



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 1 June 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, 1 June 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, 4 May 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. REPORTS

6.1 E-Scooter Trial Consultation Report **File Ref: F22/46178**

Report of the Manager Smart & Sustainable Hobart and the Director
Connected City of 23 May 2022.

Delegation: Council

REPORT TITLE: E-SCOOTER TRIAL CONSULTATION REPORT

REPORT PROVIDED BY: Manager Smart & Sustainable Hobart
Director Connected City

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to provide an update to Council on consultation undertaken with relevant disabled and senior associations regarding the use of e-scooters on public footpaths.
- 1.2. This consultation has allowed for community members and other stakeholders to ask questions and provide feedback about the trial. This will enable ongoing improvements, particularly with regards to accessibility, safety and inclusion, to the current e-scooter trial and any future micromobility programs.

2. Report Summary

- 2.1. At its meeting of 31 January 2022, the Council resolved, *inter alia* that:

Part A

1. *The Council in conjunction with e scooter providers undertake urgent consultations with relevant disabled and senior associations including the Anti-Discrimination Commissioner and Tasmania Police regarding the use of scooters on public footpaths with an urgent report back to Council with outcomes by the end of 28 February 2022, or as soon as practicable thereafter.*

- 2.2. Consultation sessions undertaken included:

- 2.2.1. Engagement with senior Tasmanians on 24 February at Mathers House.
- 2.2.2. Engagement with representatives, community members and relevant agencies working within the field of disability and access on 30 March 2022 at Town Hall Ballroom. This session was attended by the Anti-Discrimination Commissioner.
- 2.2.3. Meetings of the Interagency Discussion Group, established with Tasmania Police, Department of State Growth, City of Hobart, and e-scooter operators Beam and Neuron, which meets monthly. Meetings were held on 8 February, 10 March, 4 April, and 3 May 2022.

- 2.3. Key themes raised during the consultation sessions included:

- 2.3.1. Engagement with the disability sector in the lead up to the trial and ongoing

- 2.3.2. Community and rider safety including helmet use, drink riding and the speed of scooters
- 2.3.3. Provision of insurance
- 2.3.4. Footpath management, parking and placement of scooters
- 2.3.5. Rider safety, including helmet use and drink riding
- 2.3.6. The speed of scooters and cars
- 2.3.7. Existing infrastructure and the need for long-term investment in mixed-use cycle paths to support e-scooter use.

3. Recommendation

That:

- 1. The report titled E-Scooter Trial Consultation Report be received and noted.***
- 2. Council officers from the City's Smart and Sustainable Hobart unit liaise with City Mobility and Urban Futures with regards to the viability of creating more mixed-use micromobility lanes in inner city corridors.***
- 3. Council officers work with e-scooter operators Beam and Neuron, as well as other relevant areas of the City, to create opportunities for training and safety awareness for senior Tasmanians.***
- 4. Council officers attend the round table discussion forum convened by Department of State Growth, and that any outcomes arising from the round table, relevant to the Council's e-scooter trial, be included in the E-scooter Trial Assessment Report, to be prepared upon completion of the trial.***

4. Background

- 4.1. The City of Hobart initiated a hire-and-ride e-scooter trial in December 2021.
- 4.2. The trial was established in response to changes in State Government changes to the Tasmanian Road rules allowing Personal Mobility Devices (PMD) including e-scooters to be ridden on certain roads and shared bike paths and clarified the conditions under which e-scooters may be ridden on footpaths, which has been legal in Tasmania since 2009.
 - 4.2.1. The City was consulted by State Government frequently, over a period of many months, as the Department of State Growth considered the changes to the Traffic Act and Road Rules. The changes became law in December 2021.

- 4.3. Ahead of the trials launch in December 2021, consultation was undertaken with a range of community members and stakeholders. Engagement relevant to the content of this report included:
- 4.3.1. The City's Access Advisory Committee, which represents the interests of people with disabilities, was consulted and received presentations from Council officers on several occasions.
 - 4.3.2. The Hobart Active Transport Committee, which includes bicycle, pedestrian, motorist, and other representatives, also shaped the trial. This Committee continues to offer important feedback to the City and its operators.
- 4.4. At its meeting of 31 January 2022, the Council resolved, *inter alia* that:
- 1. *The Council in conjunction with e scooter providers undertake urgent consultations with relevant disabled and senior associations including the Anti-Discrimination Commissioner and Tasmania Police regarding the use of scooters on public footpaths with an urgent report back to Council with outcomes by the end of 28 February 2022, or as soon as practicable thereafter.*
- 4.5. Engagement with senior Tasmanians was held from on 24 February 2022.
- 4.5.1. The forum was widely advertised including Positive Ageing email networks, social media posts, digital screen advertising in customer services and Mathers House as well as poster and flyer drops throughout CBD.
 - 4.5.2. The forum was attended by 22 members of the public including residents, a Multicultural Advocate Chairperson, International Wall of Friendship Inc. and Secretary, Migrant Talent Connector Inc, as well as migrant TAFE students and their English language services lecturer.
 - 4.5.3. The forum was opened by Manager Smart and Sustainable Hobart, from the City of Hobart, who provided background and an overview of the e-scooter trial. Representatives from each operator shared presentations.
 - 4.5.4. Questions were then received from attendees and areas of interest or concern were discussed.
 - 4.5.4.1. The majority of attendees were supportive of e-scooters and had attended to learn more about the trial and how they could be involved.
 - 4.5.5. Key themes raised during the question and discussion time included:

- 4.5.5.1. Concerns about community safety and insurance
- 4.5.5.2. Footpath management, parking and placement of scooters.
- 4.5.5.3. Broader safety around helmet use and drink riding.
- 4.5.5.4. Costs to Council of running the trial
- 4.5.5.5. Speed of scooters and cars.
- 4.5.6. Additional areas of interest or concern included:
 - 4.5.6.1. The potential risk to older Tasmanians and people with disabilities due to the silence of e-scooters.
 - 4.5.6.2. The City and operators' processes for addressing poor rider behaviour.
 - 4.5.6.3. The perceived number of hospitalisations due to the trial.
- 4.5.7. A member of HAN (Healthy Aging Network) has since reached out to the City enquiring about more information on e-scooters for their members.
- 4.5.8. Two members of COTA (Council on the Ageing) have also contacted Council via email with suggestions and questions about the trial.
- 4.6. Engagement with representatives, community members and relevant agencies working within the field of disability and access on 30 March 2022 at Town Hall Ballroom.
 - 4.6.1. The event was attended by The Lord Mayor of Hobart, Councillor Anna Reynolds, the Deputy Lord Mayor Councillor Helen Burnett, the Tasmanian Anti-Discrimination Commissioner Sarah Bolt, Road Safety Manager Craig Hoey and Policy Officer Tegan Pearce from the Tasmanian Department of State Growth, three representatives from the Tasmanian Department of Communities, Daniel Vigilante from the Victorian Department of Transport.
 - 4.6.1.1. More than 20 members of the public, including disability advocates with lived experience, representatives from local or state government, and those working in the disability sector were in attendance.
 - 4.6.1.2. Two (2) representatives from each operator, Beam and Neuron and eight (8) Council officers also attended the event.

- 4.6.2. The forum was widely advertised including to advocacy services, disability providers and a range of relevant agencies.
- 4.6.3. The event was opened by Manager Smart and Sustainable Hobart from the City of Hobart, who provided background and an overview of the e-scooter trial. He was followed by presentations from representatives of the operators, Beam and Neuron.
- 4.6.4. Jen Nichols, who is an advocate in the disability sector with lived experience, shared how the e-scooter trial has impacted her. Jen expressed support for trial as well as the need for riders and operators to be aware of the challenges experienced by the visually-impaired community members with visual impairments caused by e-scooters on footpaths.
- 4.6.5. Questions were then received from attendees and areas of interest or concern were discussed.
- 4.6.6. Key themes raised during the question and discussion time included:
 - 4.6.6.1. Engagement with the disability sector in the lead up to the trial and ongoing
 - 4.6.6.2. Placement of scooters and the risks they present
 - 4.6.6.3. Broader safety around helmet use and the speed of scooters
 - 4.6.6.4. The need for long-term investment in mixed-use cycle paths to support e-scooter use.
- 4.6.7. Additionally, a request for a roundtable discussion with key stakeholders was put forward by disability advocates.
 - 4.6.7.1. Council officers have liaised with officers from the Department of State Growth and planning for this roundtable is underway within the Department.
- 4.6.8. A Zoom and video recording of the event will be available to be shared in an accessible format, together with the two presentations from the operators and the presentation from Jen Nichols.
- 4.7. The Interagency Discussion Group, established with the Tasmania Police, Department of State Growth, City of Hobart and the e-scooter operators Beam and Neuron meets monthly.
 - 4.7.1. Meetings have been held on 8 February, 10 March, 4 April and 3 May 2022.

- 4.7.2. Discussions at meetings have noted that trial operations have improved with, rider non-compliant behaviour and safety incidents reduced. This is attributed to ongoing rider education as well as operator enforcement, noting that riders who persistently ignore e-scooter rules have been banned from platforms.
- 4.7.3. At its meeting of 10 March 2022, social media reports of a spike in hospital attendances as a result of e-scooter accidents were discussed. Police, Department of State Growth, City of Hobart and operators reported no evidence to these claims.
- 4.7.4. Key outcomes arising from meetings in 2022 include:
- 4.7.4.1. Scoot Smart Hobart campaign
The development of a strategic joint community-education and safety campaign would be developed, with promotion of the campaign supported by all parties. Existing safety messaging and rider education content would be utilised until the campaign was launched.
- City of Hobart, Beam and Neuron (with support from JackJumpers and media company The20) have created Hobart-centric media content to establish positive role models that influence rider behaviour, with the ideal overarching outcome that it's seen as "cool" to do the right thing. The campaign also desires to influence perceptions held by non-riders by creating a visible campaign directly addressing safety concerns.
- This campaign was launched on 13 May, 2022.
- 4.7.4.2. Ride with Respect campaign
Department of State Growth extended the Ride with Respect campaign until the Scoot Smart Hobart campaign was launched. Council officers contacted school principals to promote the Ride with Respect campaign.
- 4.7.4.3. #sharethespace
The City created and distributed videography promoting e-scooter rider awareness of people with disabilities and appropriate parking.
- 4.7.4.4. PW1 Forecourt Safety Events
The City and Department of State Growth have partnered with PW1 offering PW1 forecourt (on Saturday mornings to coincide with Salamanca

Markets), to e-scooter operators through April and May 2022 for public safety training and events.

4.7.4.5. Easter Holidays campaign

The City created and distributed an Easter Holidays e-scooter campaign targeting parents who may wish to unlock e-scooters for minors and children under 16 riding illegally

5. Proposal and Implementation

5.1. Consultation revealed key themes about the e-scooter trial across the sessions conducted.

5.2. Key actions arising from these meetings, relevant to City of Hobart, include:

5.2.1. The Department of State Growth (DSG) will convene a 'round table' discussion forum to discuss e-scooters and other mobility options for the disabled community, including: methods to increase safety and reduce footpath inconvenience and clutter for members of the community with vision impairment; and opportunities for disability advocate groups to discuss transport policy decisions with government bodies. Council officers plan to attend and participate in the round table.

5.2.2. Further investigation into viability of creating more mixed use micromobility lanes in inner city corridors. The Smart and Sustainable Hobart unit, responsible for leading the trial internally, will liaise with other relevant Council units to understand the work being undertaken in this area.

5.2.3. Exploration of requested increased opportunities for the elderly to learn to ride e-scooters. It has been identified that operators may schedule targeted sessions for senior Tasmanians, working with the City's Positive Ageing platforms and other relevant stakeholders to promote and deliver the sessions.

6. Strategic Planning and Policy Considerations

6.1. The Community Vision project in 2018-2019 obliged the Council to act on the community's desire to "prioritise low emission, energy efficient, renewable transport and technology initiatives, including trialling emerging solutions."

6.2. The e-scooter trial is consistent with the *City of Hobart Capital Strategic Plan 2019-29*, specifically:

5.1.1 *Improve connectivity throughout Hobart's inner city and suburbs.*

- 5.1.6 *Work with stakeholders to prioritise low emission, energy efficient, renewable transport and technology initiatives, including trialling emerging solutions.*
 - 5.2.2 *Embrace opportunities to use innovative technologies to support and manage transport networks and improve travel experiences.*
 - 5.3.1 *Respond to the current trends and future opportunities of the smart cities concept and associated technologies.*
 - 7.3.3 *Our infrastructure and services are planned, managed and maintained so they provide long-term benefits to Hobart communities.*
- 6.3. The e-scooter trial is also consistent with actions *CTR10: Last Mile Micromobility And Data Trials* and *MOBI-08: New Micromobility Options* from the *Connected Hobart Action Plan 2019* and the *Sustainable Hobart Action Plan 2020* respectively.
- 6.4. The recommendations of this report are consistent with the *City of Hobart Capital Strategic Plan 2019-29*, specifically:
- 2.2.1 *Support people from all backgrounds and life experiences to participate in Hobart life.*
 - 2.2.3 *Provide and support activities and programs that celebrate diversity to reduce social isolation and build social cohesion.*
 - 2.2.4 *Review and implement cross-cultural, diversity, equal access and other awareness and learning opportunities for staff*
 - 2.3.7 *Support accessible learning opportunities for people at all ages and stages of life.*
- 6.5. The recommendations of this report also relate to the City's *Positive Ageing Commitment 2021-23* and the City's *Equal Access Commitment 2021-23*.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. The recommendations of this report will require Council officer time to complete.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. There are no anticipated financial implications beyond Council officer time.
- 7.3. Asset Related Implications

- 7.3.1. There are no asset related implications arising from the recommendations of this report.

8. Legal, Risk and Legislative Considerations

- 8.1. An external consultant's risk assessment was obtained by Council for the trial in December 2021. No update has been made to this risk assessment. Should any major change to the trial occur as a result of recommendations in this report, it is proposed that the risk assessment would be updated.
- 8.2. Riders of e-scooters in the trial who conform to operator's terms and conditions are covered by personal accident insurance and 3rd Party liability coverage.

9. Environmental Considerations

- 9.1. There are no environmental considerations arising from the recommendations of this report.

10. Social and Customer Considerations

- 10.1. The proposed round table, to be convened by Department of State Growth, will create a meaningful platform for community members and stakeholders in the disability sector to discuss e-scooters and other mobility options for the disabled community. It is anticipated that this may shape any future micromobility trials or programs lead by the City of Hobart, increasing inclusion and safety.

11. Marketing and Media

- 11.1. Accessible meeting notes, operator presentations and a video of the E-Scooter Access Forum will be uploaded to the City of Hobart website in the coming weeks, making this information available for all.
- 11.1.1. A Frequently Asked Questions list will also be maintained on the City's website.
- 11.2. There may be opportunities to promote any educational sessions on e-scooter use and safety through the City's social media accounts, and well as Positive Ageing networks, including the quarterly *What's On* newsletter.

12. Community and Stakeholder Engagement

- 12.1. This report has been informed by the consultation undertaken on:
- 12.1.1. 23 February 2022 with the Network for Harmony (multicultural) networks and relevant stakeholders
- 12.1.2. 24 February 2022 with senior Tasmanians and relevant stakeholders

- 12.1.3. 30 March 2022 with a range of community members and relevant stakeholders in the disability sector, including the Anti-Discrimination Commissioner.
- 12.1.4. 8 February, 10 March, 4 April and 3 May 2022 at meetings of the Interagency Discussion Group, which includes the Tasmania Police, Department of State Growth, City of Hobart and the e-scooter operators Beam and Neuron.
- 12.1.5. Consultation with an external Active Transport and New Mobility Planner (on going).
- 12.2. Consultation has also occurred with Council officers within the Smart and Sustainable Hobart unit, Community Development Officer – Access & Facilities, Community Program Co-ordinator, Manager Strategic Communications and Marketing, and Director Connected City.
- 12.3. The Department of State Growth led round table will engage with a range of community members and relevant stakeholders. Outcomes are proposed to be communicated by an attending Council officer to the City's Access Advisory Committee, the Hobart Active Transport Committee and the Interagency Discussion Group. Outcomes of the round table may also be added to the City's website if relevant.

13. Delegation

- 13.1. This matter is delegated to the Council.

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



Robert Stevenson
**MANAGER SMART & SUSTAINABLE
HOBART**



Jacqui Allen
DIRECTOR CONNECTED CITY

Date: 23 May 2022
File Reference: F22/46178

**6.2 City of Hobart Energy Use and Greenhouse Gas Emissions Annual
Report 2020-21
File Ref: F21/60246; 16/116**

Memorandum of the Manager Smart & Sustainable Hobart and the
Director Connected City of 20 May 2022 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

City of Hobart Energy Use and Greenhouse Gas Emissions Annual Report 2020-21

Background

In 2010 the City of Hobart committed to measure and report on its greenhouse gas emissions over the decade to 2020.

That program concluded with the *2019-20 Greenhouse Gas Emissions and Energy Use Annual Report* when the last of the ten planned reports was created.

At its meeting held on 24 February 2021, the City Infrastructure Committee resolved the following:

- “That: 1. The methodology of the reporting as per the reports for 2010-2020 targets remains the same, energy efficiency reports and annual captured in real time as well and updates provided to the City Infrastructure Committee on an annual basis.*
- 2. Opportunities for positive media about the City’s achievements in regard to greenhouse gas emissions and energy use be sought.”*

The *Sustainable Hobart Action Plan* outlines that greenhouse gas reporting will be automated and available in real time, rather than simply created as an annual snapshot. Significant work towards achieving this has been performed, however it is still the case that the City is reliant on electricity providers and other external agencies to provide the base data for reporting. While these agencies have data available, and it is global practice that customers would have access to such data, in Tasmania it is still a difficult process to extract the data in a timely manner.

The reporting systems and methodologies developed for the previous reports remains in place, and summarised data will continue to be published annually until such time as a real-time, online tool is completed for more efficient future reporting. Building the real-time data tracking system described above will allow the City to better understand exactly when increases occur and give the City more power to adapt usage in real time when anomalous energy utilisation is measured.

At the conclusion of the first decade of reporting, the City achieved its corporate energy and greenhouse gas emissions targets, by reducing:

- Energy use by 40.4 per cent, exceeding its 35% target
- Greenhouse gas emissions by 19.9%, exceeding its 17% target.

Overall the energy and greenhouse program has resulted in annual cost savings of over \$1 million across the City's energy bills.

Greenhouse Gas Emissions and Energy Use Annual Report 2020-21

The attached report describes the future targets set by the Sustainable Hobart Action Plan, and shows the City remains on track to meet those.

For the first year since the program started in 2010, a slight uptick was recorded in the City's electricity use. Despite this, due to reduced carbon intensity of electricity in Tasmania, there was no subsequent increase in greenhouse gas emissions. The uptick was attributed to COVID-19 activities, however the data does not explicitly show that this was the cause.

Data sources for this report are diverse and extremely varied, including detailed vehicle fleet information, solar panel output, electricity and gas use, measurements and estimates of waste and associated methane emissions, building energy assessments and multiple other sources.

RECOMMENDATION

That the report Greenhouse Gas Emissions and Energy Use Annual Report 2020-21 be received and noted.

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.



Robert Stevenson
**MANAGER SMART & SUSTAINABLE
HOBART**



Jacqui Allen
DIRECTOR CONNECTED CITY


Date: 20 May 2022
File Reference: F21/60246; 16/116

Attachment A: City of Hobart Greenhouse Gas Emissions and Energy Use
Annual Report 2020-21 



AN INITIATIVE OF THE
SUSTAINABLE HOBART ACTION PLAN



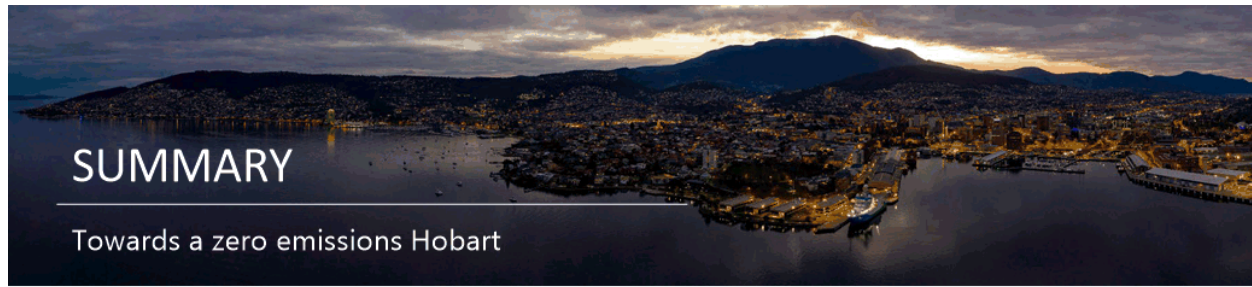


ACKNOWLEDGEMENT OF COUNTRY

Towards a zero emissions Hobart



In recognition of the deep history and culture of our city, we acknowledge the determination and resilience of the palawa people of Tasmania, who have survived dispossession and continue to maintain their identity, culture and rights. Tasmanian First Nations People have lived sustainably in this place for more than 40,000 years. Tasmanian First Nations People moved with the seasons, respecting resources and using fire to support hunting and fresh growth of vegetation, allowing them to replenish. Tasmanian First Nations People applied the stories and lessons of their ancestors and planned for generations into the future. We acknowledge that we have much to learn from Traditional Custodians here in Hobart as we move into the future.



This report provides an update of the City of Hobart's greenhouse gas emissions, energy use, savings, and progress towards emissions targets for the 2020-21 financial year.

In 2010 the City of Hobart committed to measure and report on its greenhouse gas emissions over the decade to 2020. That program concluded with the 2019-20 Greenhouse Gas Emissions and Energy Use Annual Report when the last of the ten planned reports was created.

However, the reporting systems and methodologies developed remain in place and summarised data will continue to be published annually until such time as a real-time, online tool is completed for more efficient future reporting.

At the conclusion of the decade, the City reported having **achieved its corporate energy and greenhouse gas emissions targets**, by reducing:

- energy use by 40.4 per cent, exceeding its 35% target
- greenhouse gas emissions by 19.9%, exceeding its 17% target.

Overall the energy and greenhouse program has resulted in annual cost savings of over \$1 million across the City's energy bills.

Over the last decade City of Hobart has achieved

- 85 major energy efficiency/fuel saving projects, now saving 18,391 GJ of energy each year
- \$1.2 million in annual cost savings
- 1,209 tonnes of carbon dioxide saved each year
- Halving energy use (per square meter) of its building assets
- 2,691 solar panels (742 kW) installed across 13 rooftops
- 61 per cent waste reduction to landfill, reducing/diverting 232,000 tonnes over 10 years.

Significant achievements across City assets

- 45 per cent reduction in Doone Kennedy Hobart Aquatic Centre energy use
- 42 per cent reduction in vehicle and plant fuel use
- 33 per cent reduction in street lighting energy use
- 68 per cent reduction in nursery and depot energy use
- 47 per cent reduction in civic and administration building energy use
- 23 per cent reduction in car park energy use
- 8 per cent reduction in sporting and recreation energy use
- 7 per cent reduction in public space lighting and fountain energy use

TARGETS

Towards a zero emissions Hobart



ENERGY USE BY SOURCE

The City of Hobart has set challenging new targets in the Sustainable Hobart Action Plan

- By 2030, the City of Hobart will reduce its 2020 corporate greenhouse gas emissions by a further 20%
- The City of Hobart will achieve 100% net renewable electricity by 2040

In 2020-21, energy use increased slightly (by 2.6%) compared with 2019-20. It is thought this was due to changes in activity levels during the imposition and lifting of Covid restrictions. Usage remained below the 2020 target of a 35% reduction of 2010 levels.

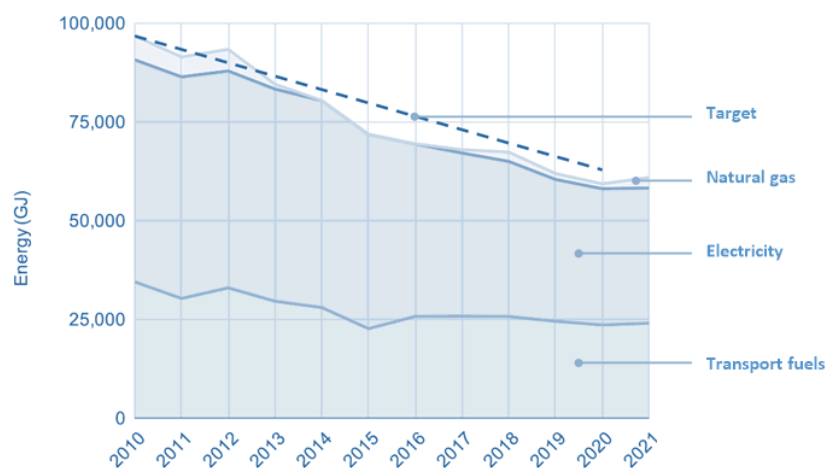


FIGURE 1: CITY OF HOBART ENERGY USE BY SOURCE

Despite the rebound in energy use, emissions in 2020-21 were 2.3% lower than 2019-20, which has the City on track for achieving its 2030 emissions target.

TARGETS

Towards a zero emissions Hobart

EMISSIONS BY SOURCE

Despite the rebound in energy use (Figure 1), emissions in 2020-21 (Figure 2) were 2.3% lower than 2019-20. This reduction keeps the City on track for achieving its 2030 emissions target.

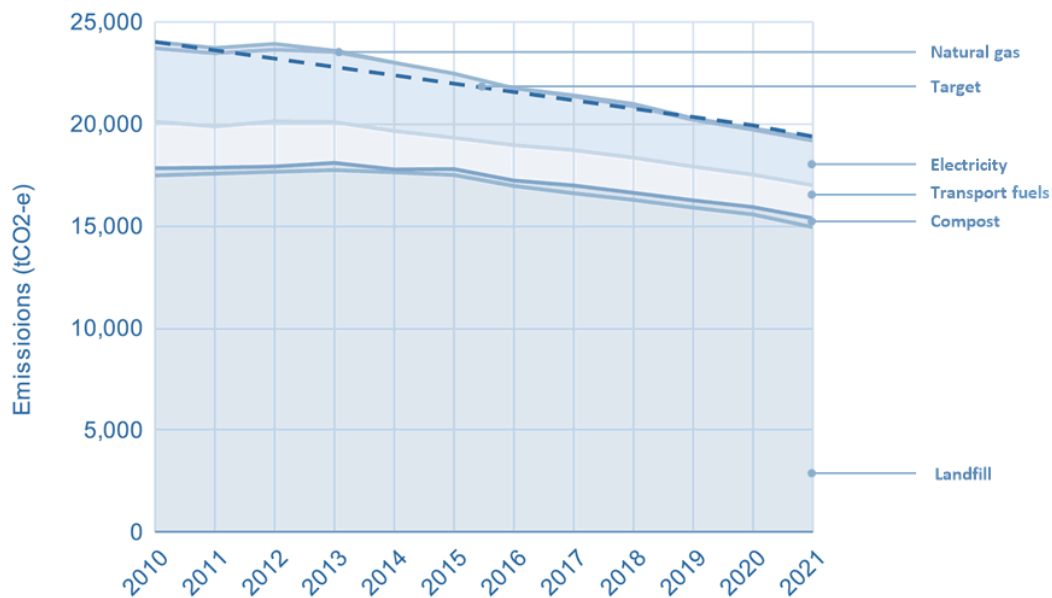
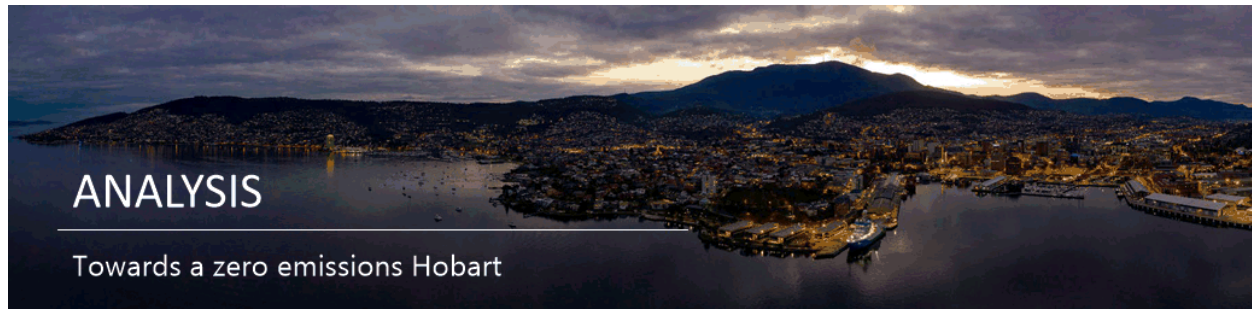


FIGURE 2: CITY OF HOBART GREENHOUSE GAS EMISSIONS BY SOURCE

It is clear in Figure 2 that by far the greatest emissions source for the City of Hobart is fugitive methane emissions from historical landfill at McRobies Gully. The City captures a significant amount of methane from this site and converts it to electricity, which is exported to the grid.



EMISSIONS BY ASSET CLASS

The majority of emissions resulted from the breakdown of municipal solid waste in landfill. Fuel use in vehicles and plant, and electricity and gas use in buildings and street lighting are also significant contributors.

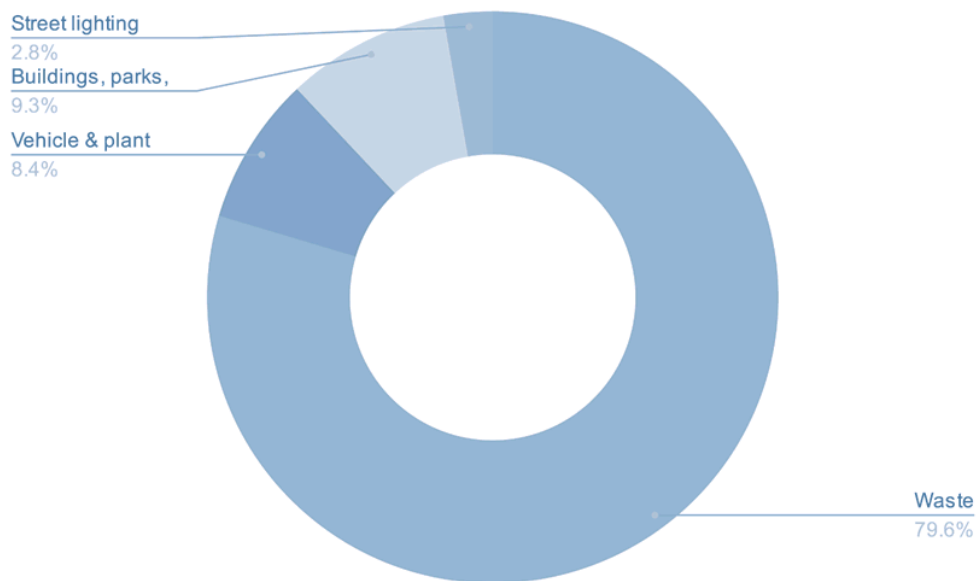


FIGURE 3: CITY OF HOBART GREENHOUSE GAS EMISSIONS BY ASSET CLASS

ANALYSIS

Towards a zero emissions Hobart

WHAT INTERVENTION DOES

The City has reduced emissions from waste significantly through a range of initiatives, including:

- Landfill gas capture. In 2020-21, an estimated 66% of landfill emissions were captured and burned to generate 27,198 GJ of electricity.
- Composting and kerbside organic waste collection. In 2020-21, one third of waste (excluding recycling) was composted, which is estimated to save almost 15,000 tCO₂-e of emissions.

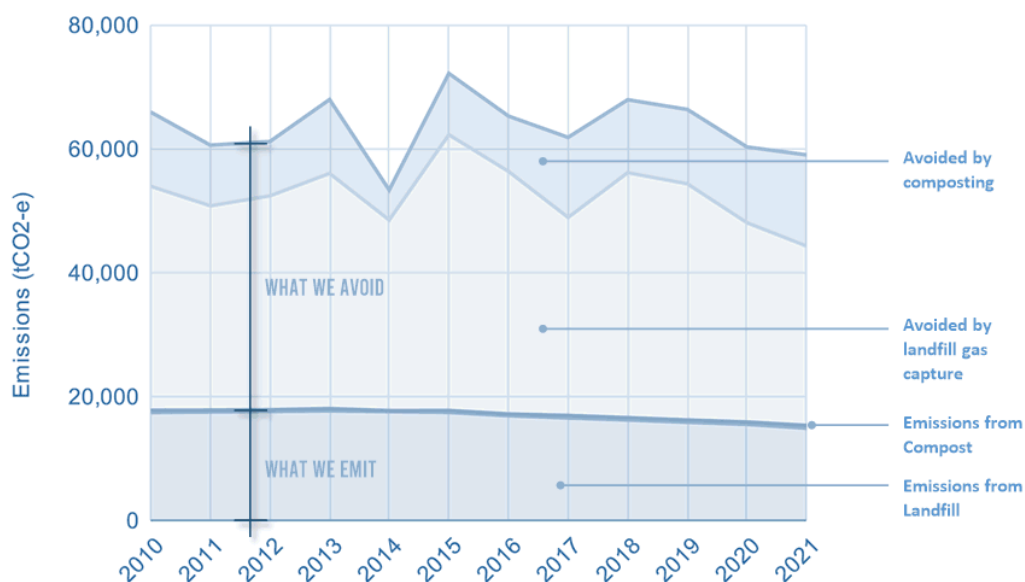
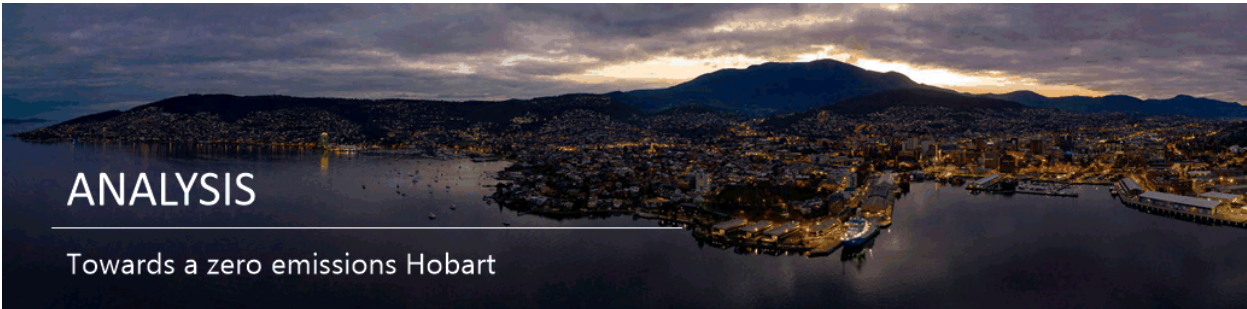


FIGURE 4: GREENHOUSE EMISSIONS FROM WASTE, EMITTED AND AVOIDED



ENERGY INTENSITY

The City has been proactive in implementing energy efficiency measures such as insulation and LED lighting throughout its buildings. This has seen the energy intensity (energy use per square metre) halve over the past decade.

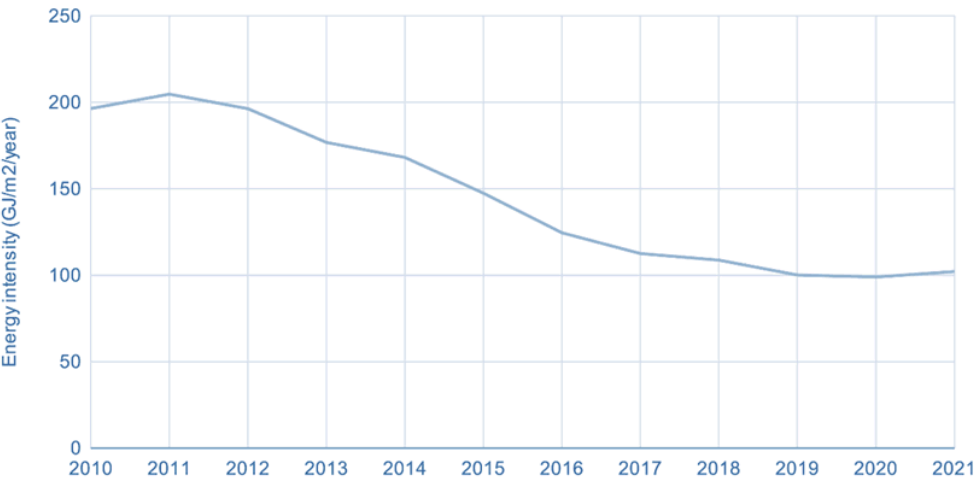


FIGURE 5: AVERAGE ENERGY INTENSITY ACROSS SELECTED SITES



CONTINUED REDUCTIONS



Streetlights used around a quarter of the electricity consumed by the City. In 2020-21, the replacement of streetlights with more efficient LED technology continued, achieving a further 7.6% reduction streetlight energy use from the previous year.



The City has 15 commercial solar panel systems on its buildings, which generated almost 10% of the City's electricity for 2021, avoiding approximately 200 tCO₂-e emissions.



Vehicles in the City's fleet continued to be replaced with more efficient models. At the end of 2020-21 the City had five hybrid electric vehicles (three of these being plug-in), and a complete passenger fleet replacement away from petrol-only vehicles is planned over coming years.

With our community's help, the City delivers practical, targeted and local actions with real and ongoing sustainability and biodiversity outcomes for the people of Hobart and the natural environment.

DATA

Towards a zero emissions Hobart

APPENDIX A

GREENHOUSE GAS EMISSION AND ENERGY SNAPSHOT 2010–21

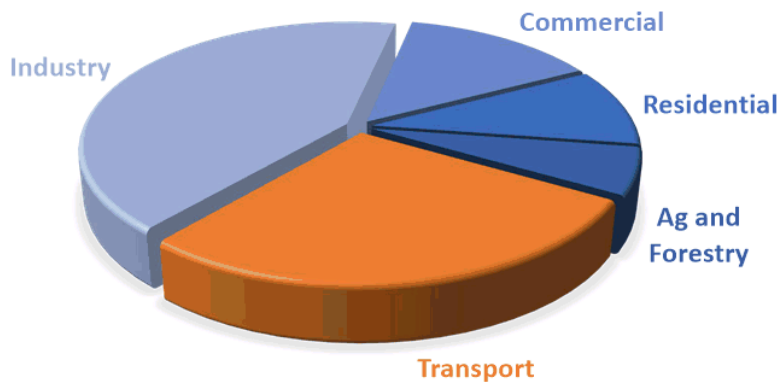
| Financial year ending 30 June... | EMISSIONS (tCO ₂ -e) | | | | | | ENERGY (GJ) | | | |
|--|---------------------------------|---------|--------------------|-------------|-------------|--------|--------------------|-------------|-------------|---------|
| | Landfill | Compost | Transport fuels | Electricity | Natural Gas | Total | Transport fuels | Electricity | Natural Gas | Total |
| 2011 | 17,571 | 290 | 2,021 | 3,585 | 260 | 23,727 | 30,336 | 56,114 | 5,041 | 91,491 |
| 2012 | 17,659 | 260 | 2,219 | 3,508 | 282 | 23,928 | 33,028 | 54,911 | 5,466 | 93,405 |
| 2013 | 17,743 | 353 | 2,004 | 3,432 | 63 | 23,595 | 29,627 | 53,724 | 1,220 | 84,571 |
| 2014 | 17,633 | 143 | 1,884 | 3,347 | 2 | 23,009 | 28,051 | 52,390 | 33 | 80,474 |
| 2015 | 17,502 | 293 | 1,531 | 3,145 | 2 | 22,473 | 22,699 | 49,221 | 44 | 71,964 |
| 2016 | 16,968 | 264 | 1,735 | 2,790 | 2 | 21,760 | 25,801 | 43,670 | 44 | 69,515 |
| 2017 | 16,608 | 382 | 1,732 | 2,639 | 44 | 21,406 | 25,860 | 41,303 | 858 | 68,022 |
| 2018 | 16,282 | 348 | 1,725 | 2,510 | 121 | 20,987 | 25,766 | 39,282 | 2,353 | 67,401 |
| 2019 | 15,905 | 355 | 1,654 | 2,294 | 77 | 20,285 | 24,569 | 35,912 | 1,490 | 61,971 |
| 2020 | 15,571 | 362 | 1,587 | 2,203 | 65 | 19,788 | 23,642 | 34,483 | 1,259 | 59,384 |
| 2021 | 14,950 | 436 | 1,617 | 2,188 | 136 | 19,326 | 24,082 | 34,243 | 2,630 | 60,955 |
| % change over past decade (2021 compared to 2011) | -14.9% | 50.3% | -20.0% | -39.0% | -47.8% | -18.5% | -20.6% | -39.0% | -47.8% | -33.4% |
| % change from previous year | -4.0% | 20.4% | 1.9% | -0.7% | 108.8% | -2.3% | 1.9% | -0.7% | 108.8% | 2.6% |
| Total cumulative reductions over past decade (2012 to 2021 inclusive) | 8,889 | -298 | 2,522 | 7,794 | 1,804 | 20,711 | 40,237 | 122,000 | 35,009 | 197,246 |

Note that historical emissions shown above are higher than shown in past reports due to an update of the Global Warming Potential (GWP) for methane used in national greenhouse accounting from 25 to 28.



APPENDIX B

Transport is a significant emitter of community greenhouse gas emissions in Hobart



Transport is already a major feature of the Sustainable Hobart Action Plan (SHAP).

- The City has promoted micromobility in a 12 month trial that has already seen people travel the distance to the moon on the fleet of renewably powered e-scooters around Hobart.
- The Smarter Hobart Challenge run by the City during Covid and the winner of a national Planning Institute of Australia award in 2022, has produced a set of designs for new bus shelter infrastructure to encourage the use of public transport.
- The City installed Hobart's first fast EV charger in Dunn Place and has plans to roll out more.

In 2022/23 the City will present a suite of options to the community to promote low carbon emissions transport. This may include extensions to exiting SHAP Actions, as well as new programs such as enabling kerbside electric charging, particularly for residents without off-street parking.

The City will engage the community with a series of engagement initiatives.

We hope the community will engage and help us to choose the most effective actions the City and community can take to drastically reduce GHG emissions in Hobart.

SUSTAINABLE HOBART ACTION PLAN UPDATE

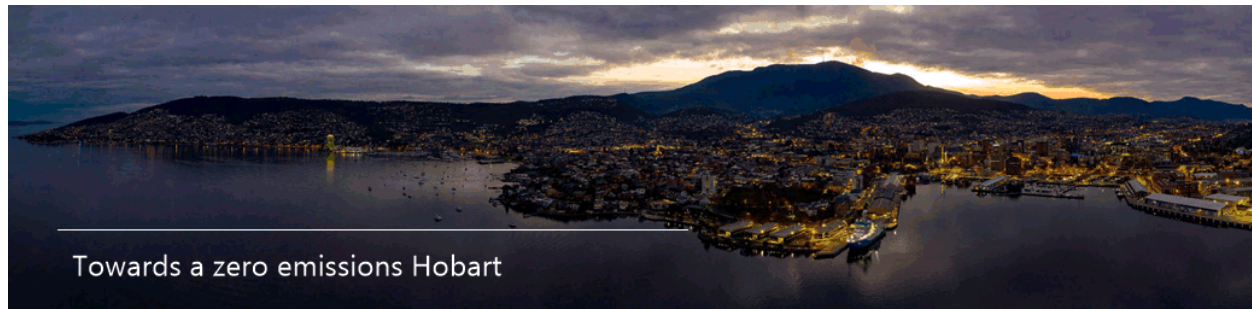
Towards a zero emissions Hobart

APPENDIX C

ACTION PLAN UPDATE – APRIL 2022

| LEADERSHIP | | MOBILITY | | ENERGY |
|--|--------|--|--|--------------------------------------|
| LEAD-01 SUSTAINABLE HOBART WEB PORTAL | ACTIVE | MOBI-01 DIVERSIFYING AND ELECTRIFYING THE CITY'S FLEET | | ENER-01 REIMAGINING ENERGY |
| LEAD-02 COMMUNITY EMISSIONS PROFILE | ACTIVE | MOBI-02 ELECTRIC VEHICLE CHARGERS | | ENER-02 CITY-SCALE ENERGY STORAGE |
| LEAD-03 HELPING COMMUNITIES HEAL | | MOBI-03 ENCOURAGING SHARED TRIPS | | ENER-03 REAL-TIME DATA |
| LEAD-04 CLIMATE YOUTH PROGRAMS | ACTIVE | MOBI-04 PLANNING FOR AUTONOMOUS VEHICLES | | ENER-04 EVALUATING REAL RETURNS |
| LEAD-05 URBAN SUSTAINABILITY DISPLAYS | | MOBI-05 HELPING HOBART'S RETAILERS | | ENER-05 OTHER CITY PROJECTS |
| LEAD-06 SUSTAINABLE HOBART COMMUNITY FORUM | ACTIVE | MOBI-07 CHARGE YOUR E-BIKE | | |
| LEAD-07 TOURS OF HOBART'S ENERGY SYSTEMS | ACTIVE | MOBI-08 NEW MICROMOBILITY OPTIONS | | |
| LEAD-08 OTHER CITY PROJECTS | | MOBI-09 OTHER CITY PROJECTS | | |

The City continues to commence and complete actions from the Sustainable Hobart Action Plan 2020-2025, to help achieve emissions targets.



ACTION PLAN UPDATE – APRIL 2022

| LEADERSHIP | | MOBILITY | | ENERGY | |
|------------|--|----------|--|--------|--------------------------------------|
| | LEAD-01 SUSTAINABLE HOBART WEB PORTAL | ACTIVE | MOBI-01 DIVERSIFYING AND ELECTRIFYING THE CITY'S FLEET | | ENER-01 REIMAGINING ENERGY |
| ACTIVE | LEAD-02 COMMUNITY EMISSIONS PROFILE | ACTIVE | MOBI-02 ELECTRIC VEHICLE CHARGERS | | ENER-02 CITY-SCALE ENERGY STORAGE |
| | LEAD-03 HELPING COMMUNITIES HEAL | | MOBI-03 ENCOURAGING SHARED TRIPS | | ENER-03 REAL-TIME DATA |
| | LEAD-04 CLIMATE YOUTH PROGRAMS | ACTIVE | MOBI-04 PLANNING FOR AUTONOMOUS VEHICLES | | ENER-04 EVALUATING REAL RETURNS |
| | LEAD-05 URBAN SUSTAINABILITY DISPLAYS | | MOBI-05 HELPING HOBART'S RETAILERS | | ENER-05 OTHER CITY PROJECTS |
| | LEAD-06 SUSTAINABLE HOBART COMMUNITY FORUM | ACTIVE | MOBI-07 CHARGE YOUR E-BIKE | | |
| | LEAD-07 TOURS OF HOBART'S ENERGY SYSTEMS | ACTIVE | MOBI-08 NEW MICROMOBILITY OPTIONS | | |
| | LEAD-08 OTHER CITY PROJECTS | | MOBI-09 OTHER CITY PROJECTS | | |

As the City's vehicle fleet is converted from petrol to electric and hybrid vehicles, significant future cost and emissions reductions are expected.

**CITY OF HOBART**

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7. COMMITTEE ACTION STATUS REPORT

7.1 Committee Actions - Status Report - OPEN

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

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: Committee Actions - Status Report - OPEN

| <p style="text-align: center;">CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT OPEN PORTION OF THE MEETING November 2014 to 1 June 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 | 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. 27 October 2021 That the matter be deferred due to a petition tabled at the Council meeting of 25 October 2021 which may impact this report. | Director City Life | 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. The report on the petition was considered at the 2 March 2022 Committee meeting, decisions from this meeting are pending. The report on this item will be provided to Committee in the following months. |
| 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 Futures | 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 | Director City Futures | 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. With the restructure of responsibilities and roles in the organisation, responsibility for |

| 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</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 |
|-----|--|--|-----------------------|--|
| | | potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages. | | |
| 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 | 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 Futures | 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. 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. |
| 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 | 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 | Director City Futures | 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>the 2018/2019 Capital Works Program and the remaining \$2.5M 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 | 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 Futures | 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 | <p>That:</p> <p>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.</p> <p>2. The outcomes of the stakeholder and wider public engagement process, be</p> | Director City Futures | The Council decision is being actioned. |

| Ref | Title | Report / Action | Action Officer | Comments |
|-----|---|--|-------------------------------|--|
| | | the subject of a further report to the Council in 2021. | | |
| 8 | CITY TO COVE CONNECTIONS Council 3/7/2017, item 18 | <ol style="list-style-type: none"> 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. 2. That community engagement be conducted on the proposed Brooke Street to Franklin Square link. 3. The outcomes of the community consultation in 2 above be the subject of a further report to the Council. | To be advised | <p>The Elizabeth Street Bus mall Improvement project widened footpaths in Elizabeth Street between Collins Street and Macquarie Street.</p> <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 work associated with the Central Hobart Precincts Plan project.</p> <p>This project has been on hold because there has been considerable uncertainty about the plans communicated by the State Government in relation to potential construction of an underground Bus Mall / and or construction of a public transport hub in another location in the city.</p> |
| 9 | 99 STEPS, WEST HOBART Council 8/10/2018, item 12 Council 6/5/2019, item 14 | <ol style="list-style-type: none"> 1. 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 | Acting Director City Enablers | <ol style="list-style-type: none"> 1. 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. |

| Ref | Title | Report / Action | Action Officer | Comments |
|-----|--|--|-----------------------|---|
| 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 | <p>That:</p> <ol style="list-style-type: none"> 1. The draft concept design for Elizabeth Street Midtown Retail Precinct project (marked as Attachment A to item 6.2 of the Open City Infrastructure Committee agenda of 25 November 2020), be generally endorsed as a framework for future streetscape development in the project area, noting that the Council is not in a position to fund the implementation at this time. 2. That any decision on the final uphill bike lane treatment be determined following the trial of uphill bike lane as part of the 12 month 'Ready for Business' pilot project. 3. A further report be provided to the Council in the first quarter of 2021, outlining an implementation plan including cost estimates, financial impacts, funding source/s and proposed timing. 4. A detailed report addressing the potential loss of car parking within the Elizabeth Street Precinct be referred to the Finance and Governance Committee at the appropriate time. | Director City Futures | 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 Futures | <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> | Director City Futures | <p>The matter of land transfer was considered at the Closed Council meeting held on 7 June 2021.</p> |

| Ref | Title | Report / Action | Action Officer | Comments |
|-----|--|--|-----------------------|---|
| | | <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> | | <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.</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> <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> | Director City Futures | <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>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> | | |
| 14 | <p>BROOKE / DESPARD STREETS - CONGESTION REDUCING INITIATIVE - THREE-MONTH TRIAL</p> <p>Open Council 10/3/2020, item 16</p> | <p>1. Approval be given to implement a three-month trial congestion reducing initiative that would:</p> <p>(i) Close Brooke Street at Morrison Street to taxi and rideshare vehicles on Friday and Saturday evenings from 11.00 pm to 5.00 am;</p> | <p>Acting Director City Enablers</p> <p>Director City Life</p> | <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> |

| Ref | Title | Report / Action | Action Officer | Comments |
|-----|---|---|-----------------------|--|
| | | <ul style="list-style-type: none"> (ii) 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; (iii) Create a nominated waiting location for ride share vehicles in Salamanca Place between Davey Street and Gladstone Street; and (iv) Create four pick-up locations for ride share passengers across the waterfront precinct. <p>2. 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.</p> <p>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.</p> | | Officers are awaiting the outcome of the Coroner's investigation into safety on the waterfront to inform options going forward. |
| 15 | REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS Open Council 6/7/2020, item 10 | That: <ul style="list-style-type: none"> 1. The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner | Director City Futures | <ul style="list-style-type: none"> 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 |

| Ref | Title | Report / Action | Action Officer | Comments |
|-----|-------|---|----------------|--|
| | | <p>requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as:</p> <p>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.</p> <p>(Note: Elizabeth Street between Collins and Davey Streets is currently 30km/hr).</p> <p>b) Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 40km/hour</p> <p>(Note: Criterion Lane and Liverpool St between Elizabeth Street and Murray Street is currently 30km/hr).</p> <p>c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/hour.</p> <p>d) Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.</p> | | <p>funding secured to implement the changes. Implementation is anticipated in the first half of 2022.</p> <p>Other clauses (other areas for lowering speeds) are being progressively applied for and implemented as resourcing allows.</p> |

| Ref | Title | Report / Action | Action Officer | Comments |
|-----|-------|---|----------------|----------|
| | | <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 50km/hour to 40km/ hour</p> <p>(Note: Extending the existing</p> | | |

| Ref | Title | Report / Action | Action Officer | Comments |
|-----|---|---|--------------------|---|
| | | <p>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 - RELEASE FOR PUBLIC COMMENT | <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 |
|-----|--|--|-----------------------|--|
| | Open Council 5/7/2021, Item 10 | <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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 Futures | 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 |
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| 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 | This is on hold until the permit holder commences work and the Council is assured that the proposal will proceed. |

| Ref | Title | Report / Action | Action Officer | Comments |
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| 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 | Tender to be released in June or July 2022 for upgraded infrastructure at the Argyle Street Car Park and the City's other major off-street car parks to improve entry/exit gates and make the car parks 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: <ol style="list-style-type: none"> 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 | <ol style="list-style-type: none"> 1. Contracts in final stages of negotiation with the bus shelter designer (and winner of the Smarter Hobart Challenge). 2. In May 2022, the Smarter Hobart Challenge Digital Bus Shelter Competition won a Planning Institute of Australia award for digital innovation, bringing the project to prominence among stakeholders. Elected Members will be informed through the standard weekly update channels. 3. Officers have secured Federal Group's commitment to donation of a small land parcen within their front wall to allow space for the new bus shelter. 4. Petitioners being advised in May 2022 of progress. |
| 23 | HOBART MICROMOBILITY TRIAL AND AMENDMENTS TO TRAFFIC ACT 1925 (TAS) | That: <ol style="list-style-type: none"> 1. The Council notes that 3rd party insurance is required for the duration of the trial and delegates | Manager Smart and Sustainable Hobart | <ol style="list-style-type: none"> 1. Third Party insurance was stipulated as mandatory in contracts with the operators. Evidence of currency of |

| Ref | Title | Report / Action | Action Officer | Comments |
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| | Open Council 8/12/2021, item 13 | <p>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.</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. | | <p>insurance was given to Council before trial. No roads gazetted by CEO to date.</p> <p>2. Data collection ongoing. Report to be prepared at the conclusion of the trial.</p> |
| 24 | PETITIONS - HAIG STREET AND AUGUSTA ROAD, LENA VALLEY - ROAD SAFETY CONCERNS | That: 1. Mobility improvements be investigated for Augusta Road and Haig Street as part of the overall Local Area | Director City Futures | A timeline is currently being prepared for the Local Area Mobility Plan process. |

| Ref | Title | Report / Action | Action Officer | Comments |
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| | Open Council 11/04/2022, item 10 | <p>Mobility Plan (LAMP) process.</p> <p>(i) Priority be given to the Lenah Valley Local Area Mobility Plan.</p> <p>2. The petitioners be advised of the outcomes of officer findings as outlined within this report.</p> <p>3. A further report be prepared outlining the Local Area Mobility Plan processes and timeframes.</p> | | |
| 25 | <p>FEDERAL STREET, NORTH HOBART FOOTPATH TREES</p> <p>Open Council 11/04/2022, item 11</p> | <p>That:</p> <p>1. The footpath on Federal Street, between Argyle and Elizabeth Street, be remediated to make it safe for pedestrians.</p> <p>2. The future management of trees in the streetscape be considered as part of the North Hobart Precinct Plan project planned for this year.</p> <p>3. Council officers consult with land owners adjacent to the footpath on Federal Street, between Argyle and Elizabeth Street in respect of</p> | Acting Director City Enablers | <p>1. Council Officers have undertaken works on the Federal Street footpath to make it safe for pedestrians.</p> <p>A report on property damage will be provided as soon as possible.</p> |

| Ref | Title | Report / Action | Action Officer | Comments |
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| | | any property damage and report back to Council. | | |
| 26 | 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 the City of Hobart to negotiate good visual and community outcomes, | Acting Director City Enablers | <p>A meeting with the CEO of Tasnetworks has been held and it was agreed the City negotiate an MOU with Tasnetworks. The MOU will address the content of their petition.</p> <p>COMPLETE</p> |

| Ref | Title | Report / Action | Action Officer | Comments |
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| | | <p>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> | | |
| 27 | <p>Exploring City Bus Options</p> <p>Open Council 16/05/22</p> <p>Item 12</p> | <p>That:</p> <ol style="list-style-type: none"> 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 | Director City Futures | 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 |
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| | | <p>option to help lower the cost of living in this municipality.</p> <p>And requests that,</p> <ol style="list-style-type: none"> 1. 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. 2. Regular meetings with Metro Tasmania be convened. 3. Provide a report back to Council on the outcomes of discussions and options for further consideration | | |
| 28 | <p>Response to Petition - Installation of a Footpath on Queens Walk</p> <p>Open Council 16/05/22</p> <p>Item 13</p> | <p>That:</p> <ol style="list-style-type: none"> 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 | Director City Futures | 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 |
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| | | <p>Queens Walk Road reserve past the 1 Queens Walk site.</p> <p>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.</p> <p>3. The funding of \$25,000 for the design of the pedestrian path be listed for consideration in the 2022/23 capital works program.</p> <p>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.</p> <p>5. The petitioners be so advised.</p> | | |
| 29 | <p>Southern Tasmanian Regional Waste Authority</p> <p>Open Council 16/05/22</p> | <p>That:</p> <p>1. The Council notes that no submissions were received during the public consultation process undertaken</p> | Acting Director City Enablers | The resolution is being action in partnership with the other 11 councils involved. |

| Ref | Title | Report / Action | Action Officer | Comments |
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| | Item 14 | <p>as a component of the establishment of the Southern Tasmanian Regional Waste Authority.</p> <p>2. The proposed rules of the Southern Tasmanian Regional Waste Authority, as notified in accordance with Section 31 of the Local Government Act 1993, be approved.</p> <p>3. The City's Chief Executive Officer be authorised to undertake all necessary actions to enable the establishment of the new Joint Authority in accordance with the Local Government Act 1993, including providing certification to the Director of Local Government that the rules have been made in accordance with the Act.</p> | | COMPLETE |
| 30 | <p>Petition - Keep Kids Safe Crossing McRobies Road, South Hobart - Ms Gemma Kitsos</p> <p>Open Council 28/03/22</p> <p>Item 6.1</p> | <p>The Chief Executive Officer tabled a petition calling for the Council to reduce the speed limit and install signage and traffic slowing measures in McRobies Road, South Hobart.</p> | Director City Futures | A report is being prepared and will be included on the 29 June 2022 Committee agenda. |

8. RESPONSES TO QUESTIONS WITHOUT NOTICE

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

The Chief Executive Officer reports:-

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

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

8.1 Infrastructure Projects**File Ref: F22/31802; 13-1-10**

Memorandum of the Acting Director City Enablers of 23 May 2022.

8.2 Railway Roundabout Fountain**File Ref: F22/42503; 13-1-10**

Memorandum of the Director City Life of 20 May 2022.

That the information be received and noted.

Delegation: Committee



City of **HOBART**

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

INFRASTRUCTURE PROJECTS

Meeting: City Infrastructure Committee

Meeting date: 2 March 2022

Raised by: Deputy Lord Mayor Burnet

Question:

Can the Director provide an update on the progress of infrastructure projects, how they're budgeted, and their timelines for delivery?

Response:

The City's capital works program incorporates infrastructure improvement as well as a broad range of other projects.

Infrastructure projects identified for inclusion on the City's capital works program undergo the following process:

- Initial identification of the project which may be asset renewal (replacement of existing infrastructure which has reached the end of its life), asset upgrade (where an asset is to be replaced and upgraded) or a new asset.
- The process starts with the preparation of a concept design plan for the project with a high level estimate is prepared. The project is assessed and prioritised, then referred to ELT and ultimately to Council, depending on the circumstances this might be as a component of the annual budget consideration, or as an individual report.
- Having been approved in principal, the detailed design for the project is progressed, cost estimates are firmed up and the necessary approvals (statutory and other) are secured.
- With the project approved, designed and funded construction takes place. This can be via the involvement of the City's internal workforce or via tender in the open market.

Usually projects are developed over a period of up to three years (one year for concept development, one year for detailed design and approval, one year for construction). Such timeframes are however very dependant of a range of factors, which include:

- Extent of stakeholder engagement;
- Design complexity;
- Statutory approvals processes;
- Contractor availability;
- Landlord issues (if 3rd party land ownership is involved);
- Weather conditions;
- Traffic and other associated infrastructure impacts.

This process has been made more difficult in recent years due to the significant impact of COVID.

Such difficulties include:

- Restriction in the City's budget;
- Stimulus packages increasing pressure on the market;
- Staff limitations;
- Materials supply chain interruptions.

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



Glenn Doyle
ACTING DIRECTOR CITY ENABLERS

Date: 23 May 2022
File Reference: F22/31802; 13-1-10



City of **HOBART**

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

RAILWAY ROUNDABOUT FOUNTAIN

Meeting: City Infrastructure Committee

Meeting date: 4 May 2022

Raised by: Lord Mayor Reynolds

Question: Can the Director provide an update on the Railway Roundabout Fountain and if it is currently undergoing repairs?

Response:

Repairs are currently being undertaken on the pumping system and lights.

The Pump recently failed and due to its age spare parts can no longer be obtained. A new pump is being sourced and we are awaiting costings and arrival dates of a new pump from the preferred contractor.

The current lighting system is starting to fail due to water ingress. A trial of three brands of different fittings will be undertaken over the next 3-6 months to determine the most suitable fitting for the location. A complete replacement of the current system is proposed in the 2023 – 2024 financial year.

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

Neil Noye
DIRECTOR CITY LIFE

Date: 20 May 2022
File Reference: F22/42503; 13-1-10

9. QUESTIONS WITHOUT NOTICE

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

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

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

10. CLOSED PORTION OF THE MEETING

RECOMMENDATION

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

- Minutes of the Closed Portion of a Committee meeting
- Responses to Closed Questions Without Notice
- 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 | Committee Action Status Report |
| Item No. 4.1 | Committee Actions - Status Report CLOSED LG(MP)R 15(2)(c)(i), (d), (f) and (g) |
| Item No. 5 | Responses to Questions Without Notice |
| Item No. 5.1 | Cornelian Bay Precinct LG(MP)R 15(2)(b) |
| Item No. 6 | Questions Without Notice |