry, and using the existing footpath on the Brooker Highway is uncomfortable due to the close proximity to fast moving vehicles.
- 4.9. An internal project design brief was prepared for concept designs to be prepared suitable for discussion and the preparation of concept cost estimates to allow funding to be sought (if a suitable solution could be found).
- 4.10. To date, this design work has not progressed due to the large number of funded projects ahead of this project in the design queue.
- 4.11. A petition, signed by 22 residents of the apartment complex at 1 Queens Walk, has now been received and presented to the 16 December 2021 meeting of the Hobart City Council. The petition called for the Council to install a new footpath on Queens Walk from Cornelian Bay to Risdon Road, and included the following additional information:
 - 4.11.1. "I live at 33/1 Queens Walk, New Town, which is the housing complex managed by Housing Choices Tasmania. We have a very serious problem. There is no safe and dedicated footpath that continues from Cornelian Bay to Risdon Rd.
 - 4.11.2. There are many adults, children, teenagers, elderly and families who access Queens Walk and this area along the housing complex by foot, bike, electric scooter. Some are runners others

are dog walkers and adults pushing prams. This area is used by both the tenants and also by the wider communities of New Town, Lutana, Moonah and further on.

4.11.3. This area/road is visited by many who go to the Cemetery, Rugby Park and Cornelian Bay Oval, Tasmanian Hockey Centre, the Ten Lives Cat Centre. It also connects to The Cornelian Bay Playground and The Cornelian Bay Boathouse and has 2 bus stops. Queens Walk is a very hectic unsafe road which is consistently busy throughout the whole day. People are exposed to the dangers of uneven areas and sharing this terrible space with vehicles which include petrol tankers, buses, cars, motor cycles and trucks. This road has become busier over the years and will continue to do so. This current footpath/area needs to be improved to accommodate the extra use that is taken place.

4.11.4. You need to upgrade this location for the benefit of all those who use it. Including those who use wheelchairs”.

5. Proposal and Implementation

5.1. It is proposed that:

- 5.1.1. Officers liaise with the owners / operators of the apartment complex at 1 Queens Walk, about the development of a public footpath connection either through the 1 Queens Walk site itself, or on the Queens Walk road reserve past the 1 Queens Walk site.
- 5.1.2. That officers progress the design work for the provision of a pedestrian path along the Queens Walk road reserve between Risdon Road in Lutana, and the 1 Queens Walk site.
- 5.1.3. Funding for the design of the footpath will be required to be allocated in the 2022/23 financial year.
- 5.1.4. The construction of a pedestrian path along the Queens Walk road reserve between Risdon Road in Lutana and the 1 Queens Walk site be listed for consideration in the 2023/24 capital works program, with the remaining funding to be sought under the Vulnerable Road User or similar grant programs that may be available.
- 5.1.5. The petitioners be so advised.

6. Strategic Planning and Policy Considerations

- 6.1. 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.

6.2. Developing a footpath connection would largely be in keeping with these strategies

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. The proposal is for initial design work to be undertaken, to allow for future funding bids to be made. As such there is no impact on the current year operating result.

7.2. Impact on Future Years' Financial Result

7.2.1. The design work would be funded from the Capital Works allocations or under the Capital Works program in the 2022/2023 financial year at an approximate cost of \$25,000. Future funding, should the project be feasible, would need to be sought through internal capital works budgets, and/or the remaining from external grant programs. The final estimate

cost of the works will be dependent on the design. However it is estimated the cost of works will be in the order of \$250,000

7.3. Asset Related Implications

- 7.3.1. In the event that a footpath were designed and constructed, this would result in the creation of a new asset that would need to be maintained on an ongoing basis.

8. Legal, Risk and Legislative Considerations

- 8.1. None are foreseen.

9. Delegation

- 9.1. 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.



Owen Gervasoni
SENIOR ENGINEER - ROADS AND TRAFFIC



Geoff Lang
MANAGER CITY INFRASTRUCTURE



Glenn Doyle
ACTING DIRECTOR CITY ENABLERS

Date: 28 April 2022
File Reference: F22/34305; R0774

7. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

7.1 Exploring City Bus Options

FILE REF: F22/36510; 13-1-9

Lord Mayor Councillor Reynolds

Motion

“That the Hobart City Council notes that,

- Hobart has the lowest use of public transport per capita of all capital cities and improving the share of journeys taken by public transport is one of the key goals of the Hobart City Deal and Hobart’s Transport Strategy.
- Hobart’s heritage street grid creates a physical limit to the number of vehicles that can be easily accommodated within the central precinct area, and congestion creates productivity challenges for the city.
- City of Hobart residents have a shorter journey into the CBD than Greater Hobart residents but face high fares on a per/km basis. A range of subsidised transport choices may be a viable option to help lower the cost of living in this municipality.

And requests that,

- The CEO engage in discussions with stakeholders including the State Government, existing bus operators including Metro and providers of niche bus services (like UTAS and on-demand bus companies) to explore interest in working with the City of Hobart to provide a free city bus service, a free bus fare zone and/or new on-demand bus services of benefit for City of Hobart residents.
- Provide a report back to Council on the outcomes of discussions and options for further consideration.”

Rationale:

“Improving Hobart public transport modal share of from 6.4% of journeys to work now to 10% by of journeys in 8 years is a Key Performance Indicator of the Hobart City Deal.

Free City loop, free public transport fare zones and cheap on-demand bus services are a common feature of all capital cities in Australia and a number of other major cities. For example:-

1. Free City Loop services

A number of capital cities provide free city services which often operate on a loop around the CBD. These services are extremely popular in other

cities and services generate a large number of passenger trips beyond existing networks where services travel from suburbs to the CBD.

Adelaide - the free City Connector bus service runs on two loops – an inner city loop and an extended loop around North Adelaide providing a link to popular city attractions and shopping, dining and services destinations. The services run every 30 minutes, seven days a week and from early in the morning until 7.15pm daily, with extra services running on Friday until 9.15pm.

Perth - CAT (Central Area Transit) buses operate in the Perth CBD, Fremantle and Joondalup. These are free services. In Perth there are 5 different routes that operate at least every 15 minutes during day times and at lower 30 minute frequency during night time.

Brisbane – has a free City Loop and Spring Hill Loop bus services to provide high frequency public transport access within the Brisbane Central Business District (CBD). Services also run between the CBD and Spring Hill areas. They run approximately every 10 minutes between 7am and 6pm

Wollongong - free 'Gong Shuttle' runs every 10 to 20 minutes on a loop from Wollongong Station to Wollongong University via Wollongong Hospital and the Innovation Campus.

City of Launceston Tiger Bus service – engaged Metro as a service provider through a tender process, costing \$270,000 per year for four different routes operated at low frequency but does include a commuter service which operates every 15 minutes during peak periods. Patronage is estimated to be 3,000 people per month.

The Hobart CBD would be ideally suited for operation of such a service between North Hobart to Sandy Bay via Salamanca. Such a service would fill a gaps in the Metro operated network.

2. Free travel on buses in the CBD and for targeted passenger groups

2.1 Free Travel in CBD areas

Melbourne - The city's Free Tram Zone extends from Queen Victoria Market to Docklands, Spring Street, Flinders Street Station and Federation Square. Travel on the City Circle Tram is also free.

Perth and Adelaide- Both cities provide travel in extended CBD areas available on all bus tram and train services. These cities also operated free loop services.

The City of Hobart CBD would be an ideal place to have a free bus zone. The zone could extend approx 1.5 km from the Hobart City Interchange

and cover activity shopping zones of North Hobart, Sandy Bay as well South Hobart and West Hobart (to first shops).

2.2 Free seniors travel

Providing seniors travel for free during non-peak periods and is available in all states of Australia. Seniors have a great deal of discretion in when they travel and free travel for City of Hobart residents on existing Metro services would be an incentive for some residents to make a journey to the CBD by bus.

Fares are high per km in the City of Hobart with an average adult fare in the vicinity of \$1.20 per km while fares to Kingborough are \$0.35 per km which is three times cheaper. Free travel at non-peak times by Hobart Seniors would attract strong patronage as this needy passenger group would respond very quickly to free transport. This group has a lot of discretion as to when and how they can travel.

Free Seniors travel in Hobart will not only align Hobart with other capital cities in Australia but generate significant patronage on Metro services well below capacity. With Seniors getting out of cars and using buses there will be not only reductions in CBD traffic but less pressure on car parking

3. On demand mini bus services

On Demand services or Demand Responsive Transport (DRT) is a flexible public transport service designed to improve connections to transport hubs and popular destinations like shopping centres or hospitals. Such bus services fill the gap between fixed route bus services and taxi/uber services and are often operated by smaller buses.

There are many On Demand services operating around NSW and in SA as part of a trials of this type of affordable and flexible transport service. On demand services pick you up from home or an easy to access location, and take you where you need to go.

There are a number of private operators (eg. <https://bridj.com/>) running these services in partnership with government. There have been around 50 on-demand trials across Australia since October 2017, providing over 1 million rides to residents.

Metro operates off peak services especially after 7pm and during weekends which are rare and therefore unattractive to passengers. Most services operate on problematically designed bus routes who are further discouraged by high fares. Modified DRT style services could be operated to such areas including:

- Lenah Valley/Mt Stuart/West Hobart,
- Fern Tree/ South Hobart
- Mt Nelson/Dynnyrne.”

Administration Response to Notice of Motion

Discussion

1. The Central Hobart Precinct Structural Plan (CHPSP) will include mobility analysis that will help support investigation in this space.
2. Further work will be required on transport and mobility options for the CBD stemming from the CHPSP.
3. Officers agree that engagement with the aforementioned parties would be beneficial and recommend to proceed with this NOM.

Strategic, Legislative and Policy Implications

Capital City Strategic Plan

Pillar: 5 – Movement and connectivity

Outcome: 5.1 An accessible and connected city environment helps maintain Hobart’s pace of life

5.2 Hobart has effective and environmentally sustainable transport systems.

Strategy: 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.

- 5.2.1 With the Tasmanian Government, review transport networks to ensure their integrated operation.
- 5.2.2 Embrace opportunities to use innovative technologies to support and manage transport networks and improve travel experiences.
- 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.
- 5.2.8 Advocate for and promote the increased use of public transport.
- 5.2.10 Support the activation of the Northern Rail Corridor to the Hobart city centre.

Legislation and Policy

Legislation: N/A

Policy:

Financial Implications

1. None are foreseen apart from officer time.

8. COMMITTEE ACTION STATUS REPORT

8.1 Committee Actions - Open 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 Status Report

<p style="text-align: center;">CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT OPEN PORTION OF THE MEETING November 2014 to 4 May 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 Life	<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 was considered at the 2 March 2022 Committee meeting, decisions from this meeting are pending.</p> <p>The report on this item will be provided to Committee in the following months.</p>
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 Life	Officers are progressing the matter. ARRB are in the process of preparing a proposal for this briefing.
3	PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS Council 12/10/2015, item 14	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).	Director City Life	<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 the carriage of these items will be clarified in the first half of 2022, and a proposed</p>

Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none">2. The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath.3. A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992.4. During the review and renewal of the current Highways By-law, appropriate amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings.5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated.6. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages.		action plan / direction provided to Elected Members.

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 Life	<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> <p>With the restructure of responsibilities and roles in the organisation, responsibility for the carriage of the implementation framework will be clarified in the first half of 2022, and a proposed action plan / direction provided to Elected Members.</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 Life	<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	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 Life	Guidelines have been drafted for the consideration of the Executive Leadership Team.
7	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 make a capital investment in the project at this time. 2. The outcomes of the stakeholder and wider public engagement process, be the subject of a further report to the Council in 2021.	Director City Life	The Council decision is being actioned.
8	CITY TO COVE CONNECTIONS Council 3/7/2017, item 18	1. That widening the footpaths in Elizabeth Street, from Collins Street, to Franklin Wharf be considered as an	Director City Life	The Elizabeth Street Bus mall Improvement project widened footpaths in Elizabeth Street between Collins Street and Macquarie Street.

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>		Further widening of footpaths in Elizabeth Street, community and stakeholder engagement associated with the proposed Brooke Street to Franklin Square link is being progressed in <i>work associated with the Central Hobart Precincts Plan project.</i>
9	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 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</p>	<p>Acting Director City Enablers</p>	<p style="text-align: center;">COMPLETE</p> <p style="text-align: center;">COMPLETE</p> <p>3. An assessment of the site to be undertaken to determine if the physical constraints of the site will allow a design which would achieve compliance.</p>

Ref	Title	Report / Action	Action Officer	Comments
		the development of a City Laneways Strategy and Action Plan.		
10	ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE 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 Life	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
11	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 Life	<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>
12	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</p>	Director City Life	<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>

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>		<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.</p> <p>The work has been retendered and Council procurement is in the final stage of assessing the tenders received and engaging a contractor. Works would be completed in 2022.</p>
13	<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>	<p>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.</p>	Director City Life	<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
		<p>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.</p> <p>3. Appropriate public information resources to explain the function and reasoning for the new facilities be created and form part of the trial.</p> <p>4. The City of Hobart develops the arrangements to support and undertake clearway towing and vehicle removal operations, recoup costs and levy appropriate fines;</p> <p>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> <p>Council 16 December 2019</p> <p>A report be provided on the feasibility of introducing priority car pool and bus lanes on Campbell and Argyle Streets.</p>		

Ref	Title	Report / Action	Action Officer	Comments
14	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. 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. 	Acting Director City Enablers Director City Life	<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
15	REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS Open Council 6/7/2020, item 10	<p>That:</p> <ol style="list-style-type: none"> The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as: <ol style="list-style-type: none"> 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). 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). Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/hour. Harrington, Murray, Argyle and Campbell Streets between Melville 	Director City Life	<ol style="list-style-type: none"> Clause 1 complete. 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>and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.</p> <p>e) Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/hour to 40km/hour.</p> <p>(Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)</p> <p>f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidendopes Lane from 50 km/hour to 40km/hour.</p> <p>2. The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of 7:00am until 7:00pm Monday to Thursday and 7:00am until 10:00pm Friday to Sunday indicatively proposed as:</p> <p>a) North Hobart between Burnett Street and Tasma Street from</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>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 Swanston Street from 50km/hour to 40km/ hour.</p>		
16	DRAFT CONTAINER REFUND SCHEME BILL 2021 -	<p>That:</p> <p>1. The report on the State Government Container Refund Scheme, be noted.</p>	Director City Life	The Council decision is being actioned and is subject to State Government progress on the legislation and arrangements.

Ref	Title	Report / Action	Action Officer	Comments
	RELEASE FOR PUBLIC COMMENT Open Council 5/7/2021, Item 10	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.		
17	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. 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.	Director City Life	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
18	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.	Director City Life	Discussions with the proponent are currently underway.
19	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.	Director City Life	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.
20	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. 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.	Director City Life	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
21	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 Hobart	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.
22	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 Hobart	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.
23	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	Manager Smart and Sustainable Hobart	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
		<p>specifically authorised by State Government legislation.</p> <p>2. At the conclusion of the 12-month commercial micromobility trial a report be provided to the Council:</p> <ul style="list-style-type: none"> (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. 		
24	INSTALLATION OF A FOOTPATH ON QUEENS WALK 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 Enablers	A report has been included on this agenda for consideration. COMPLETE
25	PETITIONS - HAIG STREET AND AUGUSTA ROAD, LENA	That: 1. Mobility improvements be investigated for Augusta Road and Haig Street as part	Director City Futures	A timeline is currently being prepared for the Local Area Mobility Plan process.

Ref	Title	Report / Action	Action Officer	Comments
	VALLEY - ROAD SAFETY CONCERNS Open Council 11/04/2022, item 10	of the overall Local Area Mobility Plan (LAMP) process. (i) Priority be given to the Lenah Valley Local Area Mobility Plan. 2. The petitioners be advised of the outcomes of officer findings as outlined within this report. 3. A further report be prepared outlining the Local Area Mobility Plan processes and timeframes.		
26	FEDERAL STREET, NORTH HOBART FOOTPATH TREES Open Council 11/04/2022, item 11	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. 3. Council officers consult with land owners adjacent to the footpath on Federal Street, between Argyle and Elizabeth Street in respect of	Acting Director City Enablers	Council Officers will action the decision and will confirm a date for the next report as soon as possible

Ref	Title	Report / Action	Action Officer	Comments
		any property damage and report back to Council.		
27	TASNETWORKS TRANSFORMER RELOCATION - PILLINGER STREET, DYNMYRNE - RESPONSE TO PETITION open council 11/04/2022 item 12	<p>That:</p> <ol style="list-style-type: none"> 1. The petitioners be advised that pursuant to the Electricity Supply Industry Act 1995, the Council's agreement to the proposed work is presumed and there is nothing in all the circumstances that displaces this presumption, and therefore the City of Hobart does not have the power to refuse or stop TasNetworks installing a pole mounted transformer in Pillinger Street, Dynmyrne. 2. A further report be provided detailing the development of a policy that addresses works by TasNetworks and other utilities that may impact on the City's infrastructure and amenity. 3. A process be established with TasNetworks to map out their future plans for infrastructure upgrades in 	Acting Director City Enablers	Council Officers will action the decision and will confirm a date for the next report as soon as possible

Ref	Title	Report / Action	Action Officer	Comments
		<p>the City of Hobart to negotiate good visual and community outcomes, particularly in heritage and high bushfire risk areas.</p> <p>(i) A further report be prepared in relation to mitigation projects and the protection of vulnerable assets in high fire-risk areas.</p>		

9. RESPONSE 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."

9.1 Good Neighbour Agreement
File Ref: F22/31878; 13-1-10

Memorandum of the Director City Life of 28 April 2022.

That the information be received and noted.

Delegation: Committee



City of **HOBART**

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

GOOD NEIGHBOUR AGREEMENT

Meeting: City Infrastructure Committee

Meeting date: 30 March 2022

Raised by: Lord Mayor Reynolds

Question:

Can an estimate be provided on the number and size of trucks visiting McRobies Gully as part of meeting the Council's Good Neighbour Agreement commitment to reducing truck movements?

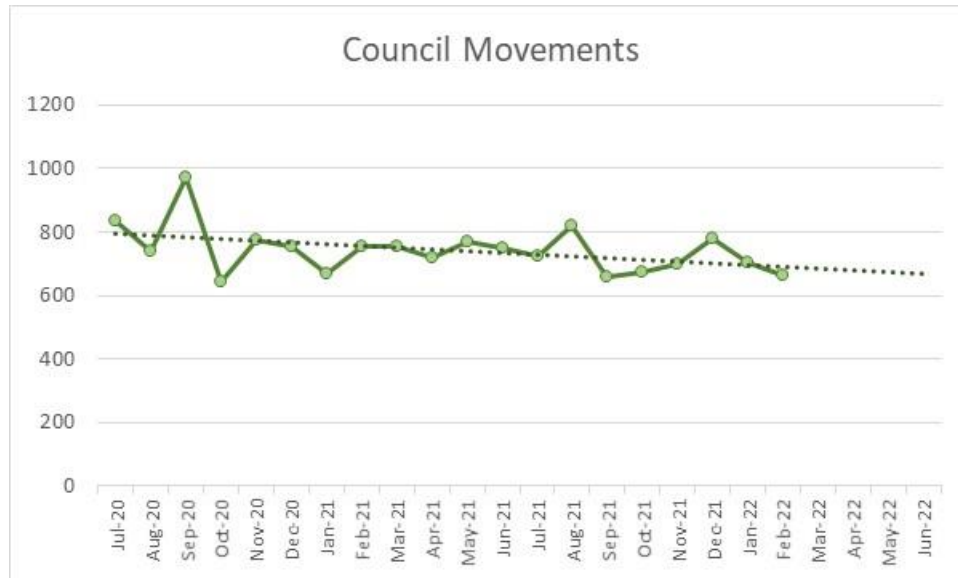
When will data reports be provided on Traffic and Noise management as promised in the Good Neighbour Agreement?

Has there been an increase in tonnage of fill and construction waste hauled by larger trucks at McRobies gully in last 2 years?

Response:

The City keeps a range of data in relation to the operation of the McRobies Gully Waste Management Centre, including vehicle movements to the site.

In terms of the traffic and noise management commitments made within the Good Neighbour Agreements, the site has been actively pursuing reducing the number of City vehicles using the McRobies Gully facilities, for some time.

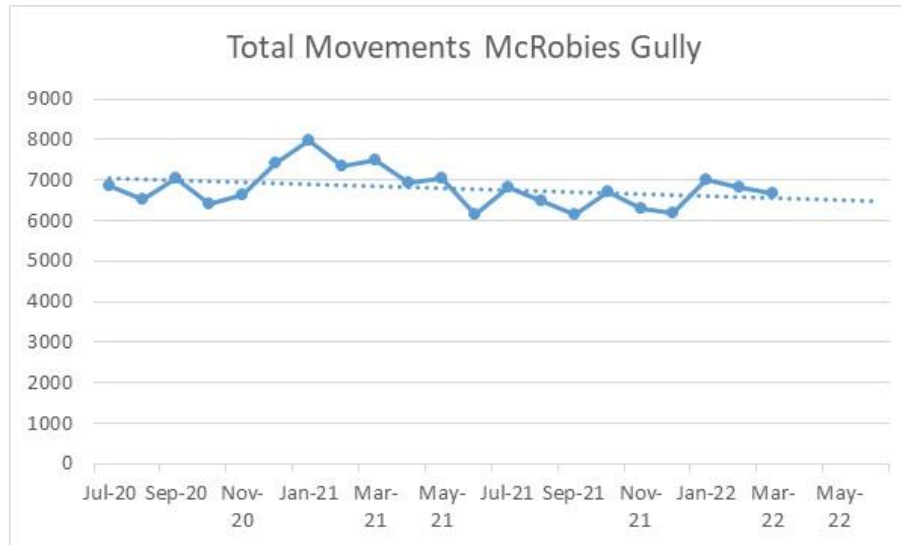


Decreases specific to the Council have been realised through a number of avenues, including:

- Diversion of kerbside green waste collections (formerly delivered to McRobies for composting, but now going to an external compost facility).
- Ceasing delivery of compost – bulk loads now supplied to an external contractor.
- Delivery of some kerbside waste, litter bin collections, and street sweeper vehicles to an alternative facility. This has resulted in 15-20% reduction in movements to McRobies Gully, and delivered efficiency gains due to the transport distance to a waste management facility. This applies for a significant portion of the waste collection and street sweeping rounds in areas close to the bordering municipality of Glenorchy, such as the Newtown and Lenah Valley areas when material is delivered to facilities north of Hobart. This also has reduced transport movements through the CBD & South Hobart.

The City will continue to investigate other avenues for recycling, re-processing, and disposal of City generated materials. For example, the City is currently looking into the delivery of construction & demolition material and earthworks from civil works to an alternative facility for recycling.

The number of vehicles in total to the Waste Management Centre site has seen a slight decrease over the past 2 years. This includes heavy vehicles, light vehicles and Council loads. It doesn't include visitors to the Tip Shop on site.



It should be noted that there have been some commercial projects that have seen an increase in large vehicle movements to the site in recent months. One large project in particular within the Hobart municipal area has seen truck and trailer loads delivered to the site. This project has now been completed, and involved site remediation of a key Hobart location.

It should also be noted that there will be a landfill levy introduced in Tasmania as from 1 July 2022. This will result in fewer vehicle movements to the landfill, as the intention of a landfill levy is to put a price premium on landfill disposal, make recycling processes more viable, and contribute to the funding of new or upgraded recycling and reprocessing infrastructure and programs. New avenues to treat materials will become available, and landfilling will become less prevalent.

Traffic has been reducing to the facility. In particular, the large truck and trailer combination vehicles will become very infrequent visitors to the site, rather than a regular visitor as has been the case in recent months.

The City is in the process of publishing traffic movement data on its website.

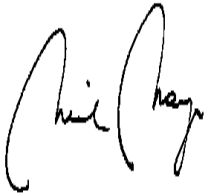
The City is in the process of publishing traffic movement data on its website. This will be available by 13 May 2022.

There has not been an increase in construction waste, however there has been an increase of cover fill material delivered to the site in the past 2 years. Clean fill from Council operations has increased, as has clean fill from commercial operators. The use of the larger truck and trailer configurations has primarily been the result of deliveries of material from one major project that delivered 12,500 tonnes that has now finalised. It is expected that large truck movements to the site will decline effective immediately.

The site requires clean fill to be able to operate in accordance with its Environmental Protection Notice, which requires waste to be covered daily. Good quality fill also enables the site to better manage the waste through preparation of banded cells that minimise tip face widths, reduce risk of litter escape, and enable better compaction of waste. Clean fill is also a significant source of revenue to the site. While the site

requires fill material and it does generate revenue, the level of material to the site (and in turn, large truck movements) is expected to decline significantly in future 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.

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

Neil Noye
DIRECTOR CITY LIFE

Date: 28 April 2022
File Reference: F22/31878; 13-1-10

10. 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.

11. 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
- Responses to 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	Responses to Questions Without Notice
Item No. 4.1	Plastic Waste Disposal LG(MP)R 15(2)(c)(iii)
Item No. 4.2	Plastic Waste at McRobies LG(MP)R 15(2)(b)
Item No. 5	Committee Action Status Report
Item No. 5.1	Committee Actions - Closed Status Report LG(MP)R 15(2)(c)(iii), (d), (f) and (g)
Item No. 6	Questions Without Notice