



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 3 August 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, 3 August 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 31 March 2022 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:

Councillor J Fox

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, 29 June 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 Deputy Municipal Emergency Management Coordinator File Ref: F22/64520

Report of the Manager City Infrastructure and the Director City Life of 22 July 2022.

Delegation: Council

REPORT TITLE: DEPUTY MUNICIPAL EMERGENCY MANAGEMENT COORDINATOR**REPORT PROVIDED BY:** Manager City Infrastructure
Director City Life**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to seek Council's endorsement to appoint a new Deputy Municipal Emergency Management Coordinator.

2. Report Summary

- 2.1. The *Emergency Management Act 2006* requires Councils to appoint a Municipal Emergency Management Coordinator and a deputy.
- 2.2. The current Deputy, Russell Dowd, has resigned.
- 2.3. Mr Geoff Lang remains the Municipal Emergency Management Coordinator.
- 2.4. It is proposed that John Fisher be appointed the Deputy Municipal Emergency Management Coordinator.

3. Recommendation***That:***

1. ***The Council endorse the nomination of Mr John Fisher as the Deputy Municipal Emergency Management Coordinator for the City of Hobart.***
2. ***The Director State Emergency Service and the State Emergency Management Controller be so advised.***

4. Background

- 4.1. The Municipal Emergency Management Coordinator is a statutory position pursuant to the provisions of the *Emergency Management Act 2006*.
- 4.2. Essentially the Act specifies that the Municipal Coordinator position is a person:
 - 4.2.1. Nominated by the Council;
 - 4.2.2. Appointed by the Minister;
 - 4.2.3. Appointed for the period and on the terms and conditions, specified in the instrument of appointment;
 - 4.2.4. Once appointed would have the authority to make decisions relating to the coordination of emergency management in the municipal area during an emergency without first seeking the approval of the Council.

5. Proposal and Implementation

- 5.1. The current Deputy Municipal Emergency Management Coordinator, Mr Russell Dowd, has resigned.
- 5.2. It is proposed that Mr John Fisher be appointed as the new Deputy Municipal Emergency Management Coordinator. Mr Fisher has recently agreed to extend his employment with the Council which affords Council with the opportunity to appoint him to this position.
- 5.3. Mr Fisher has extensive emergency management experience and responded to many emergencies across Australia.
- 5.4. Mr Fisher has been consulted and is happy to assume the role.
- 5.5. It is noted that the recent Organisation Transformation has resulted in a new Unit, City Resilience, which will have carriage of emergency management. Once a manager of this unit is appointed and commences, there will be changes to the current emergency management appointments. It is envisaged that this appointment will be made later this calendar year.

6. Strategic Planning and Policy Considerations

- 6.1. This proposal supports the Strategic Plan's Outcome 6.4, which states:
 - 6.1.1. *Hobart is responsive and resilient to climate change and natural disasters.*

7. Financial Implications

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

7.1.1. Nil

7.2. Impact on Future Years' Financial Result

7.2.1. Nil

7.3. Asset Related Implications

7.3.1. Nil

8. Legal, Risk and Legislative Considerations

8.1. This proposal addresses the Council's legislative requirements as detailed in the *Emergency Management Act 2006*.

8.2. This proposal also addresses the risk of the Council not having a Municipal Emergency Management Coordinator, should that person not be available.

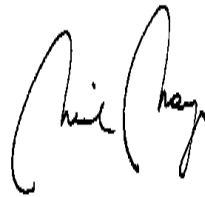
9. Delegation

9.1. This is a matter for the Council to determine.

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.



Geoff Lang
MANAGER CITY INFRASTRUCTURE



Neil Noye
DIRECTOR CITY LIFE

Date: 22 July 2022
File Reference: F22/64520

6.2 E-Scooter Trial Update
File Ref: F22/72922

Report of the Manager Smart & Sustainable Hobart and the Director
Connected City of 29 July 2022.

Delegation: Committee

REPORT TITLE: E-SCOOTER TRIAL UPDATE

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 the City's micromobility trial, with particular focus on responses to Council resolution of 31 January 2022.
- 1.2. This update outlines responses and initiatives undertaken, particularly with regards to community engagement and education, trial footprint, safety, and data and communication.

2. Report Summary

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

Part A

2. *That an audit of all footpaths in the permitted zones, be audited by Council officers in consultation with e-scooter operators to assess them for suitability for hire e-scooter use, taking into consideration the width of the footpath to allow for safe two-way passing, the safety of the footpath surface, the gradient of footpaths and any other relevant factor impacting rider and pedestrian safety as part of an urgent report.*
3. *That as part of the Audit an overlay be prepared for the use of e-scooters on all footpaths within the current use zone to determine which footpaths within the zone should be prohibited from use and which would be acceptable for use, including options in dealing with the appropriate parking of e-scooters not creating a nuisance or safety issues to others as part of the consultation process in clause 1.*
4. *That the necessary action be taken to lower the maximum speed on appropriate footpaths for e-scooters from 15km to 10 km/h.*
5. *That the e-scooter operators implement a Zero Tolerance policy (as per the conditions of hire) for appropriate breaches of use that is reported or known by the operators on the basis of or similar that are;*
 - a. *First Breach – Immediate one month suspension use*
 - b. *Second Breach – 3 month suspension of use*
 - c. *Third Breach – 1 year suspension of use*

- d. *Any third party booking that allows a suspended user to use an e-scooter - immediate 6 month suspension of use*
6. *That the e-scooter operators immediately implement a 1300 number and or other options so members of the public are able to report any breaches of use and the detail of such breaches are reported to Tasmania Police and the Hobart City Council.*
7. *That a further report be prepared and prioritised within 3 to 6 months to address the following issues and concerns which have been raised by community groups, business groups, advocacy groups and members of the public:*
- *what the objectives are of the introduction of hire e-scooters into our city, such as reduce need for car travel*
 - *a summary of the policies that other Australian cities have in relation to hire e-scooter use, including permitted areas and maximum speeds*
 - *how the issues of e-scooter riders under the age of 16 will be addressed or the feasibility of reducing the minimum age and in particular, any insurance issues in this situation*
 - *the number and nature of safety incidents and near misses to date*
 - *the number and nature of (positive and negative) feedback on the trial received by the Council to date from all sources, including social media and corporate correspondence*
 - *the feasibility of designated pick up and drop off points and e-scooter parking*
 - *the statistics on injuries be collated from emergency department reports or otherwise*
 - *the criteria for determining no-go zones, an assessment of current and potential no-go zones and outline of the timelines and process associated with adjusting no-go zones*
 - *how public education will be undertaken and associated roles, responsibilities, times frames, costs and measures of success*
 - *the outcome of discussion with Tasmania Police in relation the capacity and capability to promote compliance and address non-compliance*
 - *what information and data will be used during and beyond the trial to assess what, if any, impact the introduction of hire e-scooters is having on traffic and parking*

- *what, if any, impact the trial has had to date on traffic congestion and the basis on which this statement is made*
- *what, if any, impact the trial has had on users choosing to use an hire e-scooter rather than walking and the basis on which this statement is made*
- *how seasonality will impact the safety and prevalence of scooters, such as decreased usage during icy winters*
- *evidence from the two operators on unsatisfactory practices or issues they have experienced and how they will improve*
- *the feasibility of the monthly reports that are provided by the companies to the Council, being made public rather than 'commercial in confidence'*
- *A detailed criteria for success of the trial be provided which is made publicly available.*

8. *The estimated revenue the city is expected to receive from the operators and the basis on which this revenue is calculated be made public.*

2.2. This report provides updates relevant to

2.2.1. Community Engagement, including current and proposed engagement.

2.2.2. Education, including past and proposed education campaigns.

2.2.3. Trial Footprint, including how the footprint has been adjusted throughout the micromobility trial.

2.2.4. Safety, addressing concerns around speed.

2.2.5. Data and Communication, including timely provision of up to date information.

2.3. A further report will be provided informing the proposed future direction of the City's involvement in micromobility trials and/or programs.

3. Recommendation

That Council note the update provided in this report and note that a report will be prepared for Council in Quarter 2, 2022-23, that captures the outcomes of:

a) streetscape and footpath audits.

b) the Your Say survey, Intercept Surveys, and community feedback received by Council throughout the micromobility 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 the State Government's 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.
- 4.3. At its meeting of 31 January 2022, the Council resolved, *inter alia* that:

Part A

2. *That an audit of all footpaths in the permitted zones, be audited by Council officers in consultation with e-scooter operators to assess them for suitability for hire e-scooter use, taking into consideration the width of the footpath to allow for safe two-way passing, the safety of the footpath surface, the gradient of footpaths and any other relevant factor impacting rider and pedestrian safety as part of an urgent report.*
3. *That as part of the Audit an overlay be prepared for the use of e-scooters on all footpaths within the current use zone to determine which footpaths within the zone should be prohibited from use and which would be acceptable for use, including options in dealing with the appropriate parking of e-scooters not creating a nuisance or safety issues to others as part of the consultation process in clause 1.*
4. *That the necessary action be taken to lower the maximum speed on appropriate footpaths for e-scooters from 15km to 10 km/h.*
5. *That the e-scooter operators implement a Zero Tolerance policy (as per the conditions of hire) for appropriate breaches of use that is reported or known by the operators on the basis of or similar that are;*
 - a. *First Breach – Immediate one month suspension use*
 - b. *Second Breach – 3 month suspension of use*
 - c. *Third Breach – 1 year suspension of use*
 - d. *Any third party booking that allows a suspended user to use an e-scooter - immediate 6 month suspension of use*
6. *That the e-scooter operators immediately implement a 1300 number and or other options so members of the public are able*

to report any breaches of use and the detail of such breaches are reported to Tasmania Police and the Hobart City Council.

7. *That a further report be prepared and prioritised within 3 to 6 months to address the following issues and concerns which have been raised by community groups, business groups, advocacy groups and members of the public:*
- *what the objectives are of the introduction of hire e-scooters into our city, such as reduce need for car travel*
 - *a summary of the policies that other Australian cities have in relation to hire e-scooter use, including permitted areas and maximum speeds*
 - *how the issues of e-scooter riders under the age of 16 will be addressed or the feasibility of reducing the minimum age and in particular, any insurance issues in this situation*
 - *the number and nature of safety incidents and near misses to date*
 - *the number and nature of (positive and negative) feedback on the trial received by the Council to date from all sources, including social media and corporate correspondence*
 - *the feasibility of designated pick up and drop off points and e-scooter parking*
 - *the statistics on injuries be collated from emergency department reports or otherwise*
 - *the criteria for determining no-go zones, an assessment of current and potential no-go zones and outline of the timelines and process associated with adjusting no-go zones*
 - *how public education will be undertaken and associated roles, responsibilities, times frames, costs and measures of success*
 - *the outcome of discussion with Tasmania Police in relation the capacity and capability to promote compliance and address non-compliance*
 - *what information and data will be used during and beyond the trial to assess what, if any, impact the introduction of hire e-scooters is having on traffic and parking*
 - *what, if any, impact the trial has had to date on traffic congestion and the basis on which this statement is made*
 - *what, if any, impact the trial has had on users choosing to use an hire e-scooter rather than walking and the basis on which this statement is made*

- *how seasonality will impact the safety and prevalence of scooters, such as decreased usage during icy winters*
 - *evidence from the two operators on unsatisfactory practices or issues they have experienced and how they will improve*
 - *the feasibility of the monthly reports that are provided by the companies to the Council, being made public rather than 'commercial in confidence'*
 - *A detailed criteria for success of the trial be provided which is made publicly available.*
8. *The estimated revenue the city is expected to receive from the operators and the basis on which this revenue is calculated be made public.*
- 4.4. Updates in response to Council's abovementioned requests have been provided below, within the themes of Community Engagement and Education, Trial Footprint, Safety, and Data and Communication. All information provided is current as at 25 July 2022.

Community Engagement

- 4.5. The City has received community feedback throughout the trial via the Customer Service contact form, phone and email at connectedhobart@hobartcity.com.au
- 4.6. The City has also conducted focused engagement sessions, most recently including:
- 4.6.1. Engagement with senior Tasmanians on 24 February at Mathers House.
 - 4.6.2. 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.
 - 4.6.2.1. Key themes raised during the above consultation sessions were provided to the Committee on 1 June 2022.
 - 4.6.3. 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. Most recently the discussion group met on 1 and 30 June 2022.
- 4.7. Council officers will be liaising with Equal Opportunity Tasmania to schedule a discussion, focused on the micromobility trial, with the Tasmanian Anti-Discrimination Commissioner.

- 4.8. Additional meetings will be planned with Lisa Stafford and Michael Small from Disability Voices Tasmania and Sue Leitch from Council of the Ageing, to be attended by Director Connected City and Manager Smart and Sustainable Hobart.
- 4.9. The City committed to gaining further understanding of community sentiment via the City's YourSay platform. A survey was prepared by Council's in-house community engagement specialists, with support from the Smart and Sustainable Hobart team and a City-engaged, external active transport specialist.
 - 4.9.1. The survey closed 24 July 2022 and all comments and data from the survey will be assessed and reported on by an external research and data specialist.
- 4.10. An "intercept survey", which is conducted on the street with randomly chosen members of the public, will be conducted by the research and data specialist, contributing to a comprehensive data set of community sentiment toward the trial.
- 4.11. The research and data specialist will also analyse and report on additional, existing data that has been received throughout the trial via the e-scooter feedback form and contact via phone or email to the City.

Education

- 4.12. A range of education initiatives have been developed throughout the micromobility trial, including:
 - 4.12.1. Scoot Smart Hobart Safety Campaign
<https://www.hobartcity.com.au/City-services/Transport-and-traffic-management/E-scooters/Scoot-Smart-Hobart>
 - 4.12.2. #SharetheSpace
<https://www.hobartcity.com.au/City-services/Transport-and-traffic-management/E-scooters/E-scooter-videos>
 - 4.12.3. E-scooter Safety Training available throughout May and June 2022 at Salamanca Markets, PW1 Forecourt
 - 4.12.4. Neuron and Beam Safety Ambassadors patrol streets offering on the spot rider education and cleaning up misplaced scooters
- 4.13. Council officers are presently working on a campaign with the e-scooter operators that will be focused on training opportunities for Senior Tasmanians.

Trial Footprint

- 4.14. The original trial footprint encompassed the Hobart Local Government Area, with distinct zones prohibiting e-scooter use or parking defined by geofencing.

- 4.15. The trial footprint is being iteratively reviewed and refined throughout the period of the micromobility trial, in response to community feedback and reported incidents.
- 4.15.1. This review includes zones prohibiting e-scooter use, zones prohibiting e-scooter parking, and the creation of physical pick-up / drop off bays to encourage good parking.
- 4.15.2. Examples of permanent zones prohibiting or limiting e-scooter use or parking include:
- No parking zone in Arthur Circus, South Street and some surrounding streets of Battery Point
 - No go zone at Kelly's steps
- 4.15.3. Examples of temporary zones prohibiting or limiting e-scooter use or parking include:
- The footprint of Salamanca Market / Tasmania's Own Market during its operating hours
 - Salamanca Late Night Precinct mitigation with Tasmanian Police, including increased operators' presence, no parking zones and e-scooters removed from Salamanca during Friday and Saturday nights.
- 4.16. A streetscape audit will be undertaken by the Smart and Sustainable Hobart Unit in conjunction with Council officers working in fields such as accessibility and inclusion, mobility, parking, placemaking, urban design, planning, city cleansing and risk, as well as the two e-scooter operators participating in the micromobility trial and external consultants as required.
- 4.16.1. The audit will inform those footpaths suitable for e-scooter use, and identify potential locations for designated pick up / drop off bays.
- 4.16.2. The audit will also identify footpaths where access may be difficult due to footpath conditions, regardless of e-scooter presence.
- 4.16.3. It is proposed that the audit will also consider the viability of creating more micromobility lanes in inner city corridors.
- Safety - Speed**
- 4.17. Members of the community have expressed concern at the different speed limits applied to e-scooters and motorised mobility devices, such as electric wheelchairs and mobility scooters.

- 4.17.1. E-scooters have variable speed restrictions, including 15km per hour on footpaths, and 25km per hour on shared paths, bicycle paths and local roads.
- 4.17.2. Motorised mobility devices have a fixed speed limit of 10km per hour.
- 4.17.3. Speed limits in Tasmania are approved by the Commissioner for Transport (Department of State Growth).
- 4.17.4. Council officers and members of the City's Access Advisory Committee attended the Department of State Growth's round table in Hobart on 22 July 2022. Additional members of the City's Access Advisory Committee attended the round table in Launceston.
- 4.17.5. The City's Smart and Sustainable Hobart Project Officer noted that e-scooters have a greater maximum speed than mobility scooters and shared that members of our community and Council have expressed concern over this disparity.
- 4.17.6. The Department of State Growth has committed to reviewing and evaluating relevant legislation.
 - 4.17.6.1. The Manager Smart and Sustainable Hobart will, as part of their regular update to the Access Advisory Committee, share this with the Access Advisory Committee at its meeting of 3 August 2022.

Safety – Reporting and Incidents

- 4.18. Both e-scooter operators have implemented 24/7 customer service operations that can be contacted any time of day.
 - 4.18.1. Breaches, such as illegal use of e-scooters, can be reported directly to Tasmania Police.
- 4.19. Both e-scooter operators have policies in place to warn, fine and ban e-scooter riders who do not comply with the terms and conditions of use and / or the relevant legislation, such as minimum age and road rules.
- 4.20. Available incident data is shared between attendees of the Interagency Discussion Group, which is attended by Council officers, Tasmanian Police, e-scooter operators and the Department of State Growth.
 - 4.20.1. Data is reviewed and subsequent mitigation strategies are created and implemented.
 - 4.20.2. The available data does not include statistics on injuries from the emergency department as available information does not identify the cause of injury.

5. Data and Communication – Revenue

5.1. The estimated revenue collected by the City is unable to be shared publically in this report, however financial information has been confidentially provided to Elected Members on the hub on 22 June 2022. These contract conditions, under which the operators were engaged, are consistent across the trial in both City of Hobart and City of Launceston.

5.1.1. Revenue received during the trial is funding operational costs for Council in undertaking the trial including the engagement of external specialists and rider education and safety campaigns.

6. Data and Communication – Regular Reporting

6.1. As identified in Council's request, the City receives monthly updates from both e-scooter operators. The data contained within the monthly reports is commercial in confidence.

6.1.1. Combined data is shared with the public where appropriate.

6.2. The City is working to provide a more user friendly and up to date e-scooter website, ensuring that the community can easily access the most current information.

7. Proposal and Implementation

7.1. The streetscape audit will be conducted by the Smart and Sustainable Hobart Unit, in conjunction with external providers, in consultation with other Council officers working in fields such as accessibility and inclusion, mobility, parking, placemaking, urban design, planning, city cleansing and risk, as well as the two e-scooter operators participating in the micromobility trial.

7.1.1. A report will be prepared for Council in Quarter 2, 2022-23 financial year.

7.2. The additional community engagement via Intercept Survey will be analysed and reported on together with the results of the online Your Say survey, and community feedback received throughout the trial to date.

7.2.1. A report will be prepared for Council in Quarter 2, 2022-23 financial year.

7.3. The campaign to provide training opportunities for Senior Tasmanians is under development by Council officers working together with e-scooter operators.

7.3.1. This campaign will be implemented in August 2022.

8. Strategic Planning and Policy Considerations

- 8.1. 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."
- 8.2. 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.*
- 8.3. 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.
- 8.4. 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.*
- 8.5. 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*.

9. Financial Implications

- 9.1. Funding Source and Impact on Current Year Operating Result
 - 9.1.1. The recommendations of this report will be funded through revenue received from the micromobility trial.
 - 9.1.2. The recommendations of this report will also require Council officer time to complete.
- 9.2. Impact on Future Years' Financial Result
 - 9.2.1. The recommendations of this report do not extend beyond the current 2022-23 financial year.
- 9.3. Asset Related Implications
 - 9.3.1. There are no asset related implications arising from the recommendations of this report.

10. Legal, Risk and Legislative Considerations

- 10.1. 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.
- 10.2. It is proposed that a risk assessment be prepared as part of the streetscape audit.

11. Environmental Considerations

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

12. Social and Customer Considerations

- 12.1. It is anticipated that the streetscape audit will identify streets most appropriate for e-scooter use in addition to other existing modes of transport such as walking, motorised mobility scooters and cycling.
 - 12.1.1. The audit will also identify within the inner city network those streets that represent accessibility challenges, due to footpath condition such as steepness or width of path. This may inform future works to improve the accessibility of Hobart's street network.
- 12.2. The survey / feedback report will provide the City with a comprehensive data set of community sentiment toward the trial. This will inform any extension of the trial or permanent micromobility program undertaken by or within the City.
- 12.3. The provision of training opportunities for Senior Tasmanians may increase participation within the micromobility trial.

13. Marketing and Media

- 13.1. The educational campaign for Senior Tasmanians will be promoted through the City's social media accounts, and well as Positive Ageing networks, including the quarterly *What's On* newsletter.

14. Community and Stakeholder Engagement

- 14.1. This update on the micromobility trial has been informed by consultation and engagement undertaken throughout the trial to date, including recent attendance at the Department of State Growth round table on 22 July 2022.

15. Delegation

- 15.1. This matter is delegated to the City Infrastructure Committee.

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



Robert Stevenson
**MANAGER SMART & SUSTAINABLE
HOBART**



Jacqui Allen
DIRECTOR CONNECTED CITY

Date: 29 July 2022
File Reference: F22/72922

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: Status Action Report - OPEN

<p style="text-align: center;">CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT OPEN PORTION OF THE MEETING November 2014 to 3 August 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 Futures	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 selection of a candidate for the role of Manager City Mobility is currently being finalised and a key task for this position will be to take forward the work involved in the development of Local Area Mobility Plans.
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	A presentation for Elected Members by ARRB will be made immediately prior to the 29 June 2022 City Infrastructure Committee meeting. COMPLETE
3	PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS	1. Following the development and implementation of a suitable engagement strategy, the current	Director City Futures	Work to implement the Council's resolution with regard to the reconstructed sections of Liverpool Street, Morrison Street,

Ref	Title	Report / Action	Action Officer	Comments
	Council 12/10/2015, item 14	<p>Highways By-law (3 of 2008) be enforced with particular emphasis on the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane).</p> <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</p>	Director City Life	<p>Salamanca Place and Sandy Bay shopping centre is complete.</p> <p>Responsibility for the carriage of these items will be undertaken by City Place Making, City Mobility and City Life. A proposed action plan/direction will be provided to Elected Members in due course.</p>

Ref	Title	Report / Action	Action Officer	Comments
		boards, such as sign posts be investigated. 6. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages.		
4	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. Once appointed, the Manager City Mobility will take responsibility for the carriage of the implementation framework. A proposed action plan / direction will be provided to Elected Members in due course.
5	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 integral component of the Elizabeth Street Bus Mall Improvement project.	Director City Futures	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
		<ol style="list-style-type: none"> 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. 		<p>Further widening of footpaths in Elizabeth Street, community and stakeholder engagement associated with the proposed Brooke Street to Franklin Square link is being addressed as part of the implementation of the Central Hobart Precincts Structure Plan.</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>
6	<p>ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE</p> <p>Open Council 8/7/2019, item 12</p> <p>Open Council 12/10/2020 item 15</p> <p>Open Council 7/12/2020, item 13</p>	<p>That:</p> <ol style="list-style-type: none"> 1. The draft concept design for Elizabeth Street Midtown Retail Precinct project (marked as Attachment A to item 6.2 of the Open City Infrastructure Committee agenda of 25 November 2020), be generally endorsed as a framework for future streetscape development in the project area, noting that the Council is not in a position to fund the implementation at this time. 2. That any decision on the final uphill bike lane treatment be determined following the trial of uphill bike lane as 	Director City Futures	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>part of the 12 month 'Ready for Business' pilot project.</p> <p>3. A further report be provided to the Council in the first quarter of 2021, outlining an implementation plan including cost estimates, financial impacts, funding source/s and proposed timing.</p> <p>4. A detailed report addressing the potential loss of car parking within the Elizabeth Street Precinct be referred to the Finance and Governance Committee at the appropriate time.</p>		
7	<p>CAMPBELL STREET (BETWEEN LIVERPOOL STREET AND COLLINS STREET) - TRIAL TRAFFIC MANAGEMENT ARRANGEMENTS FOR ROYAL HOBART HOSPITAL K-BLOCK</p> <p>Council 9/9/19, item 15</p>	<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</p>	Director City Futures	<p>An evaluation of the current trial traffic and parking arrangements, taking account of stakeholder comment and traffic engineering considerations is currently being undertaken. This has taken longer than anticipated.</p> <p>A report will be provided to the September 2022 City Infrastructure Committee meeting.</p> <p>It is noted that the Council has committed to the Argyle Street and Campbell Street bicycle project, and this will, in large part address aspects of this Council resolution.</p>

Ref	Title	Report / Action	Action Officer	Comments
		adjacent to the Royal Hobart Hospital) from asphalt to unit paver materials.		This project will be further addressed as part of the ICAP AP06 Campbell Street Upgrade project for which there is a capital works plan allocation for planning in 2023/2024.
8	INSTALLATION OF TRAFFIC SIGNALS - INTERSECTION OF COLLINS STREET AND MOLLE STREET Council 9/9/2019, item 17	<p>That the installation of traffic signals at the intersection of Molle Street and Collins Street to improve the safety and amenity of pedestrians and cyclists be supported.</p> <p>(i) Subject to the proposed bulbing in Molle Street being reduced in length to accommodate a further two car parking spaces.</p> <p>The General Manager be authorised to negotiate with the landowner of 40-50 Molle Street for the incorporation of the existing driveway and associated 'right of way' utilised by pedestrians and cyclists into the proposed traffic signals, including the transfer of any land necessary to facilitate that installation.</p> <p>A further report be provided on the possible use of different surface treatments to highlight the pedestrian crossings.</p>	Director City Futures	The construction works at the intersection are currently underway with completion expected in August/September 2022.
9	CAMPBELL STREET AND ARGYLE STREET BICYCLE CONNECTIONS	1. Subject to a successful grant funding proposal, the Argyle Street, Campbell Street, Liverpool Street and Bathurst	Director City Futures	The Council decision of 10 May 2021 is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
	Open Council 16/12/2019, Item 13 Open Council 10/5/2021, item 11	<p>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> <ol style="list-style-type: none"> 2. Should a planning approval be required due to the archaeology overlay (or another trigger) the General Manager be authorised to lodge such an application. 3. Appropriate public information resources to explain the function and reasoning for the new facilities be created and form part of the trial. 4. The City of Hobart develops the arrangements to support and undertake clearway towing and vehicle removal operations, recoup costs and levy appropriate fines; 5. A review of parking charges, operating hours and un-metered spaces in the area surrounding the project be undertaken, and appropriate changes be implemented to offset any revenue impacts. <p>Council 16 December 2019</p>		<p>The draft final design for the installation of bicycle facilities has been received and required alterations to traffic signals are being finalised with the Department of State Growth.</p> <p>Installation is anticipated for summer 2022/2023.</p> <p>A further report with 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
		A report be provided on the feasibility of introducing priority car pool and bus lanes on Campbell and Argyle Streets.		
10	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 	<p>Acting Director City Enablers</p> <p>Director City Futures</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> <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
		the Special Events Traffic Management budget allocation in the Traffic Strategy and Projects function area of the 2019-20 annual plan.		
11	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 <p>1. The Council endorse engagement with key stakeholders and the</p>	Director City Futures	<p>Clause 1(b)</p> <p>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 underway with 'switch' on of the variable speed signs anticipated in July 2022.</p> <p>Clause 1(d)</p> <p>The application to the Transport Commission for the Sandy Bay Retail Precinct is being prepared with a view to installation being undertaken in late 2022 if the application is supported.</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>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 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</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>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>		
12	<p>HOBART TRANSPORT NETWORK OPERATING PLAN PHASE ONE REPORT</p> <p>Open CIC 25/8/2021, item 6.1</p>	<p>That:</p> <ol style="list-style-type: none"> 1. A further report on phase two of the Hobart Transport Network Operations Plan development be provided to the Council when the consultancy for the next phase has concluded. 	Director City Futures	The Council decision is being actioned.
13	<p>48-50 NEW TOWN ROAD - HOSPITAL DEVELOPMENT - COMMUTER PARKING AND ACTIVE TRAVEL PLAN</p> <p>Open Council 8/11/2021 Item 11</p>	<p>That:</p> <ol style="list-style-type: none"> 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. <p>PART B</p> <ol style="list-style-type: none"> 1. 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	<p>This is on hold until the permit holder commences work and the Council is assured that the proposal will proceed.</p> <p>A condition to be included that an Active Travel Plan is to be provided as part of the application process.</p>

Ref	Title	Report / Action	Action Officer	Comments
14	PETITIONS - HAIG STREET AND AUGUSTA ROAD, LENA VALLEY - ROAD SAFETY CONCERNS Open Council 11/04/2022 Item 10	1. A further report be prepared outlining the Local Area Mobility Plan processes and timeframes.	Director City Futures	A timeline is currently being prepared for the Local Area Mobility Plan process.
15	EXPLORING CITY BUS OPTIONS Open Council 16/05/22, item 12	That: 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	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
16	E-SCOOTER TRIAL CONSULTATION REPORT Open Council 14/06/22, item 13	That: 1. Council officers continue to investigate the viability of creating more mixed-use micromobility lanes and dedicated parking spaces in inner city corridors. 2. Council officers work with e-scooter operators Beam and Neuron, as well as other relevant organisations of the City, to create opportunities for training and safety awareness and any further input on the trial by and for senior Tasmanians. 3. Council officers attend the series of round table discussion forums convened by Department of State Growth around e-scooters, 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. The City's Access Advisory Committee be requested to consider (and action as appropriate) the inequity of legislation covering mobility scooters and e-scooters.	Director Connected City	1. A meeting will be arranged between Manager Smart and Sustainable Hobart and Manager Urban Futures once the new Manager City Mobility has commenced with the City. Council Officers are working with operators to develop further training and safety awareness opportunities for Senior Tasmanians. 2. The Hobart round table will be held on Friday 22 July 2022. Council Officers will raise concerns about legislation covering mobility scooters and e-scooters for Department of State Growth action. It is understood that representatives from the City's Access Advisory Committee will also be attending the round table forums in Hobart and Launceston. 3. Manager Smart and Sustainable Hobart will attend the Access Advisory Committee on 3 August 2022 and provide an update on the Department of State Growth round table.

Ref	Title	Report / Action	Action Officer	Comments
17	RESPONSE TO PETITION – PEDESTRIAN CROSSING – MCROBIES ROAD, SOUTH HOBART Open Council, 28/03/22, item 6.1 Open Council – 11/07/22, item 12	<p>That:</p> <ol style="list-style-type: none"> 1. An application be made to the Transport Commission requesting a change to the speed limit on McRobies Road between Cascade Road and Syme Street, Syme Street between Cascade Road and Degraes Street, and Nevin Street in South Hobart from the current default urban speed limit of 50 km/h to 40 km/h. 2. Further consultation and investigations be undertaken in respect to joining the proposed 40km/hr zone (as outlined in Clause 1) with the previously Council-endorsed proposal for the 40km/hr zone in the South Hobart Shopping Precinct between Excel Lane and the Southern Outlet. 3. Officers to investigate and upgrade the road signage on McRobies Road on approach to the Hobart Rivulet crossing. 4. The petitioners be so advised. 	Director City Futures	Officers are actioning the Council resolution.
18	MOTOR BIKE PARKING REINSTATEMENT –	<p>That:</p>	Director City Futures	Officers are actioning the Council Resolution

Ref	Title	Report / Action	Action Officer	Comments
	ELIZABETH STREET BETWEEN MACQUARIE AND DAVEY STREETS Open Council 27/6/2022, item: 15	<ol style="list-style-type: none">1. The Council consider reinstating motor bike parking in the middle of Elizabeth Street between Macquarie and Davey Street and other suitable motor bike parking areas in the CBD, in consultation with stakeholders, with a report prepared by the Chief Executive Officer to determine the outcome.2. Consultation and feedback with relevant stakeholders be initiated as part of the report back to Council		

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 Flood Mitigation**File Ref: F22/42502; 13-1-10**

Memorandum of the Director City Life of 18 July 2022.

8.2 Hooded Parking Bays**File Ref: F22/55576; 13-1-10**

Memorandum of the Director Connected City of 14 July 2022.

8.3 Bryn Estyn Upgrade**File Ref: F22/66325; 13-1-10**

Memorandum of the Director Connected City of 14 July 2022.

8.4 Mt Nelson Bike Tracks**File Ref: F22/66328; 13-1-10**

Memorandum of the Director City Life of 18 July 2022.

8.5 Bike Parking**File Ref: F22/66329; 13-1-10**

Memorandum of the Director City Futures of 8 July 2022.

8.6 Tree Root Damage to Roads**File Ref: F22/66348; 13-1-10**

Memorandum of the Director City Life of 7 July 2022.

That the information be received and noted.

Delegation: Committee



City of **HOBART**

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

FLOOD MITIGATION

Meeting: City Infrastructure Committee

Meeting date: 4 May 2022

Raised by: Deputy Lord Mayor Burnet

Question: This week marks the 4th anniversary of the May 2018 floods that impacted parts of Hobart including South Hobart. Only very recently have some residents returned to their homes in Degrares St.

In order to understand what mitigation has or needs to occur, particularly in South Hobart:

Could the Director please disclose what works have been done to accommodate the same or greater volume of water in any similar weather event?

Is remediation of the landfill at McRobies Gully likely to cause any greater velocity and volume of water and debris run-off?

Response:

Following the May 2018 flood event, an external consultant was engaged to undertake a flood study and develop a Flood Management Plan for the McRobies Catchment, with a particular emphasis on reducing flood impacts to people, property and infrastructure, both within the waste management centre, and the residential area in the vicinity of Degrares and Symes streets.

The Flood Management Plan was requested in partnership between the Waste Management Centre Unit, and the City's Stormwater Unit and delivered to Council in 2019, it includes:

- Part A - Catchment modelling, incorporating impacts on major drainage lines, overland flow paths, for a range of storm events (over 20 varying scenarios modelled).

- Part B - Waste Management Centre infrastructure assessment, to review the modelling in Part A and assess the capability on site to handle extreme events, and the proposal of new, amended drains, pits, landscaping etc to effectively manage and transport water from the site. This work also considered methods to protect surrounding properties from flooding.
- Part C – Flood Mitigation Assessment for residential areas, which reviews the flood modelling and identifies flood mitigation measures to protect residential areas including conceptual designs and cost estimates.

The assessment for McRobies Gully site found that there was a need to improve the capacity of drainage channels, provide additional cut-off drains, and road cross drainage to reduce the risk of flooding.

A Flood Mitigation Plan was developed and costed, that proposes the installation of a large number of new bunds, basins, drains, pits, and channels. The cost estimate for the flood mitigation works was \$5.15m. Drawings are included in Figure 1 (WMC works) and Figure 2 (residential area works)

Given the cost, all works were not immediately able to be implemented. However the waste management centre has undertaken a number of actions and recommendations of the plan, including:

- Installation of a bund between the organics area and the Tip Shop (B-14, CH-05 on Figure 1). This aims to protect the Tip Shop from flooding, and divert water to the western channel.
- Asphaltting the access road and installation of a sealed concrete channel with rock baffles (Ch-01)
- Culvert increase, road raising, pit raising and bunding increases (C7, C8, CH-03, B-9)
- Channel sealing (concrete & rock baffle) along main entry access road
- New cut-off drain for capture and direction of water from Knocklofty reserve to western channel (C11 and surrounds)
- Bund and roadway along toe of active landfill area (B-6)
- Increased the size of the bund at the base of the organics area (B-12, CH-04)

In terms of the works recommended for McRobies Gully, a significant number have been implemented, with the exception of four (4) large basins at the northwest of the site. The construction of these basins is a significant undertaking, in terms of cost and also the engineering and regulatory framework (given the size, they are required to have a Dam Safety Management plan and Dam operation and maintenance manual). A drawing is included as Figure 3. The installation of these basins will be considered in future budgets, and it may be possible to progressively install basins over financial years.

The Plan also provides a number of mitigation options for the streetscape neighbouring the site, including reshaping road profiles, increasing kerb heights, bunding on road reserves, and provision of temporary flood barriers. These works are in the process of being prioritise for funding in future years.

Remediation of the landfill at McRobies Gully will not cause any greater velocity and volume of water run-off. The hydraulic modelling in the Flood Management Plan details that the works on site will not result in a concentration of downstream flows. Remediation will reduce the amount of debris run-off, as areas are capped and either landscaped or hard-sealed (such as roads, pavements, concrete culverts), rather than gravel and dirt, which has more capacity to be transported off site by storm events.

Figure 1 – Flood Mitigation strategy for WMC

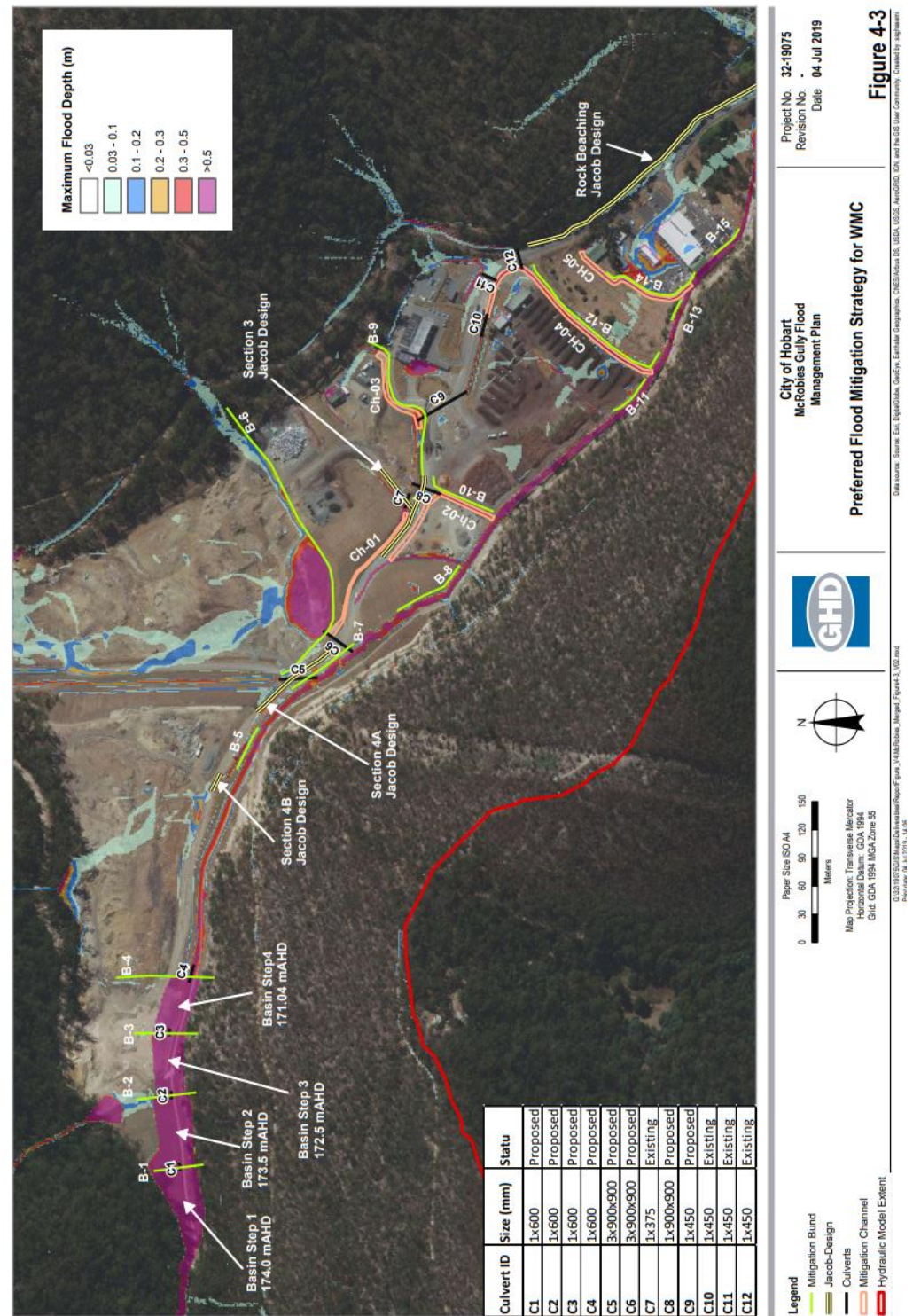


Figure 2 – Urban Area Improvement Plan

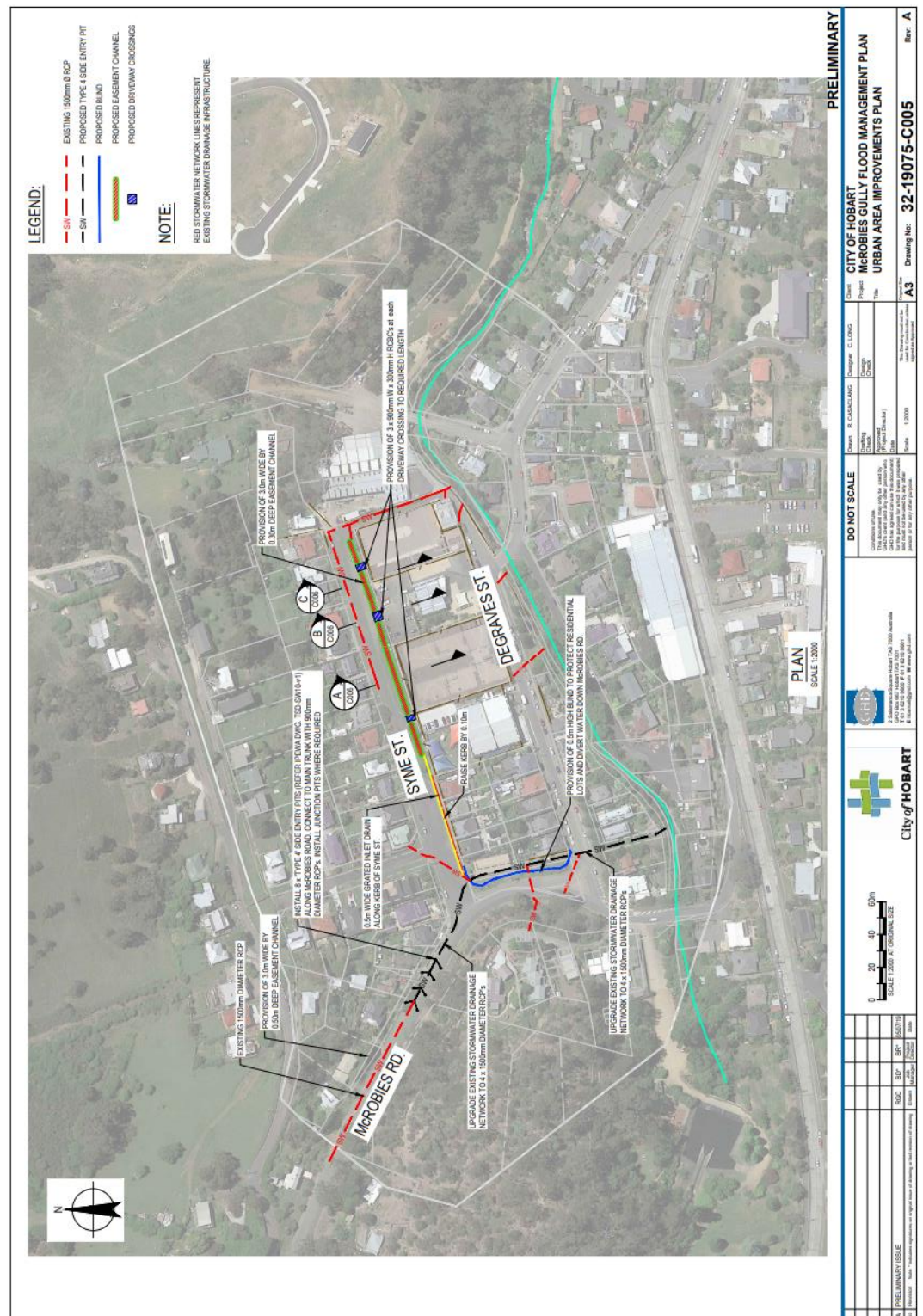
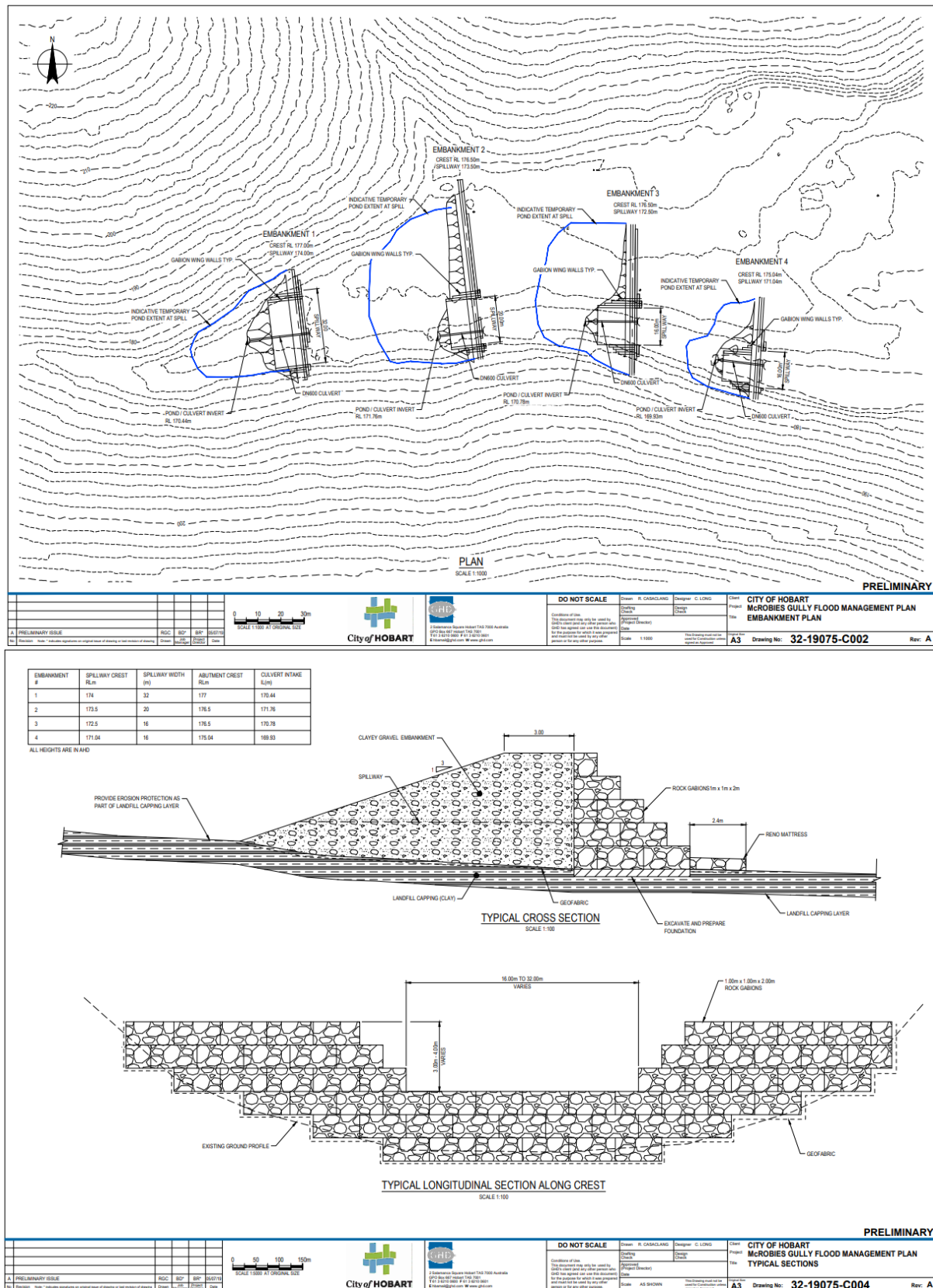
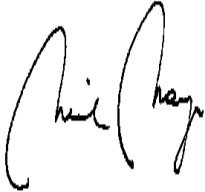


Figure 3 – Embankment/Basin Plan McRobies Gully WMC



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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: 18 July 2022
File Reference: F22/42502; 13-1-10



City of **HOBART**

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

HOODED PARKING BAYS

Meeting: City Infrastructure Committee

Meeting date: 1 June 2022

Raised by: Lord Mayor Reynolds

Question:

Can the Director advise why there appears to be parking spaces being taken out of service on the northern side of Argyle Street between Liverpool and Bathurst Streets?

Response:

The City Mobility Unit have advised that the Tasmanian Ambulance Service and Royal Hobart Hospital requested a number of changes to on-street parking in the vicinity of the Royal Hobart Hospital as a part of their COVID-19 response planning.

The on-street parking on the northeastern side of Argyle Street between Liverpool Street and Bathurst Street was temporarily converted to ambulance parking as a part of that planning.

The Public Health Emergency Declaration relating to COVID-19 expired on 30 June 2022. This parking will be converted to parking for police vehicles, to replace the police parking that was in place on Liverpool Street, but was removed to facilitate construction works at the Royal Hobart Hospital. It is anticipated that the parking for police vehicles will remain in place throughout the duration of this stage of construction works.

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 blue ink, appearing to read 'Jacqui Allen', with a small blue dot to the right.

Jacqui Allen
DIRECTOR CONNECTED CITY

Date: 14 July 2022
File Reference: F22/55576; 13-1-10



City of **HOBART**

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

BRYN ESTYN UPGRADE

Meeting: City Infrastructure Committee

Meeting date: 29 June 2022

Raised by: Deputy Lord Mayor Burnet

Question:

In relation to the upgrades at the Bryn Estyn Treatment plant, can the Director advise the overall cost of the project and who will be paying for the upgrade?

If the upgrade is being paid for by TasWater, can the Director advise what sort of burden will be passed onto the ratepayers of Hobart as a co-owner of TasWater?

Response:

The Bryn Estyn Water Treatment Plant (WTP) is Greater Hobart's primary source of drinking water, providing an average of 60 per cent of the water supply needed annually.

This upgrade and expansion of the plant will enable TasWater to continue to provide high quality drinking water and meet projected demand for the next 30 to 50 years across greater Hobart including City of Hobart ratepayers.

The project budget for Bryn Estyn is \$243.9 million and TasWater are currently forecasting to be well below budget and on schedule for completion in 2023.

This major capital project is part of TasWater's \$1.1 billion capital investment program that was recently approved by the Tasmanian Economic Regulator (TER) within TasWater's new Price and Service Plan (PSP4) commencing on 1 July 2022.

As part of its investigation of TasWater's PSP4, the TER found expenditure on the Bryn Estyn upgrade to be both prudent and efficient.

PSP4 includes an annual price increase of 3.5 per cent for TasWater customers that will fully fund the capital program.

Data Source: Department Manager Community Stakeholder and Customer Relations, TasWater, via email 8.7.22

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 blue ink, appearing to read 'Jacqui Allen', with a small blue dot to the right.

Jacqui Allen
DIRECTOR CONNECTED CITY

Date: 14 July 2022
File Reference: F22/66325; 13-1-10



City of **HOBART**

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

MT NELSON BIKE TRACKS

Meeting: City Infrastructure Committee

Meeting date: 29 June 2022

Raised by: Alderman Behrakis

Question:

Can the Director advise if the Council are creating bike tracks by replicating previously unsanctioned bike tracks in Mt Nelson that may or may not be on private land?

Response:

Since July 2020, the City has been progressively implementing a range of works to improve the recreational track / trail network in Bicentennial Park. More information is available on the website [here](#).

The package of measures include:

- Changes to permitted track use relating to bikes
- New signage to improve way-finding (and align with the Dog Policy)
- Formalising a track with volunteer support (Troglodyte)
- Constructing a new track (Dorney's Drop)
- Works to and minor re-routing of an existing track (Rhialanah Track)

The Council has:

- Built a new track Dorney's Drop (1km shared use) in 2021 to link Mt Nelson to Porter Hill at a gradient accessible to all users (walkers, runners, riders).
- Undertaken works on Troglodyte (1km shared use) to bring the track into the official network with the support of the community at eight Trackcare working bees through 2020 and 2021.

- Rhialanah Track – works are currently in process to improve accessibility. This small project includes a 200m section of re-aligned track to create a better entry and exit of the crossing of the upper reaches of Lambert Gully.



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: 18 July 2022
File Reference: F22/66328; 13-1-10



City of **HOBART**

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

BIKE PARKING

Meeting: City Infrastructure Committee

Meeting date: 29 June 2022

Raised by: Lord Mayor Reynolds

Question:

Can the Director provide an overview of what new bike parking facilities have been established during the life of this Council?

Response:

The previous Council election was held in 2018, and since that time the Council has undertaken the following:

- Undertaken further upgrades in the Salamanca precinct which have included additional bicycle parking facilities in various locations;
- Completed the Lenah Valley Retail precinct upgrade which included bicycle parking facilities in various locations;
- Completed the first stage of the New Town Retail precinct upgrade which included bicycle parking facilities ;
- Undertaken two major installations of “pole vault” style bicycle parking facilities across the Hobart CBD area;
- Installed numerous stand-alone bicycle hoops for bicycle parking at a range of locations across the CBD area;
- Installed secure bicycle parking boxes with power outlets for charging e-bicycles in the Argyle Street carpark;
- Refurbished the secure bicycle parking cage in the Argyle Street carpark, with provision for e-bike charging ;
- Installed secure bicycle parking boxes adjacent to the Theatre Royal / UTAS Hedburg complex;
- Installed secure bicycle parking boxes in the Hobart Central car park;

- Mapped bicycle parking facilities and provided information on the City of Hobart website with a more user friendly web page with bicycle parking information currently in development for publishing later in 2022; and
- It should also be noted that many major developments which have occurred in Hobart during the life of this Council have also provided resident or worker bicycle parking and associated facilities. Developments such as *Parliament Square*, the *UTAS PBSA1* and *The Commons* housing development (as a range of examples) have provided significant bicycle parking and associated end of trip facilities.

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.



Katy Cooper
DIRECTOR CITY FUTURES

Date: 8 July 2022
File Reference: F22/66329; 13-1-10



City of **HOBART**

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

TREE ROOT DAMAGE TO ROADS

Meeting: City Infrastructure Committee

Meeting date: 29 June 2022

Raised by: Lord Mayor Reynolds

Question:

Can the Director advise how current street tree planting practices have the ability to prevent tree roots from raising and damaging roads? Is the new treatment 100% effective or will there still be some damage?

Response:

Trees are an essential part of the city's infrastructure- for many well documented reasons - including community health and wellbeing, reduction in temperatures, reducing air pollution and reducing stormwater runoff.

The factors that influence tree root growth are highly complex and variable, with most of these factors being underground where they cannot be easily observed. Typically, where we see the greatest conflict between roots and road surfaces is because the conditions below the surface are hostile to tree root growth that there is very limited soil volume. In these circumstances, the best conditions for tree roots are at the interface between the road surface and the sub base- as this typically is where there is access to air, water and nutrients (essential for survival of roots and indeed all living things). Roots cannot penetrate deeper as the road base and below is heavily compacted- this results in the expansion of roots below the paving and heaving of the surface.

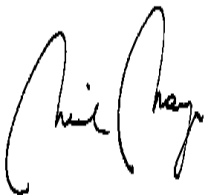
The new planting practices that have been deployed in our roads projects (for example the Giblin Street project) consist of a structural soil. This structural soil is comprised of gap graded rocks that can be heavily compacted to meet the pavement structural requirements, but that also retain pores between the rocks. There is a growing media mixed throughout, and this setup allows deeper root penetration and

growth. As roots are provided with favourable growing conditions deeper below the surface there is not the same root-surface conflict seen in traditional pavement cutout designs.

Further, these structural soils are typically installed along a trench in the centre median of a road- this encourages trees roots to proliferate in this more favourable environment within the median rather than into the trafficable surface.

Roads are complex and changing environments, and no system (whether related to tree roots or not) would be able to provide a 100% guarantee. However, structural soils and load bearing cells are becoming common place in Councils throughout Australia and internationally as a way to enable a healthy and abundant tree canopy, while minimising tree root conflict.

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: 7 July 2022
File Reference: F22/66348; 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 a Closed Committee meeting.
- Closed Responses to 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	Responses to Questions Without Notice
Item No. 4.1	LAMPs Methodology and Timeframe LG(MP)R 15(2)(c)(iii)
Item No. 4.2	LAMP Timeframe LG(MP)R 15(2)(c)(iii)
Item No. 5	Committee Action Status Report
Item No. 5.1	Committee Actions - Status Report - CLOSED LG(MP)R 15(2)(c)(i), (d), (f) and (g)
Item No. 6	Questions Without Notice