



CITY OF HOBART

# AGENDA

OPEN PORTION OF THE COUNCIL MEETING  
MONDAY, 29 JANUARY 2024  
AT 5:00 PM



## THE MISSION

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

### OUR VALUES

THE COUNCIL IS:

#### PEOPLE

We care about people – our community, 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 work to high ethical and professional standards and are accountable for delivering outcomes for our community.

### VISION

OUR VISION, MISSION AND VALUES HOBART: A COMMUNITY VISION FOR OUR ISLAND CAPITAL

Hobart breathes.

Connections between nature, history, culture, businesses and each other are the heart of our city

We are brave and caring.

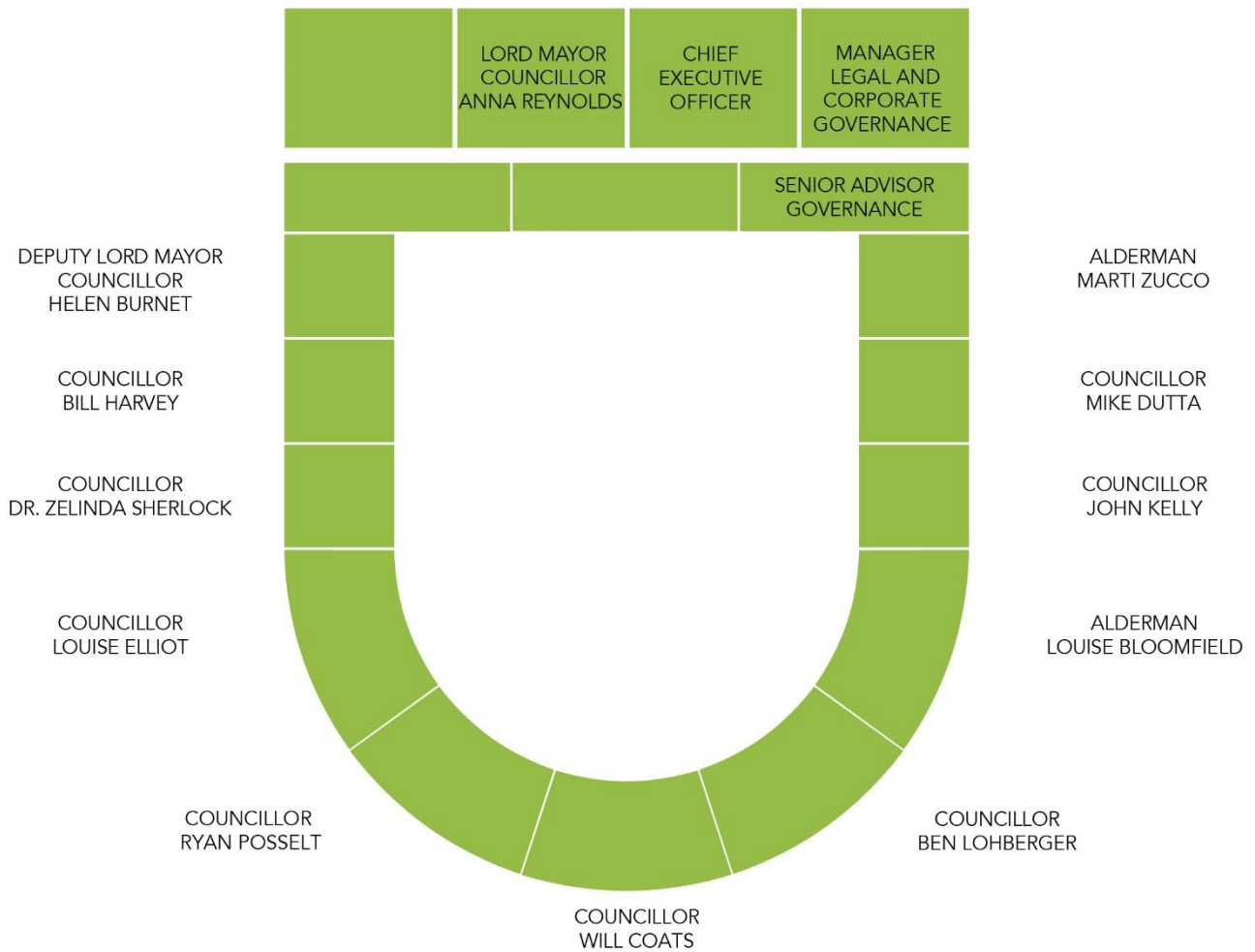
We resist mediocrity and sameness.

As we grow, we remember what makes this place special.

We walk in the fresh air between all the best things in life.



City of **HOBART**



---

## ORDER OF BUSINESS

---

### APOLOGIES AND LEAVE OF ABSENCE

1.	ACKNOWLEDGEMENT OF COUNTRY .....	6
2.	CONFIRMATION OF MINUTES.....	6
3.	TRANSFER OF AGENDA ITEMS.....	6
4.	COMMUNICATION FROM THE CHAIRMAN .....	7
5.	NOTIFICATION OF COUNCIL WORKSHOPS.....	7
6.	PUBLIC QUESTION TIME .....	7
7.	PETITIONS.....	7
8.	CONSIDERATION OF SUPPLEMENTARY ITEMS .....	8
9.	INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST .....	8
	OFFICER REPORTS.....	9
10.	Response to Petition - Hobart Traffic Management .....	9
11.	Pedestrian Only (Scramble) Phase Trial Outcome and Recommendation.....	16
12.	Revised City of Hobart Risk Management Framework .....	27
13.	Clearway Towing (Vehicle Removal and Release) - Proposed Fee.....	32
14.	2023-24 Capital Projects Mid-Year Report.....	41
15.	Submission - Discussion Paper - Developing a new threatened species strategy for Tasmania .....	47
16.	Submission - Office of Local Government discussion paper - Managing conflicts of interests of councillors .....	50
17.	Submission - Department of State Growth - Keeping Hobart Moving Draft Plan .....	55
18.	Submission - Climate Change Office - Emissions Reduction and Resilience Plan for Transport and Waste.....	61

### REPORTS OF THE ACTING CHIEF EXECUTIVE OFFICER

19.	Freedom of Entry March .....	70
-----	------------------------------	----

<b>20. Acting Lord Mayor Higher Duties Allowance.....</b>	<b>76</b>
<b>21. Change of Council Meeting Date.....</b>	<b>80</b>
<b>22. Annual General Meeting Motions.....</b>	<b>82</b>

**MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**

<b>23. Salamanca Place Amplified Music Trial 2024 .....</b>	<b>84</b>
<b>24. Bus Lay-Overs .....</b>	<b>90</b>
<b>25. RESPONSES TO QUESTIONS WITHOUT NOTICE.....</b>	<b>92</b>
<b>26. QUESTIONS WITHOUT NOTICE .....</b>	<b>93</b>
<b>27. CLOSED PORTION OF THE MEETING.....</b>	<b>94</b>

**A MEETING OF THE OPEN PORTION OF THE COUNCIL WILL BE HELD IN THE  
COUNCIL CHAMBER, TOWN HALL ON MONDAY, 29 JANUARY 2024 AT  
5:00 PM.**

**Neil Noye  
Acting Chief Executive Officer**

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).

**ELECTED MEMBERS:**

Lord Mayor A M Reynolds  
Deputy Lord Mayor H Burnet  
Alderman M Zucco  
Councillor W F Harvey  
Councillor M S C Dutta  
Councillor Dr Z E Sherlock  
Councillor J L Kelly  
Councillor L M Elliot  
Alderman L A Bloomfield  
Councillor R J Posselt  
Councillor B Lohberger  
Councillor W N S Coats

**APOLOGIES:**

**LEAVE OF ABSENCE:** Nil.

**ABSENT:**

Councillor L M Elliot

**1. ACKNOWLEDGEMENT OF COUNTRY**

---

**2. CONFIRMATION OF MINUTES**

---

The Chairman reports that she has perused the minutes of the meeting of the Open Portion of the Council meeting held on [Monday, 11 December 2023](#), as well as the Open Portion of the Special Council meetings held on [Monday, 24 October 2023](#) and [Wednesday, 20 December 2023](#), and finds them all to be a true record and recommends that they be taken as read and signed as a correct record.

**3. TRANSFER OF AGENDA ITEMS**

---

Are there any items, which the meeting believes, should be transferred from this agenda to the closed agenda or from the closed agenda to the open agenda, in accordance with the procedures allowed under Section 15 of the *Local Government (Meeting Procedures) Regulations 2015*?

#### **4. COMMUNICATION FROM THE CHAIRMAN**

---

#### **5. NOTIFICATION OF COUNCIL WORKSHOPS**

---

In accordance with the requirements of the *Local Government (Meeting Procedures) Regulations 2015*, the Acting Chief Executive Officer reports that the following workshop has been conducted since the last ordinary meeting of the Council.

Date: Monday, 22 January 2024  
Purpose: South Hobart Master Plan | New Town Sports Precinct  
Infrastructure Plan

**Attendance:**

The Lord Mayor Councillor A Reynolds, Deputy Lord Mayor Councillor H Burnet, Councillors B Harvey, M Dutta, Z Sherlock, J Kelly, Alderman L Bloomfield, and Councillor R Posselt

#### **6. PUBLIC QUESTION TIME**

---

Regulation 31 *Local Government (Meeting Procedures) Regulations 2015*.  
File Ref: 16/119-001

##### **6.1 Public Questions**

#### **7. PETITIONS**

---

## **8. CONSIDERATION OF SUPPLEMENTARY ITEMS**

---

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

### **RECOMMENDATION**

That the Council resolve to deal with any supplementary items not appearing on the agenda, as reported by the Acting Chief Executive Officer in accordance with the provisions of the *Local Government (Meeting Procedures) Regulations 2015*.

## **9. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST**

---

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Elected Members 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.



## **OFFICER REPORTS**

---

### **10. Response to Petition - Hobart Traffic Management File Ref: F24/4241; 16/119**

---

Report of the Manager City Mobility and th Acting Director City Futures of  
23 January 2024 and attachments.

Delegation: Council

**REPORT TITLE:                   RESPONSE TO PETITION - HOBART TRAFFIC  
MANAGEMENT****REPORT PROVIDED BY:** Manager City Mobility  
Acting Director City Futures**1.     Report Summary**

- 1.1.   The purpose of this report is to assist the Council in considering a response to a petition on Hobart Traffic Management.
- 1.2.   The petition focuses on the impacts on businesses from closures on Brisbane Street to facilitate UTAS building works, and addresses the perceived added congestion caused by the scrambled crossing trial.

**2.     Key Issues**

- 2.1.   On 27 November 2023, a petition (Attachment A) was presented to Council a petition containing 360 signatories, calling the Council to:
  - 1) *Allow for greater flexibility with lane closures by not applying blanket bans to vehicle and pedestrian access.*
  - 2) *Advise the State Government on either adjusting OR removing all scramble crossings to allow traffic to flow.*
- 2.2.   The key issues raised in the petition are related to the current and proposed lane closures to facilitate upgrades to underground services and the building work University of Tasmania's Forestry & Timber Yards located at 83 Melville Street, Hobart and its impact on parking, access to businesses causing traffic congestion in the CBD area. Further concerns raised are around the added congestion ("banking up" of traffic") caused by the scramble crossing trial.

**3.     Recommendation*****That:***

1.   ***The Council notes the matters raised in the petition titled 'Hobart Traffic Management' and the report on the 'Pedestrian Only (Scramble) Phase Trial Outcome and Recommendation' included on the Council agenda of 29 January 2024.***
2.   ***The Council notes that Road Closure Licence applications are assessed under regulation on a case-by-case basis with careful consideration of key factors relating to safety and accessibility to adjacent properties.***
3.   ***The lead petitioner be advised of the Council's decision.***

#### 4. Background

- 4.1. At its meeting on the 2 May 2022, the Council approved the application for a partial demolition, alterations, extension, change of use to educational and occasional care, and associated works in road reserve at 83 Melville Street, 80 Melville Street, (i.e. the University of Tasmania's Forestry and Timberyard site) and adjacent road reserve and a permit with conditions be attached.

#### 5. Legal, Risk and Legislative Considerations

- 5.1. The City of Hobart has statutory powers, under Section 19 of the *Local Government (Highways) ACT 1982*, to close a local highway in order to allow for the facilitation of works undertaken on public or private land.

#### 6. Discussion

- 6.1. In June 2023, the City issued a road closure licence for the closure of Brisbane Street between Elizabeth Street and Murray Street to vehicular traffic in both directions to facilitate major upgrades of underground services. The works involved the excavation of a trench approximately 5 to 6m in depth to lay a sewer and stormwater main.
- 6.2. Notwithstanding that the closure presented significant challenges in terms of access and parking particularly to affected businesses, the upgrade of the City's stormwater asset in this location is critical in managing the current and projected growth within the West Hobart and North Hobart catchment areas and assist in flood mitigation.
  - 6.2.1. Undertaking both the UTAS building service connection and public service upgrade works simultaneously provided further benefits in terms of cost and reduced further impacts of future road works.
- 6.3. As part of the permit conditions issued for the development, a Construction Traffic Management Plan (CTMP) report (Attachment B) had been prepared by an independent traffic consultant which documents the network impacts associated with each stage of the construction. The CTMP report highlights that the full road closure will likely result in vehicles rerouting on Melville Street, Patrick Street or Melville Street as direct alternative routes.
- 6.4. Due to the nature of the work and the excavation of rock, the service upgrades required a full road closure and the option of a partial closure (closing one lane at a time) was not practical from a construction and safety perspective. Unfortunately, these works could not proceed without the closure of the main access to adjacent businesses on the street, due to its proximity to the location of the underground services and the standard space for clearance required.
  - 6.4.1. Consultation with businesses was undertaken at the time and arrangements were made to provide better signage to divert

customers and delivery vehicles to access the site via the Patrick Street ROW. Further signage indicating pedestrian access to affected businesses was also provided.

- 6.5. Prior to Christmas, the City issued a Road Closure Licence for a part road closure of Brisbane Street (restricting westbound traffic) between Elizabeth Street and Murray Street to facilitate building works from 15 December 2023 to 28 November 2025. To relieve further impact on trading to businesses on busy Christmas periods, the City conditioned for the road to be opened to two-way traffic during a short period during the Christmas / New Year Period in 2023 and 2025.
- 6.6. The occupation of the highway (the westbound lane and 8 car parking spaces) is to accommodate a loading bay. This layout was the most preferred given the:
- Substantial construction activities due to the size and complexity of the project.
  - Inability to occupy space Melville & Brisbane Streets concurrently
  - Requirements to side-unload most delivery vehicles due to tree canopies.
  - Maintaining tree protection zones on the frontage of the site.
- 6.7. At the time of assessing the road closure application, officers requested for the option of maintaining two-way traffic flow on Brisbane Street to be explored. This highlighted that allowing traffic to flow in both directions could be achieved however, in providing space for a traffic lane would require the occupation of additional parking spaces (on both sides of the street). The layout also presented further safety issues of vehicles exiting the main access to affected businesses on the street and for vehicles approaching from the Elizabeth Street junction. Noting this, the decision was made to restrict one direction of traffic which would provide a better outcome in terms of safety and accessibility of parking.
- 6.8. Prior to issuing the licence, officers requested an updated Construction Traffic Management Plan which included an assessment of traffic impacts of the part closure arrangement with the scramble crossing trial at Liverpool Street and Elizabeth Street. (See Attachment B). The assessment outlined that:
- “While the Elizabeth Street/Liverpool Street is currently subject to ‘scramble’ pedestrian phasing, the detoured vehicles using this route are expected to be minimal and therefore the cumulative impact of their detour and the new phasing is expected to be negligible.”*
- 6.9. There has been ongoing contact with Department of State Growth with regards to the operation of the scramble crossing trial and the Brisbane Street Closure. During the full road closure of Brisbane Street, signal adjustments at the Melville Street Elizabeth Street intersection were made that presented improvements to traffic flow on Elizabeth Street.

- 6.10. The City of Hobart has been continuously liaising with the developer and the contractor of the building works on Brisbane Street to provide the following communication strategies to assist in supporting local businesses during the Christmas Period and during the construction period:
- Improved signage at the Melville Street off-street parking facility to indicate customer parking availability.
  - Better messaging during the Christmas period via Variable Message Boards to indicate that local businesses are operating as “business as usual”.
  - Signage (teardrop) installed for businesses directly impacted by the closure.
  - Further communications via social media; newsletters and media releases promoting the availability of parking in nearby off-street carparks for customers of businesses on Elizabeth Street.
  - Christmas activation campaigns including shopfront activations, Christmas decorations and the promotion of local businesses, through Hello Hobart were undertaken in the lead up to Christmas 2023.
  - Continuing liaison with the State Growth Traffic Signal Branch on the real-time operation of the signals and CCTV information.
  - The maintenance of two-way traffic flow on Brisbane Street during Christmas /New Year period in 2023 and 2024.
- 6.11. In response to point 1 of the petition which is to “*allow for greater flexibility with lane closures by not applying blanket bans to vehicle and pedestrian access*”, each road closure application submitted to the City of Hobart are evaluated on a case by case basis with consideration to a number of factors including safety and accessibility with the aim to minimise adverse impacts on residents and businesses on the street that are directly affected from the closure.
- 6.12. Road Closure licences are issued to support private businesses and residences that require the occupation of the public highway to undertake works on private land.
- 6.13. It is acknowledged that this may come at an expense to adjacent businesses on the street. In the assessment of any road closure application or traffic infrastructure control permits, officers with the delegation to close the road under the *Local Government (Highways) Act 1982*, seek to minimise the parking and access impacts to adjacent residents and businesses by requesting part closures at convenient periods of the day that will have less of an impact on stakeholders if practical to do so.

6.14. In response to point 2 of the petition which is to *"advise the State Government on either adjusting OR removing all scramble crossings to allow traffic to flow"*, this matter is dealt with in detail as part of the evaluation report on the scramble crossing trial, included on the agenda for the Council meeting of 29 January 2024.

## **7. Hobart: A Community Vision For Our Island Capital**

7.1. Addressing the issues raised in the petition with Hobart's Community Vision, particularly the following pillars:

7.1.1. Movement and Connectivity.

## **8. Capital City Strategic Plan**

8.1. The recommendation is directly aligned to the City of Hobart Community Vision and the Capital City Strategic Plan 2019-29.

8.2. Pillar five of the 'Capital City Strategic Plan 2019-29' focuses on Movement and connectivity. Addressing the petition by supporting pillar five's key outcomes:

8.2.1. Outcome 5.1 "An accessible and connected city environment helps maintain Hobart's pace of life."

## **9. Financial Viability**

9.1. Funding Source and Impact on Current Year Operating Result

9.1.1. The following fees will be charged for the long-term part closure of Brisbane Street which will be expected to increase revenue for the City:

- (i) Road Closure Licence application fee of \$350.
- (ii) Statutory Advertising in local print media of \$400.
- (iii) Long term construction – occupation of public highway fee (within the CBD) of \$10.70 per square metre per week.
- (iv) Parking Metered Space Fee of \$27.80.

9.2. Impact on Future Years' Financial Result

9.2.1. The construction works will occur for two years and the above fees will be charged to the permit holder for the occupation of the highway.

9.3. Asset Related Implications

9.3.1. Not applicable.

*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.*



Daniel Verdouw  
**MANAGER CITY MOBILITY**




Philip Holliday  
**ACTING DIRECTOR CITY FUTURES**

Date: 23 January 2024  
File Reference: F24/4241; 16/119

Attachment A: Petition - Hobart Traffic Management (Supporting information)



Attachment B: UTas Forestry Building - Contrustion Traffic Management Plan 2023 (Supporting information) 

**11. Pedestrian Only (Scramble) Phase Trial Outcome and Recommendation**  
**File Ref: F23/131592**

---

Report of the Manager City Mobility and the Acting Director City Futures of  
23 January 2024 and attachments.

Delegation: Council



**REPORT TITLE: PEDESTRIAN ONLY (SCRAMBLE) PHASE TRIAL  
OUTCOME AND RECOMMENDATION****REPORT PROVIDED BY:** Manager City Mobility  
Acting Director City Futures**1. Report Summary**

- 1.1 The purpose of this report is to provide the Council with an update on the current Pedestrian Only phase trial currently in place in the Hobart CBD at four junction locations: Elizabeth/Liverpool, Elizabeth/Collins, Murray/Liverpool and Murray/Collins.
- 1.1. The trial has been conducted in pursuit of the City of Hobart's Transport Strategy 2018-2030 (adopted Themes and position statements), the Goals, Objectives and actions from the adopted Central Hobart Plan (Structure Plan) and associated Urban Design Framework along with the Tasmanian Road Safety Strategy. The trial implementation has been guided by the Inner Hobart Transport Network Operations Plan which has been jointly developed by the City of Hobart and the Tasmanian Department of State Growth.
- 1.2. The attached report (Attachment A) provides Council with the key data sets and observations collected during the trial.
- 1.3. This report recommends a range of actions for Council to pursue to further improve pedestrian amenity and motorist awareness of how to best access the city area centre or transit the city.

**2. Key Issues**

- 2.1. At its 25 September 2023 meeting, Council endorsed the Central Hobart Plan (Structure Plan).
- 2.2. A range of key Council documents guiding the City's actions and management of Hobart all look to improve the facilities and amenity for pedestrians and those people using mobility devices, especially in the core central Hobart area accessing business, shopping, and services.
- 2.3. Making changes to the central city transport network to achieve the Goals and Objectives in the Central Hobart Plan requires "turning the dial" back in favour of pedestrians at some key locations and this is often seen as a loss of amenity for motorists. Furthermore, in a relatively compact inner City such as the Hobart CBD making changes to the operation of a street or junction can have network implications as road users adjust to changes.
- 2.4. A key issue is "*what changes can we make*" at various points in the transport network to benefit various user groups, noting that benefits to one user group may be seen to have disbenefits to another user group. Implementing change with trials and ongoing observations and

management is therefore seen as a prudent way to continue to support growth and change in Hobart.

- 2.5. Further information on the supporting framework for operationalising some of the transport aspects of the Central Hobart Plan was provided in the 27 October 2023 Elected Member Bulletin in the Project Update section under the title, Inner Hobart Transport Network Operations Plan (TNOP).
- 2.6. The TNOP tries to deliver on priority for various modes across the city – a process to give all users of the city’s roads and streets safe and efficient access, to ensure everyone can work, learn, shop and recreate in our city centre.
- 2.7. One such method to achieve amenity and safety enhancements for pedestrians is through the phasing arrangements of traffic signals. The pedestrian only phase trial has been undertaken to demonstrate how such enhancements can be achieved without unduly impacting the operation of the wider transport network.
- 2.8. The trial purpose was essentially to test the proposition:

*“Can the Hobart CBD road traffic network cope with additional pedestrian green time given to pedestrians when exclusive pedestrian phases are provided at key locations?”*

The report in Attachment A providing the data and observations collected during the trial period would indicate that the traffic network can cope with the changes made.

### **3. Recommendation**

***That:***

- 1. The Council endorse the ongoing collaboration with the Department of State Growth to implement the Inner Hobart Transport Network Operations Plan, specifically operational improvements for all modes around the Hobart CBD in accordance with the Central Hobart Plan (Structure Plan) previously approved by Council.***
- 2. The Council note that funding will be sought both through the City's 2024-25 budget process, as well as through appropriate government grant applications, to undertake several minor capital works on the intersections at Murray/Collins and Murray/Liverpool to make these fully compliant 'scramble' crossings.***
- 3. The Council endorse the production of education and awareness materials for public release related to:***
  - (i) the benefits of Pedestrian Only Phase signal operations and where their use can be warranted;***

- (ii) *informing driver expectations for moving around the Hobart CBD in light of the Central Hobart Plan and Inner Hobart Network Operating Plan; and***
- (iii) *creating an appropriate directional signage scheme and a review of traffic lane arrangements to assist drivers navigate around the CBD for through traffic movements in light of the Central Hobart Plan and Inner Hobart Network Operating Plan.***

### **3. Background**

- 3.1. The City of Hobart Transport Strategy 2018-2030: Themes and Position Statements - (adopted by Council 8 October 2018) established the centrality of pedestrian accessibility and walkability to future city transport improvement and management decisions, along with recognising the need for a network management (Smart Roads – Network Operating Plan) approach embracing the “safe systems” underpinning philosophy for transport network upgrading.
- 3.2. The Central Hobart Plan (Structure Plan), adopted by Council 25 September 2023, has within its various goals, several objectives and actions relating to improving pedestrian amenity and developing an Inner Hobart TNOP as the enabling and guiding document to assist with decision making where a range of users have competing needs.
- 3.3. The *Towards Zero - Tasmanian Road Safety Strategy and Action Plan* is a guiding document for road managers when considering actions to improve safety on the Transport network. This strategy embraces the “Safe systems” philosophy as a basis for considering actions and projects to improve outcomes for all road users.
- 3.4. City of Hobart officers have been working with Department of State Growth staff on the TNOP since late 2019. This was key commitment signed up to by Council as part of the Hobart City Deal.
- 3.5. This Inner Hobart Transport Network Operations Plan (TNOP) provides a guide to managing competing priorities on the road network and ensures that the operation of the road network is aligned with the strategic objectives of the whole city. As well as providing a framework for current day operations, it can also be used to guide longer-term improvement works that affect the operation of the transport network.
- 3.6. The Hobart TNOP provides an approach for operating Hobart’s road network that makes it more efficient, safer for all road users and supports the development of areas as places where people live and work.
  - 3.6.1. Further, it guides the operation and development of the transport network by acknowledging there are potential conflicts and competing priorities between transport modes, road users and adjacent land uses, and by setting a framework for how

these are to be managed. The TNOP makes no effective distinction between roads and street ownership, as the focus is on a cohesive network for users.

- 3.7. To test the making of change as desired in the Central Hobart Plan, City of Hobart and Department of State Growth officers sought to trial the prioritisation of pedestrian movements in line with the TNOP. This led to the commencement of the pedestrian only phase at four locations: Elizabeth/Liverpool, Elizabeth/Collins, Murray/Liverpool and Murray/Collins in August and September 2023.
- 3.8. Concurrently, at its 25 September 2023 meeting, the Council endorsed the Central Hobart Plan.
  - 3.8.1. Further information on the supporting framework for operationalising some aspects of the Central Hobart Plan was provided in the 27 October 2023 Elected Member Bulletin in the Project Update section under the title, 'Inner Hobart Transport Network Operations Plan'.
- 3.9. The full trial has been in operation now for almost 4 months through the traditionally busiest part of the year in the Hobart CBD, the Christmas period. A report on the data gathered and various observations has been produced and is provided to Council as Attachment A.

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

- 4.1. The pedestrian only signal phase operation, as with all traffic signal operations around Tasmania, are currently being managed and operated out of the Department of State Growth's Traffic Management Centre.
  - 4.1.1. Officers of the City of Hobart and the Department of State Growth have a strong partnership and working relationship in respect of the operation of traffic signals, noting all final decisions on operation ultimately rest with the Transport Commission.
- 4.2. An important consideration when commencing the trial was to consider how changes could be made in accordance with Australian Standards and other guidance material from other Australian jurisdictions as Tasmania does not have any specific technical guidance material on the use of various types of traffic junction signal operation modes.
  - 4.2.1. Given the range of physical change that would be required for compliant "scramble crossings" the "Modified scramble crossing" approach was taken to test the network impacts of the signal timing changes.
- 4.3. Further, the changes being made are being done with a key driver of pedestrian safety, with the implementation of the pedestrian only phase lowering the exposure of pedestrians to moving traffic at these locations and the associated risk.

## 5. Discussion

- 5.1. Attachment A provides the information, data and key observations collected in relation to the trial.
- 5.2. Land use intensification in cities produces a density of businesses, services and other associated offerings which drives business clustering and activity. This growth (in urban settings) generally results in higher numbers of pedestrians seeking access to these offerings.
  - 5.2.1. The Central Hobart Plan recognises this growth is important for the future of Hobart and highlights the need for the city to continue to improve its liveability and pedestrian amenity.
- 5.3. Road and transport network management, when considered in an inner city context requires appropriate policy and planning documents to guide change and the *City of Hobart's Transport Strategy 2018-2030* (adopted Themes and position statements); the goals, objectives and actions from the adopted *Central Hobart Plan (Structure Plan)* and associated Urban Design Framework; along with the *Towards Zero - Tasmanian Road Safety Strategy* and the *Inner Hobart Transport Network Operations Plan (TNOP)* provide the required guidance.
  - 5.3.1. Making changes to support key adopted city strategies and plans in the transport space usually requires adjusting some *settings* which have previously placed greater emphasis on traffic movement as opposed to pedestrian movement.
  - 5.3.2. The TNOP is the document providing guidance for balancing conflicting user priorities.
- 5.4. The inner-city pedestrian only phase junction locations were chosen due to their proximity to the CBD core, their importance in linking the central city blocks, the high pedestrian numbers and the lower emphasis placed on general traffic priority in these streets.
- 5.5. Trialling is a useful first step to making more permanent changes. Having the confidence to continue to trial changes and embrace changes that improve pedestrian amenity in the City is key to operationalise the TNOP.
- 5.6. The data collected and presented in Attachment A shows a range of key city indicators which would not appear to indicate that the trial had any particular impact on the normal operation of the City.
  - 5.6.1. Whilst travel times on Elizabeth Street and Murray Street increased slightly for some vehicle trips at peak times, traffic volumes also continued to grow through the pre-Christmas period. Higher traffic volumes in a fixed network result in additional time required for a vehicle to move through a network.

- 5.6.2. Council's off-street car park occupation grew during the pre-Christmas period. This is considered normal.
- 5.6.3. Despite extremely difficult macroeconomic conditions (Reserve bank interest rate rises and CPI increases) consumer spending through the trial period in Hobart has been greater than the corresponding period in 2022.
- 5.7. A brief summary of the observed differences between the Elizabeth Street junctions and Murray Street junctions trial arrangements suggest:
  - 5.7.1. Elizabeth/Collins – no observable traffic impacts - good pedestrian safety benefits especially with significant bus movements and high passenger and general pedestrian movements in this location– only a small kerb change required at one corner to produce a full scramble crossing arrangement.
  - 5.7.2. Elizabeth/Liverpool – some traffic impacts –good pedestrian safety benefits especially with significant bus movements – only a small kerb change required at one corner to produce a full scramble crossing arrangement.
  - 5.7.3. Murray/Collins – no observable traffic impacts - good pedestrian safety benefits – diagonal crossing utilised by pedestrians - kerb changes required at three (3) corners to produce a full scramble crossing arrangement.
  - 5.7.4. Murray/Liverpool – peak time traffic impacts but exacerbated by approach lane utilisation and right turn give way to pedestrians when not required – also exacerbated by relatively low use of city bypass alternatives - diagonal crossing utilised by pedestrians - kerb changes required at two (2) corners to produce a full scramble crossing arrangement.
- 5.8. Communications for the trial were somewhat “patchy” highlighting the ongoing difficulty with getting detailed messaging into the community. There are many competing issues and news stories which are arguably of greater interest to the public. For example, the second half of 2023 saw significant coverage of cost-of-living pressures, major international conflicts, extreme weather, and climate events and even football stadia.
  - 5.8.1. Despite communications headwinds, news outlets (ABC radio, The Mercury etc) ran with items on the trial changes.
  - 5.8.2. Notwithstanding a petition received by Council (27 November 2023) relating to street and vehicle lane closures attributed to UTAS property developments along with attribution of additional traffic congestion to the Pedestrian Only Phase trial, the number of actual inquiries / complaints received during the trial was very low. An officer report responding to this petition is provided separately on this Council meeting agenda given its substantive focus relates to other issues.

- 5.8.3. Officers would acknowledge that further work needs to be undertaken to communicate the range of changes to the Hobart transport network which will be required over the coming decade to better accommodate the implications of ongoing growth in Hobart and the surrounding region.
- 5.9. Both the TNOP and the Central Hobart Plan recognise the need to improve pedestrian amenity in the city centre whilst maintaining vehicle access. A further way to improve both pedestrian amenity and through city driving experiences is to encourage the use of other streets in the network for cross city vehicle trips.
- 5.9.1. The so called ‘BBB’ routes of Bathurst, Barrack and Brisbane Streets can provide an alternative for vehicles to skirt the city core, and this arrangement is reflected in the TNOP, however there are few “cues” to drivers to use these routes and the general inclination for many motorists is to stay in a lane and on a street which generally may seem more direct.
- 5.9.2. Further work is required to review lane arrangements in various streets and junctions along with directional signage to ensure drivers have sufficient “cues” and indications of alternative routes around the CBD when making cross city trips,
- 5.9.2.1. A good local example of this is Elizabeth Street at Federal Street, North Hobart, where signage and other arrangements provide for an alternative route for some motorists rather than simply moving through the congested area of the North Hobart restaurant strip.

### **Next Steps**

- 5.10. Following on from the Council’s consideration of this matter, it is proposed that the communication around the project will move away from the ‘trial’ language used to date, to an ongoing or normal operational status, commencing on 30 January 2024.
- 5.11. The important next step would be to progress the key capital work elements to make the Murray Street sites fully compliant scramble crossings, with this to be progressed in the 2024-25 year, subject to budgetary allocations.

## **6. Capital City Strategic Plan**

### **Pillar 5: Movement and Connectivity**

- 6.1. The project has particular alignment with Outcome 5.1 An accessible and connected city environment helps maintain Hobart’s pace of life.
- 6.1.1. Pillar - 5.1.1 Improve connectivity throughout Hobart’s inner city and suburbs.

- 6.1.2. Pillar - 5.1.4 Collaborate with stakeholders and business on accessible, efficient, sustainable and innovative movement of people, information and goods.
- 6.1.3. Pillar - 5.1.5 Consider social, environmental and economic elements in transport and technology decision-making.
- 6.1.4. Pillar - 5.1.6 Investigate transport and technology possibilities that meet the needs of daily life, are accessible, and reinforce values of sustainability and connection.

## **7. Regional, State and National Plans and Policies**

7.1. The Transport Network Operations Plan supports the achievement of a range of strategic objectives for the inner Hobart study area. The Strategic Objectives for the TNOP reflect the relevant objectives of the following strategic documentation prepared variously by the State of Tasmania, City of Hobart and others:

- 7.1.1. Hobart: A Community Vision for Our Island Capital.
- 7.1.2. Capital City Strategic Plan 2019-2029.
- 7.1.3. City of Hobart Transport Strategy 2018-2030: Themes and Position statements.
- 7.1.4. Central Hobart Plan (Structure Plan).
- 7.1.5. Hobart 2010: Public Spaces and Public Life.
- 7.1.6. Southern Tasmania Regional Land Use Strategy 2010-2035.
- 7.1.7. Tasmania Statement: Working Together for the Health and Wellbeing of Tasmanians.
- 7.1.8. Tasmanian Walking and Cycling for Active Transport Strategy.
- 7.1.9. Tasmania's Climate Change Action Plan 2017-2021.
- 7.1.10. Transport Access Strategy.
- 7.1.11. 2050 Vision for Greater Hobart.
- 7.1.12. Hobart City Deal.
- 7.1.13. Towards Zero – Tasmanian Road Safety Strategy 2017-2026.
- 7.1.14. Hobart Transport Vision/Keeping Hobart Moving.

## **8. Financial Viability**

8.1. It is proposed that funding will be sought both through the City's 2024-25 budget process, as well as through appropriate government grant



applications, to undertake several minor capital works on the trial intersections at Murray/Collins and Murray/Liverpool and Elizabeth/Liverpool and Elizabeth/Murray to make these fully compliant 'scramble' crossings.

- 8.2. The quantum of the work, including planning, design and stakeholder as well as delivery is estimated to be \$200,000. \$160,000 will be sought from the State Government as part of the next round of Vulnerable Road User Program funding, with \$40,000 sought as part of the Council capital bidding process.

## **9. Community Engagement (including Communication Strategy)**

- 9.1. It is important to take the community on the journey when it comes to undertaking these changes and making them ongoing.
- 9.2. The key work around the Central Hobart Plan has been done and we have heard what people want from their City – a place where they can easily move around, by a variety of different modes, in a safe and efficient way.
- 9.3. The TNOP tries to deliver on this by providing all road users with a space to move.
- 9.4. Importantly, the location of the Pedestrian Only phases are key pedestrian links and making those journeys by foot safer and more efficient will importantly improve the City leading to better economic, social and other community outcomes.
- 9.5. A broader communication plan for the operation of the City is being planned for this year. This will not only include the pedestrian only phase locations, but also other parts of the city where we prioritise vehicles (for example 'BBB' – Bathurst, Barrack and Brisbane Streets).

## **10. Innovation and Continuous Improvement**

- 10.1. Pedestrian only phase crossings (Scramble crossings) have not previously been used in Tasmania. Hobart as the Capital City is a very appropriate location to trial, demonstrate and implement such arrangements in partnership with the Department of State Growth to improve pedestrian amenity and safety outcomes in Tasmania.

## **11. Collaboration**

- 11.1. The trial has been undertaken in collaboration with the Department of State Growth's traffic signals and transport network management areas.

*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.*



Daniel Verdouw  
**MANAGER CITY MOBILITY**




Philip Holliday  
**ACTING DIRECTOR CITY FUTURES**

Date: 23 January 2024  
File Reference: F23/131592

Attachment A: Hobart CBD Pedestrian Only Phase Trial - Data and Observations Report - January 2024 (Supporting information)



Attachment B: Hobart CBD Pedestrian Only Phase ("Modified Scramble Crossing") Feasibility Trial 2023 – Observations Report (Supporting information) 

**12. Revised City of Hobart Risk Management Framework  
File Ref: F24/2971**

---

Report of the Manager Rates, Procurement and Risk and the Director City Enablers of 18 January 2024 and attachment.

Delegation: Council

**REPORT TITLE: REVISED CITY OF HOBART RISK MANAGEMENT FRAMEWORK****REPORT PROVIDED BY:** Manager Rates, Procurement and Risk  
Director City Enablers**1. Report Summary**

- 1.1. The purpose of this report is to seek Council's approval of the revised City of Hobart Risk Management Framework.
- 1.2. The community benefit is consistent with strategy 8.2.7 in the City of Hobart Capital City Strategic Plan 2023, being ensure risks and legal processes are identified and managed effectively to achieve organisational priorities and strategic objectives and legislative requirements.

**2. Key Issues**

- 2.1. As part of its Risk Management Strategy, in 2011 the City adopted a Risk Management Framework pursuant to the risk management Australian Standard, currently AS/NZS ISO 31000:2018 Risk Management – Principles and Guidelines.
- 2.2. The City's Risk Management Framework (the Framework) outlines the City's approach to risk management and includes all the roles, systems, policies and processes that identify, assess, mitigate and monitor all material internal and external sources of risks.
- 2.3. The Framework was last revised in November 2020 and has recently been reviewed to ensure it remains contemporary, up to date and reflects the City's current approach to risk management.
- 2.4. The review process included assessment of the Framework against best practice, the current Australian Standard for risk management and stakeholder feedback, including from the City's then internal auditors, the internal Corporate Risk Management Committee, the Executive Leadership Team and the City's Risk and Audit Panel.
- 2.5. At its meeting on 5 December 2023 the Risk and Audit Panel considered the revisions to the City's Risk Management Framework and provided feedback and resolved that a final version be presented to Council for approval.
- 2.6. A revised version of the City's Risk Management Framework is presented to Council for approval.

### 3. **Recommendations**

***That the Council approve the revised City of Hobart Risk Management Framework referenced at Attachment A to this report.***

### 4. **Background**

- 4.1. The Framework represents one of the key documents that underpins the Council's approach to risk. It provides a comprehensive overview of the City's approach to risk management and includes the roles, systems, policies and processes that identify, assess, mitigate and monitor all material internal and external sources of risks.
- 4.2. It was last updated in November 2020 and was therefore due for review.
- 4.3. The review process commenced in mid-July 2023 and included research and consideration of contemporary risk management approaches in place in other councils and like organisations.
- 4.4. The review process also included the following:
  - 4.4.1. External review by the City's then internal auditors, WLF Accounting and Advisory.
  - 4.4.2. Consideration by the City's internal Corporate Risk Management Committee.
  - 4.4.3. Consideration by the Executive Leadership Team.
  - 4.4.4. Consideration by the City's Risk and Audit Panel.
- 4.5. A revised version of the Risk Management Framework is attached – refer **Attachment A**.
- 4.6. One of the roles and responsibilities of the Risk and Audit Panel in relation to risk management is to review the Council's risk management processes and their effectiveness in identifying and managing risks.
- 4.7. At its meeting on 5 December 2023 the Risk and Audit Panel considered the revisions to the City's Risk Management Framework and provided feedback and resolved that a final version be presented to Council for approval.

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

- 5.1. These are considered elsewhere in this report.

### 6. **Discussion**

- 6.1. It is proposed that the revised Framework be approved by Council.

- 6.2. The revised Framework includes a number of important enhancements from the previous version, including:
  - 6.2.1. Removal of the comment that the purpose of management of risk is to predict outcomes, which is not consistent with contemporary risk management.
  - 6.2.2. The inclusion of risk culture.
  - 6.2.3. Updates to risk management approach including risk management principles, risk strategy options, risk treatment plan requirement and escalation including an overall risk rating guidance table.
  - 6.2.4. The inclusion of rating definitions.
  - 6.2.5. Revised risk appetite statements and guidance about how to use risk appetite statements to manage risk.
  - 6.2.6. Revised risk matrix settings.
- 6.3. While some of the changes made have been minor, for example, updating roles and committee titles, the two most important elements revised were the City's risk appetite statements and the risk matrix settings outlined above.
- 6.4. The City's risk appetite statements will be reviewed at least annually, in order to keep them aligned with the changing priorities of the organisation.
- 6.5. The risk matrix settings were reviewed, and the changes reflect a more balanced approach with less extreme and low ratings and more medium and high ratings.
- 6.6. It is considered that the revised Framework is consistent with contemporary risk management frameworks.
- 6.7. The City's existing strategic and operation risks will be re-evaluated in light of the proposed changes in the Framework.

## **7. Capital City Strategic Plan**

- 7.1. The Framework is consistent with the strategy 8.2.7 in the City of Hobart Capital City Strategic Plan 2023, being:

*Ensure risks and legal processes are identified and managed effectively to achieve organisational priorities and strategic objectives and legislative requirements.*

## **8. Financial Viability**

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

- 8.1.1. There are no financial implications arising from this report.
- 8.2. Impact on Future Years' Financial Result
  - 8.2.1. N/A
- 8.3. Asset Related Implications
  - 8.3.1. There are no asset related implications from this report.

*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.*




Lara MacDonell  
**MANAGER RATES, PROCUREMENT  
AND RISK**



Michael Reynolds  
**DIRECTOR CITY ENABLERS**

Date: 18 January 2024  
File Reference: F24/2971

Attachment A: Revised City of Hobart Risk Management Framework  
(Supporting information) 

**13. Clearway Towing (Vehicle Removal and Release) - Proposed Fee**  
**File Ref: F23/110566**

---

Report of the Senior Transport Engineer, the Manager City Mobility and the Acting Director City Futures of 23 January 2024.

Delegation: Council



**REPORT TITLE: CLEARWAY TOWING (VEHICLE REMOVAL AND RELEASE) - PROPOSED FEE****REPORT PROVIDED BY:** Senior Transport Engineer  
Manager City Mobility  
Acting Director City Futures**1. Report Summary**

- 1.1. This report provides information to the Council on the matter of Clearway Towing and seeks the Council's endorsement of the proposed fees and charges associated with the removal of a vehicle from a Clearway – Tow Away Zone – and the subsequent release of the vehicle.
  - 1.1.1. The Council has received qualified advice that it has the necessary powers to effect removal of vehicles from Clearway areas.
  - 1.1.2. The Council at its 10 May 2021 meeting, resolved to make the necessary arrangements to remove vehicle's from appropriately signed Clearway areas (Clearway towing) in three (3) city blocks in association with the installation of separated bicycle facilities in Argyle Street, Campbell Street and Bathurst Street.
  - 1.1.3. The arrangements proposed and the associated fees and charges are intended to mirror the current arrangements in place for Clearway areas in Hobart, on roads under the control of the Department of State Growth – i.e. Macquarie Street, to ensure consistency in respect of the offence of stopping in a clearway.
  - 1.1.4. The Council, as the road authority, has the power to set fees and charges to recover costs associated with Clearway towing and the proposed recommendation in this report will appropriately authorise those associated fees and charges.
  - 1.1.5. For the avoidance of doubt this report also requests Council delegate the power to order the removal of vehicles from appropriately signed Clearway areas to the Chief Executive Officer.

**2. Key Issues**

- 2.1. Clearways provide road and transport network managers with a valuable tool to further manage the transport network, peak time traffic flows and create space for other uses and users in some locations.
  - 2.1.1. It is important that, to the greatest extent possible, road users see a uniform set of arrangements for clearway management and vehicle towing in Hobart.

- 2.1.2. Fees and charges for clearway infringements should be consistent in Hobart.

### 3. Recommendation

***That:***

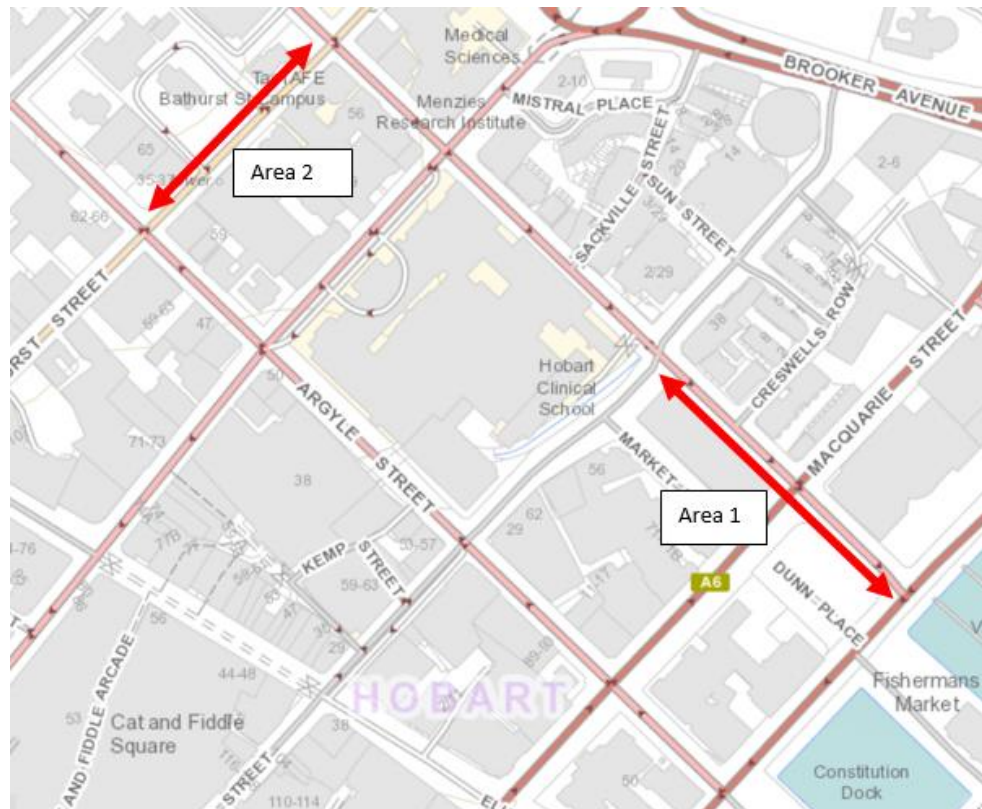
1. ***The Fees, Charges and Infringement fines for Clearway Towing (Vehicle Removal and Release) be set to reflect the charges set by the Department of State Growth for the same offence.***
2. ***In accordance with the Roads and Jetties Act 1935 s48B(3), the City of Hobart provide for a towing fee of \$382.62 to be charged per vehicle towed plus \$60.00 per day for vehicle storage beyond an initial two-day storage period for vehicles removed from a Clearway zone (included in the towing fee).***
3. ***The Council as road authority, delegate to the Chief Executive Officer:***
  - (i) ***The power to order the removal of vehicles under section 48B(1) of the Roads and Jetties Act 1935.***
  - (ii) ***Subject to section 48B (5) of the Roads and Jetties Act 1935 The power to sell, destroy or give away a vehicle (and anything in, on or attached to the vehicle) if the owner of the vehicle has not paid the set within 60 days of the date when the vehicle was first moved, kept or impounded under section 48B (4) of the Roads and Jetties Act 1935.***
  - (iii) ***The power to delegate the powers outlined above at 3 (i) and (ii) to council employees under section 64 of the Local Government Act 1993.***
4. ***The Council delegates to the Chief Executive Officer, the authority to develop the arrangements and operational policy to support and undertake clearway towing and vehicle removal operations.***

### 4. Background

- 4.1. The Council, at its 10 May 2021 meeting, resolved that; (inter alia)
  4. *The City of Hobart develops the arrangements to support and undertake clearway towing and vehicle removal operations, recoup costs and levy appropriate fines;*
- 4.2. The resolution also covered the introduction of bicycle facilities and separated cycleways in Argyle Street, Campbell Street and Bathurst Street with three city blocks where the introduction of clearways would support this project and serve as a demonstration of the use of

clearways to release underutilised road space outside of peak usage times.

- 4.3. The Clearways which will be operated as part of this past Council decision will be in three (3) city blocks and are currently intended to be operated between 4:00PM and 6:00PM on weekdays in the two (2) areas shown in the map below.



- 4.4. The City of Hobart has received appropriate legal advice to confirm it has the relevant powers as a road authority to tow vehicles.
- 4.5. The City of Hobart is currently undertaking a procurement process to contract an appropriate provider of vehicle removal services.
- 4.6. The contract is intended to run for an initial trial period of one (1) year to allow for arrangements to be reviewed following the initial period of clearway operation should that be necessary.
- 4.7. The Department of State Growth has, since late 2019, operated Clearway (Tow Away) areas on roads under its control in Hobart. To the greatest extent possible it is considered important that the City of Hobart ensures consistency in towing arrangements in the City of Hobart, as seen by the public, regardless of which road authority is responsible.
- 4.8. The City of Hobart, as the road authority has the power to set a fee for the recovery of costs associated with vehicle towing and this is detailed in section 5 of this report. It is considered appropriate that the City of

Hobart charge the same fees as are currently charged for clearway removal by the DSG.

- 4.9. This report provides Council with the relevant information and recommendations to set a new fee and charge for the traffic offence of “Stopping on a Clearway” and subsequent removal (towing) of the offending vehicle and its associated release and storage.
- 4.10. For the avoidance of doubt, this report also seeks a decision by Council to delegate the power to order the removal of vehicle from a Clearway zone to the Chief executive officer, who will in turn delegate the power to appropriate City of Hobart parking officers and managers.

## 5. Legal, Risk and Legislative Considerations

- 5.1. The “*Roads and Jetties Act 1935*” (*the Act*) was amended in December 2018 which, *inter alia*, created the power for road authorities to tow away vehicles that have been parked in a location such as a clearway.
- 5.2. Under Section 3 of *the Act* a Road Authority, used in relation to a State highway or subsidiary road, means the Minister; and, used in relation to any other road, means the Council having the control of such road.
- 5.3. Advice received from the Minister for Infrastructure and Transport and independent legal advisors for Council, *Simmons Wolfhagen* has confirmed that Section 48B of *the Act* does empower the Council to remove vehicles that are parked or stopped illegally on local highways.
- 5.4. Section 48B (2) thru (6) of *the Act* further provides for the road authority to set a fee for the costs associated with moving, impounding, keeping and releasing a vehicle which is to be paid prior to the vehicle being returned to its owner. Of note, section 48B (4) of the Act permits a road authority to sell, destroy or give away a vehicle (and anything in, on or attached to the vehicle) that has been moved, kept or impounded if the owner of the vehicle has not paid the set fee within 60 days. However, section 48B (5) of the Act first requires the road authority to take reasonable steps to notify the owner of the vehicle that the vehicle has been moved, kept or impounded and that it may be sold, destroyed or given away unless the specified fee is paid within 60 days.
- 5.5. The DSG has assessed the relevant costs and has set a towing fee of \$382.62 per vehicle towed, plus \$60 per day for vehicle storage beyond the initial two-day storage period included with the “towing fee”.
- 5.6. Section 48B(6) of *the Act* also addresses the liability of a road authority and states;

“(6) A road authority and anyone who obtains the vehicle from a road authority under [subsection \(4\)](#) is not liable to the owner of the

vehicle or any other person in respect of any action taken under that subsection.

- 5.7. The *Traffic (Compliance and Enforcement) Regulations 2017* provide for the offence of stopping on a Clearway.

*Subdivision 29 - Stopping on clearway offences*

Col 1 Item	Col 2 Legislation offence creating	Col 3 Offence	Col 4 Penalty units	Col 5 Demerit points
225.	RR 176(1)	Disobey <i>clearway sign</i> except as permitted (a) rider of a bicycle (b) any other driver	0.50 0.75	0 0

- 5.8. Penalty units are indexed, and values are published each year in the *Tasmanian Gazette* before 1 July each year. For 1 July 2023 – 30 June 2024 the value of one penalty unit is \$195.

5.8.1. For a driver, stopped on a clearway, the infringement fine would therefore be \$146.25.

5.8.2. City of Hobart Parking officers currently have the necessary powers to issue infringement notices for traffic offences involving parking.

## 6. Discussion

- 6.1. The City of Hobart has received advice that it has, as road authority, the necessary powers to remove vehicles from clearways.
- 6.2. The Council has previously resolved that the arrangements to support and undertake clearway towing and vehicle removal operations, recoup costs and levy appropriate fines, be made.
- 6.3. Fees and charges amounts require a resolution of Council.
- 6.4. The City of Hobart is currently undertaking a procurement process for a contractor to perform the task of removing (towing) vehicles from clearways.
- 6.4.1. The use of Clearways (tow away) has been established in Hobart since October 2019. It has been observed that there has been good public support for the use of Clearways.
- 6.4.2. Appropriate information relating to the operation of Clearways and recovery of vehicles will be available through both the City of Hobart and the Department of State Growth websites.
- 6.5. Clearway areas will assist the Council, in its role as a road authority and road manager to achieve a range of objectives including making additional space available for other uses and users on some roads.
- 6.6. Clearway areas also provide a further important tool for road managers to manage peak time traffic flows.

## 7. Hobart: A Community Vision For Our Island Capital

- 7.1. Pillar 5, *Movement and Connectivity* of the Hobart Community Vision includes focus area 5.6:

We Collaborate On Movement And Connectivity

- 5.6.2 We build smart and creative transport and connectivity solutions through long-term collaborations with all levels of government, education, private industry, and wider communities.

## 8. Capital City Strategic Plan

- 8.1. The Capital City Strategic Plan, Pillar 5: Movement and connectivity has **Outcome 5.2**: Hobart has effective and environmentally sustainable Transport systems.

- 8.1.1. The associated strategy 5.2.2 states: Embrace opportunities to use innovative technologies to support and manage transport networks and improve travel experiences.

## 9. Regional, State and National Plans and Policies

- 9.1. The creation of Clearways (tow away) and their management can provide the City of Hobart with a further tool to help manage traffic flow, create additional space for other uses and users and can further support projects to provide for bicycle facilities, bus facilities and other urban realm improvement projects.

- 9.1.1. These types of projects are found in a range of regional, state and national plans and policies such as the Hobart City Deal, the "Keeping Hobart Moving" Tasmanian Government transport Strategy and the Southern Tasmanian Regional Land Use Strategy.

## 10. Financial Viability

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

- 10.1.1. The City of Hobart is in the process of procuring a provider for Clearway towing (vehicle removal and storage) services.

- 10.1.2. Section 48B (2) thru (6) of *the Act* further provides for the road authority to set a fee for the costs associated with moving, impounding, keeping and releasing a vehicle. Discussions with the Department of State Growth in respect of their cost recovery and City of Hobart officer calculations suggest the current fee set by the Department of State Growth for Clearway removal is appropriate. The new fee and charge for Clearway towing is set to recover all costs and is as such, should be cost neutral to Council.

10.1.3. That said, the removal of vehicles from Clearways is a new traffic management undertaking for the City of Hobart, and compliance by vehicle drivers with Clearway areas will determine the cost recovery revenue.

10.1.4. As such an allowance within the City Mobility units operational Arterial Road Traffic Management line item in the annual budget will be made to address any possible funding shortfall in the cost recovery during the initial year of operation.

#### 10.2. Impact on Future Years' Financial Result

10.2.1. There are no currently foreseen impacts on future years financial results as the first year of operation will allow for greater clarity on driver behaviours and if necessary adjustments can be made to the fees and charges to ensure cost recovery in future operational years.

#### 10.3. Asset Related Implications

10.3.1. The enforcement of parking restrictions is not believed to have any asset related implications.

### 11. Sustainability Considerations

11.1. The use and enforcement of Clearways can provide road space for active transport modes such as bus lanes or bicycle and micro mobility lanes. Such transport modes provide for improved transport sustainability for individuals and society.

### 12. Community Engagement

12.1. Clearway (tow away) arrangements have been operating successfully in Hobart since October 2019. It has been observed that there has been good public support for the use of Clearways when they assist with street and junction operation.

### 13. Communications Strategy

13.1. The new Clearway (tow away) zones have been considered in an associated communications plan and strategy.

13.2. The introduction of the next three new blocks of clearway operation in the Hobart CBD will be accompanied with additional public announcements and information. In the initial weeks of operation, additional on street collateral material, in the form of roadside core flute posters and flier handouts to people parking in the area in the hours prior to the new clearway times along with information placed on the physical parking meters servicing the areas and in the parking app will be provided.

13.3. A Council website page will contain all relevant information and links.

13.4. This will all be in addition to the statutory parking signage present in the street to tell vehicle drivers of the Clearway arrangements that are in operation.

#### 14. Innovation and Continuous Improvement

14.1. Road managers require a range of regulatory tools to allow for improved use of the limited road reserves present in Hobart. Clearway (tow away) zones allow for more flexible use of road space as the majority of Hobarts multi lane roads have significant excess capacity outside of peak hours.

14.1.1. By using Clearway (tow away) zones, in multi lane roads, space can be generated in a fixed road way width which can be used for improved active transport facilities, I.E. bus lanes, bicycle and micro-mobility lanes, footpath widening or for other urban realm improvements.

#### 15. Collaboration

15.1. Officers of the City of Hobart and the Department of State Growth have collaborated to better understand the dimensions of the operation of Clearway areas.

15.2. Internal business units of Council have collaborated to establish the arrangements for Clearway area operation.

*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.*



Stuart Baird  
**SENIOR TRANSPORT ENGINEER**



Daniel Verdouw  
**MANAGER CITY MOBILITY**



Philip Holliday  
**ACTING DIRECTOR CITY FUTURES**

Date: 23 January 2024  
File Reference: F23/110566



**14. 2023-24 Capital Projects Mid-Year Report**  
**File Ref: F23/128033; 22/7**

---

Report of the Manager Programming & Delivery and the Director Connected City of 19 January 2024.

Delegation: Council

**REPORT TITLE: 2023-24 CAPITAL PROJECTS MID-YEAR REPORT****REPORT PROVIDED BY:** Manager Programming & Delivery  
Director Connected City**1. Report Summary**

- 1.1. The purpose of this report is to provide the Council with an update of the City of Hobart 2023-24 Capital Works Program.
- 1.2. The Council at its meeting on 25 September 2023, approved the 2023-24 Financial Year Capital Works Program Priority A list and B list, with the total expenditure, excluding plant and equipment being \$30,714,899.
- 1.3. The actual capital works expenditure for the 2023-24 Financial Year, as of 30 November 2023 was \$7.4 million, together with a further \$4.8 million of capital works committed, that is currently underway.

**2. Key Issues**

- 2.1. The Council, at its meeting of 19 June 2023 approved a budget of \$30.7 million in respect to the City' 2023-24 Capital Works Program, the final program of approved projects being endorsed by the Council at its meeting of 25 September 2023.
- 2.2. The delivery of the 2023-24 Capital Program has been challenging due to several factors, including:
  - 2.2.1. The delay in finalisation and approval of the 2023-24 Financial Year Capital Works Program.
  - 2.2.2. Challenges with securing specialised contractors to complete works.
  - 2.2.3. Tender price continues to be above budgeted project value in some program areas.
  - 2.2.4. The discovery of emergency works that were not previously funded such as the Castray Esplanade Light Pole Replacement Project.
- 2.3. These identified issues necessitated the re-scoping, abandonment, or delay of projects. Any unfunded projects are currently being funded through the program contingency. There will be a continuous review of the Capital Works Program through an internal review process administered by the Capital Projects Committee.

**3. Recommendation**

***That the report titled '2023-24 Capital Project Mid-Year Report' dated 19 January 2024, be received and noted.***

**4. Background**

- 4.1. On 19 June 2023, the Council allocated \$30,714,899 for the 2023-24 Financial Year Capital Works Program, excluding plant and equipment costs. This includes Council investment and various grants from State and Federal Governments.
- 4.2. On 25 September 2023, the Council approved the list of projects for the 2023-24 Financial Year, forming the delivery program for the year.
- 4.2. The City Project Office has since progressed with the delivery of the approved works program.
- 4.3. There have been some changes to the approved program due to emergency projects identified subsequent to the approved list. An example of this is the Castray Esplanade Light Pole Replacement Project which required immediate attention.

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

- 5.1. Not Applicable.

**6. Discussion**

- 6.1. The cumulative total program expenditure as of 30 November is as follows:

Expenditure to 30 November 2023	\$ 7,440,515
Outstanding commitments	\$ 4,820,922
<b>Total</b>	<b>\$ 12,261,437</b>
Actual expenditure as % of budget	24%
Actuals & Commitments as % of budget	40%

- 6.2. As of 30 November 2023, only 24% of the capital expenditure has been recorded, amounting to \$7.4 million, with approximately 60% of the financial year remaining. 35 projects are completed to date, valued at \$3.8 million.
- 6.3. In the current reporting period, a commitment of \$4.8 million has been recorded, combined with an actual expenditure of \$7.4 million, reaching a total of approximately \$12.2 million, which represents 39% of the total budget therefore aligning closely with the financial year period.
- 6.4. A significant number of projects, totalling \$14 million are still in the planning and scoping stage. These projects will be subject to further review.

- 6.5. The largest capital project approved, being the DKHAC Warm Water Pool Project, valued at \$6.5 million, has now been cancelled with negotiation currently underway with the State and Federal Government in respect to the reallocation of funding.
- 6.6. The City Project Office has commenced with the development of the 2024-25 Capital Works Program, with a high-level draft expected to be available by early March 2024.
- 6.7. The status of the high-profile infrastructure projects is as follows:

<b>Project</b>	<b>Status</b>	<b>Comment</b>
Argyle and Campbell Bicycle Facilities	Underway	Works have commenced onsite with anticipated completion by May 2024.
Mid-Town Dining Deck Trail and Elizabeth Midtown Refresh	Underway	Works have commenced onsite and estimated delivery by March 2024.
School Active Travel Planning	Underway	Planning project to produce future works program.
Pinnacle Road Guard Rail Stage 3	Underway	Design underway.
Bus Stop DDA Upgrade	Scoping	Waiting for grant funding. Project scoping and assessment.

- 6.8. The City Project Office (CPO) has initiated the mid-year project review, necessitating project clients to assess high-risk carry-forward projects.
- 6.9. The results of this evaluation will play a pivotal role in identifying projects at risk of delivery and result in a revised capital expenditure cashflow projection for the remainder of the financial year.

## **7. Hobart: A Community Vision For Our Island Capital**

- 7.1. The document includes eight pillars that represent the major parts of Hobart life. Pillar 7 is Built Environment.

*'7.3 Infrastructure and Services Support a High Quality of Life.*

*7.3.2 Our infrastructure, services and other aspects of our built environment support equal access for all.*

*7.3.3 Our infrastructure and services are planned, managed and maintained so they provide long-term benefits to Hobart communities.'*

## **8. Capital City Strategic Plan**

8.1. The delivery of the Capital Works Program aligns with the City of Hobart Capital City Strategic Plan 2019-29, namely:

8.2. *Pillar 7: Built Environment*

*7.3.1 Ensure the City's infrastructure supports affordable, sustainable and healthy living; and access to services for all.*

*7.3.3 Ensure City-owned assets and public spaces and presented to a high quality to meet community and visitor requirements.*

## **9. Financial Viability**

9.1. Funding Source and Impact on Current Year Operating Result

9.1.1. Nil.

9.2. Impact on Future Years' Financial Result

9.2.1. Nil.

## **10. Innovation and Continuous Improvement**

10.1. A range of improvement plans are currently being implemented. These include:

10.1.1. The integrated project management system PMO 365 is now live with all stakeholders transitioned to the system.

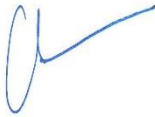
10.1.2. The Project Management Framework (PMF) has also been implemented to support the delivery of the Capital Works Program. This framework will ensure consistency in delivery and provides clarity to all project team in delivering the works program.

10.1.3. Part of the key improvements implemented with the roll out of PMF are:

10.1.3.1. Enhanced capital works project and funding request process.

- 10.1.3.2. Improved financial monitoring, forecasting, reporting and budget management process.
- 10.1.3.3. Implementation of the integrated project management system.
- 10.1.3.4. Role clarity to improve collaboration across multi-disciplinary Project Team.

*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.*



Mao Cheng  
**MANAGER PROGRAMMING &  
DELIVERY**



Jacqui Allen  
**DIRECTOR CONNECTED CITY**

Date: 19 January 2024  
File Reference: F23/128033; 22/7

**15. Submission - Discussion Paper - Developing a new threatened species strategy for Tasmania**  
**File Ref: F24/4842**

---

Report of the Acting Director City Life of 23 January 2024 and attachments.

Delegation: Council

**REPORT TITLE: SUBMISSION - DISCUSSION PAPER - DEVELOPING  
A NEW THREATENED SPECIES STRATEGY FOR  
TASMANIA**

**REPORT PROVIDED BY:** Acting Director City Life

**1. Report Summary**

- 1.1. The purpose of this report is to seek the Council's endorsement of the City of Hobart's submission (**Attachment A**) to the Discussion Paper - Developing a new threatened species strategy for Tasmania (**Attachment B**).

**2. Key Issues**

- 2.1. The City of Hobart manages 4,600 hectares of native bushland, as well as involvement in the management of protection of additional public and private land and is very aware of the issues and management practices relevant to the Hobart Municipal area.
- 2.2. It is the Council's view that the new strategy must explore the intricacies of threatening processes, giving due consideration to the following individual key threats:
- 2.2.1. *Invasive Species* – addressing the introduction and proliferation of non-native species that disrupt local ecosystems.
- 2.2.2. *Native Animal Predation and Resource Competition* – addressing predation and resource competition among native animal species to maintain ecological balance.
- 2.2.3. *Irresponsible Pet Ownership* – advocating responsible pet ownership practices to minimise the impact of pets on native wildlife.
- 2.2.4. *Anthropogenic Induced Climate Change* – recognising and mitigating the impact of human-induced climate change on biodiversity.
- 2.2.5. *Inappropriate Land Management Activities* – ensuring there is balance between the activities of landowners and protecting biodiversity.
- 2.2.6. *Incomplete knowledge* – recognising the impact of decisions guided by incomplete knowledge and working towards more informed decision making.



### 3. **Recommendation**

***That the Council endorse the draft submission to the Tasmanian Threatened Species Strategy Discussion Paper, marked as Attachment A to this report.***

### 4. **Background**

- 4.1. On 9 November 2023, the Department of Natural Resources and Environment Tasmania (NRE Tas) announced the development of a new Threatened Species Strategy to guide Tasmania's action to support our plants and animals to survive in the wild.
- 4.2. Feedback was requested from Councils on local government experiences and opinions on natural area management, planning assessment, and open space planning, to help guide the management of our biodiversity and ecosystem.
- 4.3. The formal deadline for submission of entries has passed and a copy of Attachment A has been provided, subject to Council endorsement.

### 5. **5. Hobart: A Community Vision For Our Island Capital**

- 5.1. Pillar 6 of the Community Vision relates to Hobart supporting biodiverse ecosystems.

### 6. **Capital City Strategic Plan**



- 6.1. Outcome 6.1 - The Natural environment is part of the city and biodiversity is preserved, secure and flourishing.

*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.*



Karen Abey  
**ACTING DIRECTOR CITY LIFE**

Date: 23 January 2024  
File Reference: F24/4842

Attachment A: City of Hobart response - Developing a new threatened species strategy for Tasmania (Supporting information)   
Attachment B: Threatened Species Strategy for Tasmania - Discussion Paper (Supporting information) 

**16. Submission - Office of Local Government discussion paper - Managing conflicts of interests of councillors**  
**File Ref: F24/5748**

---

Report of the Director City Enablers of 22 January 2024 and attachments.

Delegation: Council

**REPORT TITLE: SUBMISSION - OFFICE OF LOCAL GOVERNMENT  
DISCUSSION PAPER - MANAGING CONFLICTS OF  
INTERESTS OF COUNCILLORS**

**REPORT PROVIDED BY:** Director City Enablers

**1. Report Summary**

- 1.1. The Office of Local Government has released a discussion paper outlining proposed reforms to the framework for managing councillors' conflicts of interest.
- 1.2. The discussion paper proposes changes to how conflicts are classified and managed, broadening when councillors are required to disclose interests, requiring councillors to submit annual personal interest returns and making Tasmanian penalties proportionate to penalties in other states.
- 1.3. Submissions are due by 2 February 2024.
- 1.4. A draft submission has been provided for Council endorsement. The submission reflects on the City's commitment to good governance through the Capital City Strategic Plan, the City's Governance Framework, and the Public Interests Register Policy (adopted by Council in April 2023) and welcomes the proposed reforms in this area as a way of bringing consistency and strengthening the management of conflicts of interests in the local government sector.

**2. Key Issues**

- 2.1. The discussion paper proposes a number of changes to the framework for managing conflicts of interest for councillors. These are summarised below and are expanded upon in the discussion paper at Attachment A.
- 2.2. Six guiding principles are proposed: integrity; impartiality; transparency; accountability; proactivity and responsiveness; consistency. A principle-based approach is welcomed and is consistent with principles underpinning the City's Governance Framework.
- 2.3. Currently, pecuniary (financial) conflicts of interest are regulated through the *Local Government Act 1993* (the Act), while non-pecuniary interests are regulated through the Code of Conduct. Under the proposed framework, all conflicts of interest will be regulated through the Act and will be classified as actual, perceived or potential conflicts of interest.
- 2.4. Under the proposal, councillors will be required to disclose a conflict of interest and the nature of that conflict before a council meeting, workshop, or other forums where the matter would be discussed.

- 2.5. Councillors with an *actual* conflict of interest must exclude themselves from forums in which these matters are being discussed and will have restricted or no access to deliberative material or information on those matters.
- 2.6. Councillors with a *perceived* or *potential* conflict of interest may exercise judgement as to whether to participate.
- 2.7. The proposed changes would introduce new arrangement for submitting and managing personal interest returns including a requirement to submit an annual return. Proactive management plans would also be required where interests foreseeably give rise to a conflict. Both the returns and management plans would be publicly available.
- 2.8. Changes would also include powers for the Minister to introduce guidance around assessing and managing conflicts, as well as updating the penalties included in the framework.

### **3. Recommendation**

***That Council endorse the draft submission to the Office of Local Government's Managing conflicts of interest of councillors – framework discussion paper marked at Attachment A of this report.***

#### 4. Background

- 4.1. The Office of Local Government has released a discussion paper (Attachment B) and addendum (Attachment C) outlining proposed reforms to the framework for managing councillors' conflicts of interest.
- 4.2. The discussion paper proposes changes to how conflicts are classified and managed, broadening when councillors are required to disclose interests, requiring councillors to submit annual personal interest returns and making Tasmanian penalties proportionate to penalties in other states.
- 4.3. Submissions are due by 2 February 2024.
- 4.4. In April 2023, Council resolved to adopt the *Public Interests Register Policy* (Attachment D). The policy was developed following the adoption of a notice of motion in December 2022. The objective of the policy is to create a process for elected members to publicly disclose interests to help mitigate the risk of a public perception of inappropriate decision making and reputational damage to the City.
- 4.5. In adopting this policy, Council passed an amendment stating that "Council consider the mandatory nature of the Public Interest Register in its next submission to the Tasmanian Government".

#### 5. Legal, Risk and Legislative Considerations

- 5.1. The discussion paper presents high-level proposed changes, rather than specific amendments to legislation. Changes to legislation will be required to give effect to the State's final policy position.

#### 6. Discussion

- 6.1. The draft submission expresses support for the proposed amendments. This position is consistent with the City's Capital City Strategic Plan and Governance Framework.
- 6.2. In addition to expressing support, the submission makes a number of observations and suggestions for consideration in determining the final policy position. These include:
  - 6.2.1. Recognising the unique characteristics of local government decision making compared with state and federal government.
  - 6.2.2. Clarifying what constitutes public/professional capacity and personal capacity as it relates to receipt of gifts or donations.
  - 6.2.3. How to best manage situations in which close associates of councillors tender for work.
  - 6.2.4. The importance of proper training, support, and guidance to work in tandem with any legislative change to ensure the

objectives of the reform are realised without adverse consequences.

- 6.3. The submission also provides an overview of the City's Public Interests Register Policy to help inform the reform.

## 7. Capital City Strategic Plan

- 7.1. Pillar 8: Governance and Civic Involvement states the City's commitment to be a city that is well governed and accountable.

## 8. Financial Viability

- 8.1. N/A





*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.*



Michael Reynolds

### **DIRECTOR CITY ENABLERS**

Date: 22 January 2024  
File Reference: F24/5748

- Attachment A: Draft submission - Managing conflict of interest for councillors discussion paper (Supporting information) 
- Attachment B: Managing Conflicts of Interest of councillors – Framework Proposal / Discussion paper (Supporting information) 
- Attachment C: Managing Conflicts of Interest of councillors – Framework Proposal / Discussion paper – Addendum (Supporting information) 
- Attachment D: City of Hobart Public Interests Register Policy (Supporting information) 

**17. Submission - Department of State Growth - Keeping Hobart Moving Draft Plan**  
**File Ref: F24/199**

---

Report of the Senior Transport Planner, Manager City Mobility and the Acting Director City Futures of 19 January 2024 and attachments.

Delegation: Council

**REPORT TITLE: SUBMISSION - DEPARTMENT OF STATE GROWTH - KEEPING HOBART MOVING DRAFT PLAN****REPORT PROVIDED BY:** Senior Transport Planner  
Manager City Mobility  
Acting Director City Futures**1. Report Summary**

- 1.1. The purpose of this report is to seek Council endorsement of the City of Hobart's submission (Attachment A) to the Keeping Hobart Moving consultation process.
- 1.2. The Department of State Growth (DSG) recently released a draft plan showing how it intends to deliver on key transport aspirations for Hobart, titled Keeping Hobart Moving (Attachment B).
  - 1.2.1. This plan outlines existing and future projects to deliver on this commitment and sets a clear intention for transport investment to improve accessibility and choice. The program of works covers:
    - Active transport (walking and bike riding) infrastructure
    - An integrated rapid bus network and improved bus services
    - Multiple new ferry terminals and routes
    - Significant road infrastructure projects
- 1.3. The City has prepared a submission in response to Keeping Hobart Moving, noting the significance of transport improvement to the City's draft Transport Strategy, land use planning, placemaking and economic development functions and role as Road Manager for local roads.

**2. Key Issues**

- 2.1. The submission broadly supports the intent of Keeping Hobart Moving towards a transport system that creates a safe, accessible, people-focused and future-ready city that enables economic prosperity and liveability. The submission provides a response on behalf of the City to the relevant projects identified in the program of works.
- 2.2. The intent of Keeping Hobart Moving is broadly aligned with the City's vision for Hobart's transport system, articulated in the Community Vision and in the draft 2024 Transport Strategy. Improvements to the transport system in Greater Hobart with particular focus on active and public transport have long been advocated and supported by the City.



- 2.3. Further the Keeping Hobart Moving plan aligns with land use aspirations of the City as outlined in the Central Hobart Plan.
- 2.4. Keeping Hobart Moving identifies targets to double active transport and micromobility and to increase public transport use to 10% mode share by 2030, both of which are supported by the City.
- 2.5. The submission highlights the following additional opportunities to build upon the Keeping Hobart Moving program of works:
  - 2.5.1. The need for a comprehensive review of public transport in Greater Hobart to establish the central role of public transport in the city's future and set a clear strategic direction to achieve the 10% mode share target.
  - 2.5.2. Key principles for the Rapid Bus Network project to recognise the important opportunity this presents to improve public transport efficiency and urban renewal.
  - 2.5.3. The need for the Tasmanian Government to take a leadership role in travel behaviour change to support infrastructure investment and manage disruptions to the network is clearly articulated in the submission. The submission also notes the value in the Tasmanian Government delivering an ongoing travel behaviour change program to support mode shift.
- 2.6. In light of the Tasmanian Government's Rapid Bus Network project, the City Mobility Portfolio Committee at its July 2023 meeting developed a draft advocacy platform. The vision 'for a well-integrated mid-tier system that offers people a safe, convenient, reliable and attractive mass transit option for Greater Hobart' is supported by the following priorities in the document:
  - Low or zero emission vehicles
  - A system that seizes the opportunity to transform movement in Greater Hobart, not just provide access to the proposed stadium Macquarie Point stadium.
  - High quality stations in walkable precincts.
  - Using road space fairly.
- 2.7. These priorities are included in the submission and are aligned with the City's draft 2024 Transport Strategy.

### **3. Recommendation**

***That the Council endorse the draft submission, marked as Attachment A to this report, to the Department of State Growth in response to Keeping Hobart Moving Draft Plan consultation.***

#### **4. Background**

- 4.1. The Hobart Transport Vision was released by the Tasmanian Government in 2018 and outlined six key focus areas to deliver a reliable, cost-effective transport system:
- Efficient movement of people.
  - Improved passenger experience.
  - New technologies.
  - Pedestrian and cycling improvements.
  - Changes in land use.
  - Infrastructure investment.
- 4.2. The Greater Hobart Councils – Clarence, Glenorchy, Hobart and Kingborough – together with the Tasmanian Government released the 2050 Vision for Greater Hobart in 2021 to guide growth and development of Hobart to 2050. The release of the 30-Year Greater Hobart Plan established policy directions to deliver on this vision, and priority actions for housing and transport.
- 4.3. Keeping Hobart Moving was released for public comment in October 2023 to deliver on the policy directions and priority actions identified in the 30-Year Greater Hobart Plan.
- 4.4. Submissions close on 31 January 2024.
- 4.5. The City will have further opportunity as a key stakeholder to be involved in projects identified in Keeping Hobart Moving as they progress, and will continue to engage with the Department of State Growth in development of the 2024 Transport Strategy.

#### **5. Discussion**

- 5.1. The submission has been structured to respond to projects outlined in the Keeping Hobart Moving program of works of relevance to the City of Hobart, as well as to outline further opportunities for transport improvement identified by the City, summarised above in section 2. Refer to the submission at Attachment A for detailed discussion.

#### **6. Hobart: A Community Vision For Our Island Capital**

- 6.1. The comment provided in the City's submission is consistent with Pillar 5: Movement and Connectivity of the Community Vision.

## 7. Capital City Strategic Plan

7.1. The comment provided in the City's submission is consistent with the Capital City Strategic Plan. The key strategic outcomes of relevance to Keeping Hobart Moving are as follows:

- Outcome 5.1: An accessible and connected city environment helps maintain Hobart's pace of life.
- Outcome 5.2: Hobart has effective and environmentally sustainable transport systems.

## 8. Regional, State and National Plans and Policies

8.1. There are several relevant plans and policies in place which support Keeping Hobart Moving, including:

- 30-Year Greater Hobart Plan.
- Southern Tasmania Regional Land Use Strategy.
- Tasmanian Road Safety Strategy.
- Tasmanian Urban Passenger Transport Framework.
- Tasmanian Walking and Cycling for Active Transport Strategy.
- Greater Hobart Cycling Plan.
- Draft River Derwent Masterplan.

## 9. Financial Viability

9.1. Funding Source and Impact on Current Year Operating Result

9.1.1. Nil funding required for submission.

9.2. Impact on Future Years' Financial Result

9.2.1. Nil funding required for submission.

9.3. Asset Related Implications

9.3.1. Nil funding required for submission.

## 10. Sustainability Considerations

10.1. The program of works outlined in Keeping Hobart Moving includes improvement in public and active transport provision across Hobart, both of which are supported by the City. Increased uptake of these sustainable transport modes has the potential to reduce emissions from transport and is a key theme for the City's draft 2024 Transport Strategy.

- 10.2. In its submission the City notes the need for zero or low-emission vehicles to be standard for all Rapid Bus Network services to support the Tasmanian Government's focus on zero emissions transport as outlined in the Emissions Reduction and Resilience Plan for Transport.

## 11. Collaboration

- 11.1. The City of Hobart is a key stakeholder for the program of works outlined in Keeping Hobart Moving. As outlined in the City's submission, the City will continue to work closely with the Department of State Growth and other stakeholders to deliver the program.
- 11.2. The City will continue to collaborate with the Department of State Growth and with Greater Hobart Councils in development and implementation of the 2024 Transport Strategy and across other projects.

*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.*



Ruby Pettit  
**SENIOR TRANSPORT PLANNER**





Daniel Verdouw  
**MANAGER CITY MOBILITY**



Philip Holliday  
**ACTING DIRECTOR CITY FUTURES**

Date: 19 January 2024  
File Reference: F24/199

Attachment A: City of Hobart - Keeping Hobart Moving Submission (Supporting information) 

Attachment B: Department of State Growth - Keeping Hobart Moving Draft Plan (Supporting information) 

**18. Submission - Climate Change Office - Emissions Reduction and Resilience Plan for Transport and Waste**  
**File Ref: F24/2824**

---

Report of the Acting Director City Life and the Acting Director City Futures of 18 January 2024 and attachments.

Delegation: Council

**REPORT TITLE: SUBMISSION - CLIMATE CHANGE OFFICE - EMISSIONS REDUCTION AND RESILIENCE PLAN FOR TRANSPORT AND WASTE**

**REPORT PROVIDED BY:** Acting Director City Life  
Acting Director City Futures

**1. Report Summary**

- 1.1. The purpose of this report is to inform the Council of the submissions provided to the Department of State Growth – ReCFIT for its development of the Emissions Reduction and Resilience Plans for Transport and Waste (ERRP – Transport and ERRP - Waste).
- 1.2. Tasmania's *Climate Change (State Action) Amendment Act 2022* (the Act) requires the government to develop five-yearly sector-based Emissions Reduction and Resilience Plans (Plans) in consultation with business and industry to help achieve net zero greenhouse gas emission by 30 June 2030. The Plans are intended to support a practical and balanced approach to reduce greenhouse gas emissions and build resilience to climate change.
  - 1.2.1. The Plans were developed following targeted consultation with local government, business and industry representatives, including officers from the City.
  - 1.2.2. The submissions provided by the City will inform the development of the ERRP – Transport and ERRP – Waste and the priority areas and future opportunities.
- 1.3. The submissions have been provided as drafts to the Tasmanian Government due to time constraints.

**2. Key Issues**

- 2.1. The Department of State Growth – ReCFIT has called for submissions on the development of the Emissions Reduction and Resilience Plans for Transport and Waste (ERRP – Transport and ERRP - Waste).
  - 2.1.1. Tasmania's *Climate Change (State Action) Amendment Act 2022* (the Act) requires the government to develop five-yearly sector-based Emissions Reduction and Resilience Plans (Plans) in consultation with business and industry to help achieve net zero greenhouse gas emission by 30 June 2030. The Plans are intended to support a practical and balanced approach to reduce greenhouse gas emissions and build resilience to climate change.
  - 2.1.2. Due to the timing of the consultation period for both submissions they have been based on existing City of Hobart strategies and policies, and early directions for the Climate and Transport Strategies.

- 2.1.3. The submissions have already been provided as drafts to the Tasmanian Government due to time constraints.
- 2.2. It should be noted that there is some funding for the implementation of the final Plans through the Tasmania's Climate Change Action Plan 2023-25 but not all opportunities are currently funded.
- 2.3. The submissions broadly support both draft Plans. They submissions included feedback in some areas that could be strengthened, namely actions to:
- Support and bring about behaviour change including mode shift in the ERRP – Transport and reducing waste production in the ERRP – Waste.
  - Establishing targets to drive change, particularly in the ERRP – Transport.
  - Integrating resilience in transport and waste management planning.
  - Advocacy and collaboration.
  - Innovation to explore and develop technologies.

### **3. Recommendation**

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

- 1. *The Council endorse the draft submission, marked as Attachment A to this report, provided to the Tasmanian Government to inform the Tasmanian Emission Reduction and Resilience Plan for Transport.***
- 2. *The Council endorse the draft submission, marked as Attachment C to this report, provided to the Tasmanian Government to inform the Tasmanian Emission Reduction and Resilience Plan for Waste.***

### **4. Background**

- 4.1. Tasmania's *Climate Change (State Action) Amendment Act 2022* (the Act) sets out how the government must take action on climate change. Under the Act, Tasmania's emissions reduction target is to achieve net zero greenhouse gas emissions, or lower, in Tasmania from 30 June 2030.
- 4.2. To help achieve this goal, the Act requires the government to develop five-yearly sector-based Emissions Reduction and Resilience Plans (Plans) in consultation with business and industry. The Plans are intended to will support a practical and balanced approach for key

sectors to reduce greenhouse gas emissions and build resilience to climate change.

- 4.3. The Plans support greenhouse gas emissions reduction, the transition to a low emissions economy, and resilience to climate-related risks. The Act requires that Plans must developed for the following sectors:
  - Energy
  - Transport
  - Industrial processes and product use
  - Agriculture
  - Land use, land use change and forestry
  - Waste
  - Any other sector or sub-sector determined by the Minister).
- 4.4. Under the Act, the Plan for the transport sector was to be prepared by 30 November 2023 and all other Plans by 30 November 2024. The Act requires that the Minister must consult on each draft Plan and they must be tabled in Parliament and updated every five years.
- 4.5. To date the Tasmanian Government has commenced preparation of Plans for the transport and waste sectors.
- 4.6. Due to the timing of the consultation period for both submissions they have been based on existing City of Hobart strategies and policies, and early directions from the Climate and Transport Strategies.

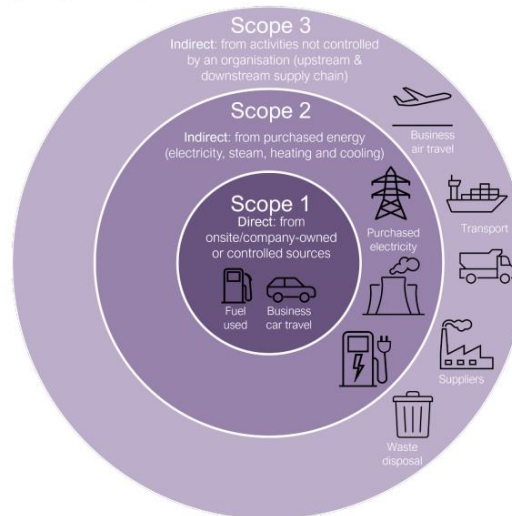
## **5. Discussion**

### **ERRP – Transport**

- 5.1. The draft ERRP – Transport identifies priorities and future opportunities for reducing emissions and building the resilience of Tasmania’s transport sector. The draft plan was developed following targeted consultation with government, business, and industry representatives in May – July 2023.
  - 5.1.1. The ERRP – Transport Plan focuses on Scope 1 (direct) emissions and Scope 2 (indirect emissions) and identifies five priority areas and future opportunities.



Scope 1, 2 and 3 emissions



#### 5.1.2. The priority areas are:

- Increasing the use of public and active transport in Tasmania.
- Increasing the number of low emission cars and other light vehicles on Tasmanian roads.
- Increasing the number of low emissions heavy vehicles on Tasmanian roads.
- Supporting the transport sector to transition to low emissions and build resilience.
- Supporting action through partnerships with governments, industry, and other stakeholders

The future opportunities identified to deliver on these priorities are included in the draft ERRP – Transport Plan which is provided at Attachment B.

#### 5.2. The City's submission on the ERRP – Transport broadly supports the draft plan and highlights some areas where the plan could be strengthened, these include:

- 5.2.1. **Behaviour change** and supporting mode shift. It is proposed that the State Government make funding available to local governments to implement locally relevant behaviour change campaigns that are coordinated across regions, for example Greater Hobart.
- 5.2.2. **Establishing targets** to guide action under each of the priority areas. The draft Plan focuses on current actions and the lack of strong, committed language in the future opportunities leave room, without targets, for no meaningful reduction in emissions.

The draft submission includes examples where targets could be used to drive change and action.

- 5.2.3. **Integrating resilience into transport planning.** Climate risks need to be integrated into transport planning and land use planning as the intensity and severity from climate risks increases.
- 5.2.4. **Advocacy.** The submission encourages the Tasmanian Government to strongly advocate the Australian Government to consider adopting a Fuel Efficiency Standard.

### **ERRP – Waste**

- 5.3. The draft ERRP – Waste Plan (Attachment D) identifies priorities and future opportunities for the reduction of emissions in the waste sector which were developed through targeted consultation with government, business, and industry representatives in August – September 2023.
- 5.3.1. The ERRP – Waste focuses on the reduction of emissions from the disposal of organic waste and wastewater treatment in Tasmania. The draft Plan identifies four priority areas and future opportunities to deliver on the priorities.
- 5.3.2. The priority areas are:
- Reducing the amount of organic waste sent to landfill.
  - Increasing the recycling and recovery of organic waste.
  - Building the resilience of our waste sector into the future.
  - Supporting collaboration to reduce emissions and build resilience in the waste sector.

The future opportunities identified to deliver on these priorities are included in the draft ERRP – Waste Plan which is provided at Attachment D.

- 5.4. The City's submission on the ERRP – Waste (Attachment C), broadly supports the draft plan and highlights some areas where the plan could be strengthened, these include:
- 5.4.1. **Behaviour change** to reduce waste production and consumption and by prioritising circularity. Building on community and industry circular economy initiatives and encourage circular practices through resources and funding.
- 5.4.2. **Diverting more organic waste from landfill** by encouraging wider usage of the FOGO service in public places, events and by commercial operators. Also, awareness raising to reduce the

amount of soft-plastics and other waste contaminating FOGO bins.

- 5.4.3. **Innovation** to explore and develop technologies for the reuse and recycling of waste, for example to create bioenergy, biochar, compost, mulch, bioplastics or animal feed. The purchasing power of the State Government could also be harnessed to catalyse innovation in the waste sector.
  - 5.4.4. **Resilience of the sector.** Climate risk must be included in future waste management planning across Tasmania.
  - 5.4.5. While the feedback being sought for the ERRP – Waste is to address emissions from waste, the submission also calls out the need for the State Government to implement state-wide legislation to phase out the use of single-use plastics and items and to prioritise the implementation of the Container Refund Scheme (CRS).
- 5.5. It should be noted that there is some funding for the implementation of the final Plans through the Tasmania's Climate Change Action Plan 2023-25 but not all opportunities are currently funded.

## 6. Hobart: A Community Vision For Our Island Capital

- 6.1. The submissions are consistent the following pillar in the community vision:
- Pillar 1 Sense of place
  - Pillar 5 Movement and connectivity
  - Pillar 6 Natural environment

## 7. Capital City Strategic Plan

- 7.1. The submissions align to the following outcomes/strategies in the Capital City Strategic Plan 2023:

Outcome 1.1 Hobart keeps a strong sense of place and identity, even as the city changes.

Strategy 1.1.4 Understand, prepare for and respond to the impacts of the global climate and biodiversity emergency and other factors on Hobart's identity and sense of place.

Outcome 5.2 Hobart has effective and environmentally sustainable transport systems.

Strategy 5.2.1 Prioritise zero emissions and energy efficient transport and technology initiatives that improve city life.

Outcome 6.3 Hobart is a system supported by ecologically sustainable waste and water systems.

Strategy 6.3.1 Implement significant waste reduction actions and programs to ensure the City's objective of zero waste to landfill by 2030 is achieved.

Outcome 6.4 Hobart is a leader on climate change moving toward a zero emissions and climate-resilient city.

Strategy 6.4.1 Respond to the global climate and biodiversity emergency by leading an evidence-based and integrated response to climate change, working with the community to support an equitable transition to zero emissions and a climate-resilient Hobart.

- 7.2. The submission also aligns with key outcomes in the City's Waste Management Strategy 2015-30 in particular maximising resource recovery, a more waste aware community and a reduction in organic materials to landfill.

## **8. Regional, State and National Plans and Policies**

- 8.1. There are a number of relevant plans in place which are relevant to the ERRP Transport and Waste Plans, they include:

- Tasmania's Climate Change Action Plan 2023-25
- Keep Hobart Moving Plan (draft)
- National Waste Policy Action Plan 2019
- Tasmanian Waste and Resource Recovery Strategy 2023-26

## **9. Financial Viability**

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

9.1.1. There are no current funding requirements for this submission.

- 9.2. Impact on Future Years' Financial Result

9.2.1. There are no future current funding requirements for this submission.

- 9.3. Asset Related Implications

9.3.1. There are no asset related implications for this submission.

## **10. Sustainability Considerations**

- 10.1. With the waste sector in Tasmania accounting for 5 per cent of Tasmania's greenhouse gas emissions and transport 21 per cent of emissions it is essential that the City works with the Tasmanian

Government and other partners to take practical action to reduce emissions.

## 11. Collaboration

11.1. The City will continue to collaborate with the Tasmanian Government, other local councils and other bodies such as the STCA and the Southern Tasmanian Regional Waste Authority to provide an integrated response to climate change and working towards zero emissions and a climate-resilient region.





11.1.1. The City of Hobart is currently developing its Climate Strategy. The 2030 Hobart Climate Strategy will enable an evidence-based and integrated response to climate change by the City and with the community. The strategy will identify opportunities for collaborative action with the Tasmanian Government towards a zero emissions and resilient transport and waste sector.

*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.*

Karen Abey  
**ACTING DIRECTOR CITY LIFE**

Philip Holliday  
**ACTING DIRECTOR CITY FUTURES**

Date: 18 January 2024  
File Reference: F24/2824

- Attachment A: Draft submission - Emissions Reduction and Resilience Plan - Transport (Supporting information) 
- Attachment B: Draft Emissions Reduction and Resilience Plan - Transport (Supporting information) 
- Attachment C: Draft submission - Draft Emissions Reduction and Resilience Plan - Waste (Supporting information) 
- Attachment D: Draft Emissions Reduction and Resilience Plan - Waste (Supporting information) 

**REPORTS OF THE ACTING CHIEF EXECUTIVE OFFICER**

**19. Freedom of Entry March**  
**File Ref: F24/5142**

---

Report of the Acting Chief Executive Officer of 24 January 2024.

Delegation: Council

**REPORT TITLE: FREEDOM OF ENTRY MARCH**

**REPORT PROVIDED BY:** Acting Chief Executive Officer

## **1. Report Summary**

- 1.1. The purpose of this report is to inform the Council of an approach from The Royal Australian Navy Commanding Officer of HMAS *Hobart* regarding the potential of a Freedom of Entry event. The City last hosted a Freedom of Entry event in 2018.
- 1.2. The granting of Freedom of Entry is the highest accolade a town or city can bestow upon a group or individual and has its origins in medieval times. It has become an Australian Navy tradition for Australian cities to grant Freedom of Entry to their namesake vessels.
- 1.3. The event is proposed to include a procession of HMAS *Hobart* personnel along the waterfront, to be met for a formal ceremony with the Lord Mayor and official party at PW1.
- 1.4. The events are of a high spectacle, which generate a great deal of interest and excitement amongst the local populace.
- 1.5. In addition to the public display in City streets and spaces, there is opportunity for the public to engage further with the City, the Navy and other organisations through careers' oriented stalls.

## **2. Key Issues**

- 2.1. The HMAS *Hobart* is currently scheduled to arrive in Hobart on Friday 8 March 2024 and depart on Sunday 10 March 2024. It is understood that the ship's program will mean that HMAS *Hobart* will not return to Hobart for at least three years. As a result, the proposed event would need to take place on Saturday 9 March 2024.
- 2.2. The proposal is seen as an opportunity to showcase women in leadership noting Her Excellency the Governor of Tasmania, Lord Mayor, Deputy Lord Mayor and several Elected Members, Commissioner of Police Tasmania, Commanding Officer HMAS *Hobart*. For note, International Women's Day falls on 8 March of each year.

## **3. Recommendation**

***That:***

1. ***The Council approve the request for Freedom of Entry to HMAS Hobart Royal Australian Navy, to be acknowledged in a public ceremony coordinated by the City of Hobart and scheduled for 9 March 2024, at a cost of up to \$10,000 to be funding from the Creative City Community Events – Activation Programs line item in the 2023/24 financial year.***

**2. *City officers continue to liaise with relevant stakeholders to arrange and conduct the ceremonial events.***

**4. Background**

- 4.1. In correspondence received in May 2023 Commanding Officer Tina Brown referenced discussions held with the Lord Mayor relating to a potential Freedom of Entry event. Correspondence was returned in July by the Acting Lord Mayor indicating council would be happy to receive a formal request inclusive of required detail, for a report to be put to full Council for consideration and approval.
- 4.2. In December 2023 Commander Mark Tandy Naval Headquarters Tasmania wrote to inform the Lord Mayor's Office and the Hobart City Council, that the Commander of the Australian Fleet had approved Navy Headquarters Tasmania and HMAS *Hobart* to commence direct liaison with the City Council for a Freedom of Entry (FoE) March on Saturday 9 March 2024.
- 4.3. Whilst the formal invitation from the Royal Australian Navy is yet to be received, an initial meeting was held on 8 January 2024 between City officers and officers of the Royal Australian Navy to commence discussions.
- 4.4. It is understood that the HMAS *Hobart* will be berthed at Macquarie 6. The concept of the Freedom of Entry is for a ceremonial challenge to be presented to local Police and for the challenge to be accepted on behalf of the City by the Lord Mayor.
- 4.5. Whilst the route is yet to be confirmed, planning has commenced for approximately 200 personnel from the Royal Australian Navy, including 150 crew, to march along the waterfront to finish at the PW1 apron where it is proposed that the ceremonial challenge and acceptance, speeches and entertainment take place.
- 4.6. There is an opportunity for careers-oriented stalls to be set up in the vicinity, allowing the general public to engage with the Royal Australian Navy, City of Hobart and other organisations, potentially including UTAS and the Antarctic Women's Network.

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

- 5.1. Noting that the ship will be marching with weapons, staff from HMAS *Hobart* will develop a Weapons Movement Plan and submit this to Tas Police for approval prior to the proposed FoE march.
- 5.2. City officers will work with the RAN to develop a Risk Management Plan for the event.



## 6. Discussion

- 6.1. It is understood from initial discussion with the RAN that FoE marches are commonly granted to namesake vessels every five (5) to eight (8) years. The last FoE march was held in 2018. With the HMAS *Hobart* scheduled to go into dock for approximately three years, this is viewed as a timely opportunity to host a FoE march.
- 6.2. The RAN has informally notified the Tasmanian Police Commissioner and Government House of the potential event and scheduled date. The RAN has also extended an invitation to the Commissioner of Police to participate in the ceremony.
- 6.3. The 2018 FoE march required road closure to major city streets, with significant impacts on traffic. The City is investigating a route along the waterfront to minimise impact on city traffic, as well as costly road closures.
- 6.4. As noted, the ship will be marching with weapons. Staff from HMAS *Hobart* will develop a Weapons Movement Plan and submit this to Tas Police for approval prior to the proposed FoE march.
- 6.5. The RAN has shared that, in addition to the City's standard cultural practices of a Welcome to Country, there may be opportunity for one of the RAN's indigenous officers to perform on the yidaki / didgeridoo as part of formal proceedings.
- 6.6. In addition to the FoE march, HMAS *Hobart* is proposing a civic event on board the ship. At present, this is proposed for the evening of Friday 8 March 2024.

## 7. Capital City Strategic Plan

- 7.1. Pillar 2 Community inclusion, participation and belonging
  - 2.2 *:Hobart is a place where diversity is celebrated and everyone can belong and where people have opportunities to learn about one another and participate in city life.*
- 7.2. Pillar 3 Creativity and Culture
  - 2.3 *3.4 Civic and heritage spaces support creativity, resulting in a vibrant public realm.*
- 7.3. Pillar 4 City Economies
  - 2.4 *4.2 People have a range of opportunities to participate in the economic life of the city.*
- 7.4. It is noted that as there is no policy outlining the governance or decision-making cycle for this type of civic event the matter is delegated to the Council.

**8. Regional, State and National Plans and Policies**

- 8.1. HMAS *Hobart* will develop a Weapons Movement Plan and submit this to Tas Police for approval prior to the proposed FoE march.

**9. Financial Viability****9.1. Funding Source and Impact on Current Year Operating Result**

- 9.1.1. Financial costs may be incurred by the City in assisting to deliver this event. Funds are available from the Creative City unit's budget within the Community Events – Activation Programs line item. It is anticipated that costs would be under \$10,000.

**9.2. Impact on Future Years' Financial Result**

- 9.2.1. Not applicable

**9.3. Asset Related Implications**

- 9.3.1. Not applicable

**10. Sustainability Considerations**

- 10.1. No environmental impacts have been identified.

**11. Community Engagement**

- 11.1. City officers will work together with the RAN's Regional Manager Public Affairs, Mr Robert Hogan, to refine the event and consider the community engagement required for notifying of this event.
- 11.2. At the time of report writing, initial engagement by City officers and RAN has been undertaken with the following external stakeholders:
- 11.2.1. Tas Police – notification of potential event and route
  - 11.2.2. Government House – notification of potential event
  - 11.2.3. TasPorts – notification of potential event along the waterfront
  - 11.2.4. Events Tas – notification of potential event proposed to take place in forecourt of PW1
  - 11.2.5. Both City of Hobart and RAN have contacted Tas Police
  - 11.2.6. RAN has also engaged with Government House
- 11.3. Internal engagement has been undertaken between the following City of Hobart business units:
- 11.3.1. Creative City, as the City's point of contact for event planning

11.3.2. Lord Mayor's Office

11.3.3. Smart Economy, event support and stakeholder liaison

11.3.4. City Welcome, noting the proximity of the event to Salamanca Market operations.

11.4. Subject to Council approval being received, further formal engagement will be undertaken with relevant stakeholders to deliver the FoE march.

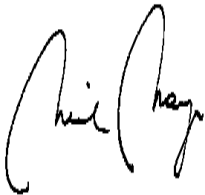
## 12. Communications Strategy

12.1. A media and communications strategy would be developed in consultation RAN.

## 13. Collaboration

13.1. The Freedom of Entry march will be delivered in close collaboration between the City of Hobart, Royal Australian Navy and other intergovernmental organisations.

*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  
**ACTING CHIEF EXECUTIVE OFFICER**

Date: 24 January 2024  
File Reference: F24/5142

**20. Acting Lord Mayor Higher Duties Allowance**  
**File Ref: F23/131988**

---

Report of the Acting Chief Executive Officer of 18 January 2024 and attachments.

Delegation: Council



City of **HOBART**

## MEMORANDUM: COUNCIL

# Acting Lord Mayor Higher Duties Allowance

### Introduction

The purpose of this report is to seek the Council's consideration to provide 'higher duties' to the Deputy Lord Mayor when acting in the role of Lord Mayor for periods less than the four weeks noted under the *Local Government (General) Regulations 2015*.

### Background

In accordance with Section 340A(2) of the *Local Government Act 1993*, "A mayor and deputy mayor are entitled to prescribed allowances in addition to [prescribed councillor allowances]".

Further, under the Local Government (General) Regulation 42(2A) – "If a deputy mayor is appointed to act in the role of mayor for a period of 4 consecutive weeks or more, the deputy mayor is entitled to receive, for that period, the allowance payable to the mayor."

The role of Lord Mayor is a demanding one with a substantial workload and complex responsibilities. It is not a role that is comparable to the responsibilities and workloads of Mayors in most other municipal areas in the state.

It is a leadership role in a fast-growing capital city that requires a significant time commitment, and regularly more than the hours devoted to a 38-hour week position. Many of these hours take up normal family or rest time such as evenings and weekends.

During periods of the Lord Mayor's annual leave or when the Lord Mayor is out of the state representing the Council at intergovernmental forums or other commitments, this responsibility is transferred to the Deputy Lord Mayor as Acting Lord Mayor.

It is expected that the Acting Lord Mayor seamlessly takes on the role and the full schedule of the Lord Mayor of the day. For periods of seven (7) consecutive days or more, it is considered reasonable that the Deputy Lord Mayor be compensated for the significant additional responsibility and time commitment that comes with this role.

## Proposal

It is proposed that in recognition of the substantial workload and time commitment that the Council consider the Deputy Lord Mayor being entitled to receive the equivalent of the allowance payable to the Lord Mayor when appointed to act in the role of Lord Mayor for a period of seven (7) consecutive days or more.

To formalise this position, an addition would need to be made to Section (I) Allowances in the Elected Members' Development and Support Policy (**Attachment A**) as follows:

*'When the Deputy Lord Mayor is appointed to act in the role of Lord Mayor for a period of seven (7) consecutive days or more, the Deputy Lord Mayor is entitled to receive, for that period, the equivalent of the allowance payable to the Lord Mayor.'*

## Consultation

In the writing of this report, advice was sought from the Director Local Government on whether the entitlement in Regulation 42(2A) of the *Local Government (General) Regulations 2015* prevents a Council developing a policy to pay a Deputy Mayor an allowance for acting as Mayor for a period of less than four consecutive weeks. The Director advised there was no barrier to that occurring. A copy of his advice is provided at **attachment B**.

## Financial implications

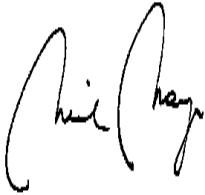
Should the Council endorse this proposal, an additional budget allocation of up to \$6,000 within the Elected Member Expenses and Allowances Budget Function of the 2024/25 Budget Estimates be made, to cover up to 28 days per annum of higher duties.

## RECOMMENDATION

**That:**



- 1. The Council endorse an amendment to section (I) Allowances in the Elected Member Development and Support Policy relating to the payment of 'higher duties' to the Deputy Lord Mayor when acting in the role of Lord Mayor for a period of seven (7) consecutive days or more, as shown in attachment A to this report.**
- 2. Subject to Council endorsement, an allocation of \$6,000 be made in the Elected Member Expenses and Allowance Budget Function for the 2024/25 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  
**ACTING CHIEF EXECUTIVE OFFICER**

Date: 18 January 2024  
File Reference: F23/131988

- Attachment A: Elected Member Development and Support Policy – marked up (Supporting information) 
- Attachment B: Letter from Director Local Government dated 22 October 2023 (Supporting information) 

**21. Change of Council Meeting Date**  
**File Ref: F23/128852**

---

Report of the Acting Chief Executive Officer of 10 January 2024.

Delegation: Council





City of **HOBART**

**MEMORANDUM: COUNCIL**

**Change of Council Meeting Date**

In July 2023, the Council approved a request for the Council to host a Civic Reception for the 7<sup>th</sup> ICES/PICES International Zooplankton Production Symposium to be held in the Town Hall Ballroom on Monday 18 March 2024.

Subsequent to this, the Council approved the 2024 Governance Calendar (meeting schedule). As a result of an administrative oversight, the calendar included a Council meeting on Monday 18 March which conflicts with the date and time of the Civic Reception that all elected members will be invited to attend.

Given the calendar conflict, it is proposed to move the Council meeting of 18 March 2024 to Tuesday 19 March 2024 commencing as normal at 5pm.

**RECOMMENDATION**

***That the Council meeting scheduled to be held at 5pm on Monday 18 March 2024, be moved to 5pm on Tuesday 19 March 2024.***

*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  
**ACTING CHIEF EXECUTIVE OFFICER**

Date: 10 January 2024  
File Reference: F23/128852

**22. Annual General Meeting Motions**  
**File Ref: F24/1001**

---

Report of the Acting Chief Executive Officer of 15 January 2024.

Delegation: Council



City of **HOBART**

**MEMORANDUM: COUNCIL**

**Annual General Meeting Motions**

The City's Annual General Meeting was held on Monday 13 December 2023.

Section 72B(6) of the *Local Government Act 1993* (the Act) requires that motions passed at an Annual General Meeting be considered at a meeting of the Council.

In accordance with this requirement, the following motions which were unanimously adopted at the meeting, are provided for the Council's consideration:

- a) *The minutes of the Annual General Meeting held on Monday, 28 November 2022, be confirmed as an accurate record.*
- b) *That the City of Hobart Annual Report for 2022-23 be adopted.*

**RECOMMENDATION**

***That in accordance with Section 72B of the Local Government Act 1993, the Council note the following two motions adopted unanimously at the City of Hobart Annual General Meeting of 28 November 2022:***

- a) ***The minutes of the Annual General Meeting held on Monday, 28 November 2022, be confirmed as an accurate record.***
- b) ***That the City of Hobart Annual Report for 2022-23 be adopted.***

*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  
**ACTING CHIEF EXECUTIVE OFFICER**

Date: 15 January 2024

**MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**

**IN ACCORDANCE WITH REGULATION 16(5) OF THE LOCAL GOVERNMENT  
(MEETING PROCEDURES) REGULATIONS 2015**

**23. Salamanca Place Amplified Music Trial 2024**  
**File Ref: F24/8147; 16/119**

---

Alderman Zucco

**Motion:**

1. "That the Hobart City Council consider trialling amplified music in the designated and existing outdoor occupation licence dining areas across Salamanca Place from midday to 8pm on Sundays for a trial period of 12 months.
2. That all venues participating in the trial must adhere to any noise/sound levels that are imposed as per conditions.
3. That the Acting CEO be provided delegated authority to consult with relevant traders, the Sullivans Cove Traders Association, the THA and relevant stakeholders to develop a management plan for the trial and report back to Council by February 19<sup>th</sup>, 2024.
4. That any required or relevant amendments to existing occupation licences form part of the council report.
5. That once implemented a report be provided back to Council within 12 months of implementation for consideration as per the trial outcomes."

**Rationale:**

"It is widely known right across the spectrum that Salamanca Place is the premier entertainment precinct of Hobart.

It is acknowledged that Salamanca Place is also a Heritage allowing amplified music in a controlled environment in existing occupation licenced areas will not detract from the Heritage of Salamanca.

Music is culture and no doubt in the early history of Salamanca Place music would have played a role in its vibrance then and enhance this vibrant present on a Sunday be it may in the early days the music may not have been amplified but no doubt bawdy and lively.

The intent is not to have heavy rock or Duff Duff but a singular or duo playing "Mood Music".

There is an establishment that has amplified music in an occupation area in Salamanca Place and has done so for many months that I am aware of. I have witnessed a video of this establishment.

Currently the Hobart City Council allows amplified busking in certain areas of Salamanca but not on a Sunday.

It is only intended to allow the trial in existing occupation licenced areas and not Salamanca Square.

This will not be detrimental to Salamanca Market as that is conducted on a Saturday where Council considered ratepayer funds to have musicians and buskers perform at the market.

Unlike the Salamanca Market proposal where the ratepayer would fund the music. The proposed "Sunday sessions would be paid for by the respective establishment at no cost to ratepayers to enhance Salamanca Place for locals and visitors who will no doubt embrace such a trial.

The intended trial area already has the ability for traders to have piped music which is a form of amplified music with the only difference being that it's not via a live musician and I see no difference as long it's in a controlled environment."

### **Administration Response to Notice of Motion**

#### Discussion

1. From an activation point of view, the following issues are relevant:
  - a. The Salamanca Place area is already quite activated and has a depth of entertainment activity including some live performances.
  - b. With appropriate controls and monitoring, appropriate and modest scale live entertainment has the potential to value-add to the food and beverage offering of the precinct.
  - c. Live entertainment can be more responsive to the needs of customers and clientele.
  - d. The trial would be highly dependent on the participating venues being

willing to cooperate with each other and with the City of Hobart, in terms of performances being rostered or programmed and to ensure that there are no scheduling clashes between venues, and importantly to achieve compliance with sound level requirements.

- e. It is suggested that the trial is limited to establishments on Salamanca Place between Gladstone Street and the Silos, given known resident concerns with noise in Salamanca Square.
2. Elected Members may prefer to have a shorter trial period, such as 6 months. If the trial is not working well then this will minimise any potential negative outcomes.
  3. It is noted that there are 13 venues on Salamanca Place which utilise land owned by the Council, regulated by occupation licences. There are a further 10 in Salamanca Square.
  4. While it is understood that the proposed venue-based performers would be engaged by individual businesses, the City's current regulatory framework for live performances by buskers is as follows:
    - a. Busking is governed by Council's Busking and Street Performance Program Guidelines which allows buskers and street performers holding a permit from the City of Hobart, to perform at designated locations throughout the Hobart local government area (see <https://www.hobartcity.com.au/files/assets/public/v/1/events/busking-and-street-performance/busking-and-street-performance-program-guidelines.pdf>).
    - b. There are 3 designed locations in Salamanca:
      - i. Morrison Street, Salamanca (5-8pm, Monday to Saturday only)
      - ii. Salamanca Plaza, Salamanca Place
      - iii. Kennedy Lane, Salamanca Place.
    - c. Only one location, Morrison Street, allows amplification and only between the hours of 5pm and 8pm Monday to Saturday. In accordance with the terms and conditions amplification must be battery operated and the permit holder is not permitted to plug into any power source that may be in the vicinity. The Council has the power to suspend, terminate or amend the use of amplification at any time at the City's absolute discretion.
    - d. Busking is allowed at Salamanca Market for the period of operations of the market at the discretion of the Salamanca Market Supervisor who has the power to direct a busker to cease if they have concerns about noise or impact on business or stall owners or operators and market attendees.
    - e. Under the existing permits to occupy for outdoor dining the licensee may

occupy the occupation licence area for outdoor dining including the placement of tables, chairs, umbrellas, barriers and screens or other structures as approved by the General Manager from 7:30am until 12 midnight seven (7) days a week. The licensee is responsible for ensuring that occupation of the occupation licence area does not have an adverse effect on, as far as relevant, amenity of the surrounding area.

- f. The current conditions governing music reproduction are as follows:
  - i. No bands or portable music equipment are permitted within the occupation licence area without the prior written approval of the Council.
  - ii. Amplified music is permitted in the occupation licence area provided that:
    - The music is played only between the hours of 12 noon and 10:00pm;
    - When measured on a sound level measuring equipment at a distance of not less than 3 metres from a speaker the music and background noise does not exceed an average of 70 dBA over a period of 1 minute;
    - The music volume is decreased or the playing of music ceases when directed by an officer of the Council or Tasmania Police; and
    - Any speakers installed to project the music into the occupation licence area are installed in accordance with any law or planning scheme requirements.
5. Noise impacts are a key issue and the following advice has been provided by our Environmental Health team:
  - a. There is a risk that as the volume of amplified music increases, businesses may be competing with the live music from other outdoor dining areas, but the extent to which this occurs depends on various factors including the exact type of sound amplifying equipment that is in use, it's placement within the outdoor dining area and distance between outdoor dining areas. Voluntary cooperation between venues or Council enforced requirements for a programing regime that avoided programing clashes between venues could mitigated this concern.
  - b. The *Environmental Management and Pollution Control Act 1994*, addresses noise emitted from commercial premises. Emission of noise is deemed to be an environmental nuisance when it unreasonably interferes with a person's enjoyment of the environment if it is unreasonable having regard to:
    - i. it's volume, intensity or duration; and
    - ii. the time, place and other circumstances in which it is emitted.

- c. As the trial relates to amplified live music being played within an 8-hour time period, achieving the appropriate volume/intensity will be key to ensuring that nearby residents do not experience an environmental nuisance. The current condition (b) on permits to occupy states 'when measured on a sound level measuring equipment at a distance of not less than 3 metres from a speaker the music and background noise does not exceed an average of 70dB(A) over a period of 1 minute'. It is unlikely that this limit will be able to be complied with if amplified live music is introduced, background noise of full patronage and potentially multiple businesses within close proximity playing live music simultaneously.
  - d. If the trial is only on Salamanca Place then it is not anticipated that this will cause a noise nuisance to surrounding residents.
  - e. If the trial was extended into Salamanca Square then there could be impacts on the residents who face onto the Square. Using a distance attenuation calculator, the current limit of 70dB(A) measured 3 metres from the source of music would produce sound pressure level of approximately 49dB(A) immediately outside the closest residences (33 metres away on the opposite side of the square). If the noise limit is increased to 80dB(A), the sound pressure level produced immediately outside residences increases to 59dB(A), which most standard noise level charts state is around the sound of conversation. If increasing the noise limit to 80dB(A), it is the opinion of the Environmental Health Unit that there is a 'moderate to likely' likelihood of nuisance being experienced by nearby residents.
6. It is possible, depending on the nature of this activity, that it would be perceived to be a further privatisation of public space. This may impact on the value of the occupation licences, noting that we are currently undergoing a review of the valuations which underpin the fees charged for those licences.

## Strategic, Legislative and Policy Implications

### Capital City Strategic Plan

**Pillar:** We are a city connected, embracing our diverse communities in cultural expression and creative and artistic participation; a city that enhances our homes, lifestyles and heritage; a city that bravely puts its people first.

We are a city of ethics and integrity. We govern with transparency and accountability, encouraging and welcoming active civic involvement. We collaborate for the collective good, working together to create a successful Hobart.

**Outcome:** 3.4: Civic and heritage spaces support creativity, resulting in a vibrant public realm.

8.1: Hobart is a city that is well governed that recognises the



community as an active partner that informs decisions.

Strategy: 3.4.2: Activate public spaces and venues, to benefit the community and business sector through changes to infrastructure, public art, performances events, festivals and markets.

8.1.1: Build community trust through the implementation of effective civic leadership, ethical conduct and responsible governance processes that ensure accountability, transparency and compliance with all legislated and statutory requirements.

#### Legislation and Policy

Legislation: Public Spaces By-Law 2018  
*Environmental Management and Pollution Control Act 1994*

Policy: NA

#### Financial Implications

1. It is anticipated that the additional officer time would be spent to facilitate this trial, which is not catered for in the budget for the current financial year:
  - a. Approximately 2 week to consult, create a management regime and issue updated occupational licences: 2 weeks or approximately \$5,000.
  - b. The initial start-up period may require an officer to be present to monitor the trial. This would amount to approximately \$500 per day. In instances where officers were required to be on call to address enforcement issues then there would be an on-call rate and the minimum 2 hour call out payment if required to address complaints.
  - c. If noise issues continue to arise, costs (overtime) associated with time spent by Environmental Health Officers to attend with noise monitoring equipment to assess any concerns raised by the community would be necessary.

**24. Bus Lay-Overs**  
**File Ref: F24/8249; 16/119**

---

Alderman Bloomfield, Councillor Kelly

**Motion**

"That existing and proposed bus layovers within the CBD be examined as a priority within the current Transport Strategy Refresh."

**Rationale:**

"The City of Hobart currently has 23 bus layover spaces with an another 6 proposed as part the Transport Strategy Refresh.

This is in addition to the existing bus stops and loading zones (which are at times being used illegally).

We ask that these existing and proposed layovers be examined as a priority within the current Transport Strategy Refresh with a view to their removal to from the prime CBD area to more appropriate undeveloped spaces. This combined with the more modern practices of 'Hub & Spoke' and 'Flow Through' practices should be thoroughly examined.

With reference to the New South Wales Government's "Guidelines for the Planning of Bus Layover Parking" such spaces should

- be sensitive to the local land use
- consider future land use changes
- if located within centres, options to minimise the footprint of layovers should be thoroughly investigated
- be at the discretion of the local council

Currently there is no charge levied by Council for the bus layover spaces and this should be considered especially as some of these spaces are used by commercial bus operators.

With no revenues collected for these bus layovers, this represents a loss in excess of \$500,000 to the City of Hobart if these spaces were utilised as paid car parking.

The current layovers are located primarily in front of Hobart's prime heritage buildings (TMAG, Town Hall etc) - not a good look for our tourists and locals.

The diesel fumes that are emitted whilst the buses sit idling for long periods are not only a health hazard to passing pedestrians but also pollute the sensitive sandstone of our heritage buildings.

At a time where approximately 100 car spaces in Davey and Macquarie Streets have recently been lost, combined with the additional need for more disability curb side parking bus layovers should not be increased but decreased.

A modern forward thinking strategy needs to be adopted for the use of bus layovers in the current Transport Strategy Refresh.

By removing these outdated transport practices that are decades old, we will aspire to the principles of the recently adopted Central Hobart Structure Plan to make Hobart a amore vibrant city, with more open spaces, becoming a more attractive place to live and work, with improved amenity and street vibrancy.”

## Administration Response to Notice of Motion

### Discussion

The City Mobility Unit is aware of these concerns and will undertake a review of the existing and proposed bus layovers within the Hobart CBD as part of the City’s current Transport Strategy refresh, specifically as part of the associated parking and kerbside management plan.

### Strategic, Legislative and Policy Implications

#### Capital City Strategic Plan

**Pillar:** The recommendation is directly aligned to the City of Hobart Community Vision and the Capital City Strategic Plan 2019-29.  
Pillar five of the ‘Capital City Strategic Plan 2019-29’ focuses on Movement and connectivity. Addressing the petition by supporting pillar five’s key outcomes:

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

#### Legislation and Policy

**Legislation:** The City of Hobart has statutory powers, under Section 19 of the *Local Government (Highways) ACT 1982*

### Financial Implications

1. As part of the review, officers will analyse and report on any financial implications.

**25. RESPONSES TO QUESTIONS WITHOUT NOTICE**  
**File Ref: F24/9215**

---

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

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

**25.1 Motion Without Notice Principles for Accepting**

---

Memorandum of the Director City Enablers 15 January 2024.

**25.2 Interpretation of the Local Government (Meeting Procedures) Regulations 2015**

---




Memorandum of the Director City Enablers 15 January 2024.

**25.3 Sandy Bay / Mount Nelson Neighbourhood Plan Discussion Paper**

---

Memorandum of the Acting Director City Futures 15 January 2024.

***Recommendation:******That the information be received and noted.***

- Attachment A: Motion Without Notice Principles for Accepting (Supporting information) 
- Attachment B: Interpretation of the Local Government (Meeting Procedures) Regulations 2015 (Supporting information) 
- Attachment C: Sandy Bay / Mount Nelson Neighbourhood Plan Discussion Paper (Supporting information) 

**26. QUESTIONS WITHOUT NOTICE**  
**File Ref: F24/9211**

---

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

- (1) *A councillor at a meeting may ask a question without notice –
  - (a) of the chairperson; or
  - (b) through the chairperson, of –
    - (i) another councillor; or
    - (ii) the general manager.*
  
- (2) *In putting a question without notice at a meeting, a councillor must not –
  - (a) offer an argument or opinion; or
  - (b) draw any inferences or make any imputations – except so far as may be necessary to explain the question.*
  
- (3) *The chairperson of a meeting must not permit any debate of a question without notice or its answer.*
  
- (4) *The chairperson, councillor or general manager who is asked a question without notice at a meeting may decline to answer the question.*
  
- (5) *The chairperson of a meeting may refuse to accept a question without notice if it does not relate to the activities of the council.*
  
- (6) *Questions without notice, and any answers to those questions, are not required to be recorded in the minutes of the meeting.*
  
- (7) *The chairperson of a meeting may require a councillor to put a question without notice in writing.*

## 27. CLOSED PORTION OF THE MEETING

---

### RECOMMENDATION

That the Council resolve by absolute 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:

- Contract renewal conditions
- Leave of Absence
- Personal hardship of ratepayers
- Information of a personal and confidential nature

The following items are listed for discussion:-

- |             |   |
|-------------|---|
| Item No. 1  | Minutes of the last meeting of the Closed Portion of the Council Meeting  |
| Item No. 2  | Communication from the Chairman   |
| Item No. 3  | Leave of Absence  |
| Item No. 4  | Consideration of supplementary Items to the agenda  |
| Item No. 5  | Indications of pecuniary and conflicts of interest  |
| Item No. 6  | 2023-24 Supplementary Rates - Variation Objections<br>LG(MP)R 15(2)(g) and (j)  |
| Item No. 7  | Contract Extension - Preventative Maintenance and Consumable Supply for the City of Hobart's Car Park Equipment<br>LG(MP)R 15(2)(d) |
| Item No. 8  | Stadia 2 Proposal for Regatta Point<br>LG(MP)R 15(2)(g)   |
| Item No. 9  | City of Hobart Elected Member Commitments - Review<br>LG(MP)R 15(2)(g)  |
| Item No. 10 | QUESTIONS WITHOUT NOTICE<br>LG(MP)R 15(2)(g)  |
| Item No. 11 | Questions Taken on Notice During Debate<br>LG(MP)R 15(2)(g) and (h)   |