



CITY OF HOBART

MINUTES ATTACHMENTS

THE HOBART WORKSHOP COMMITTEE MEETING

OPEN PORTION OF THE MEETING

MONDAY, 17 MARCH 2025

AT 4.00PM

VENUE: LADY OSBORNE ROOM

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August 2024

Transforming Collins Street

Victoria Street to Murray Street

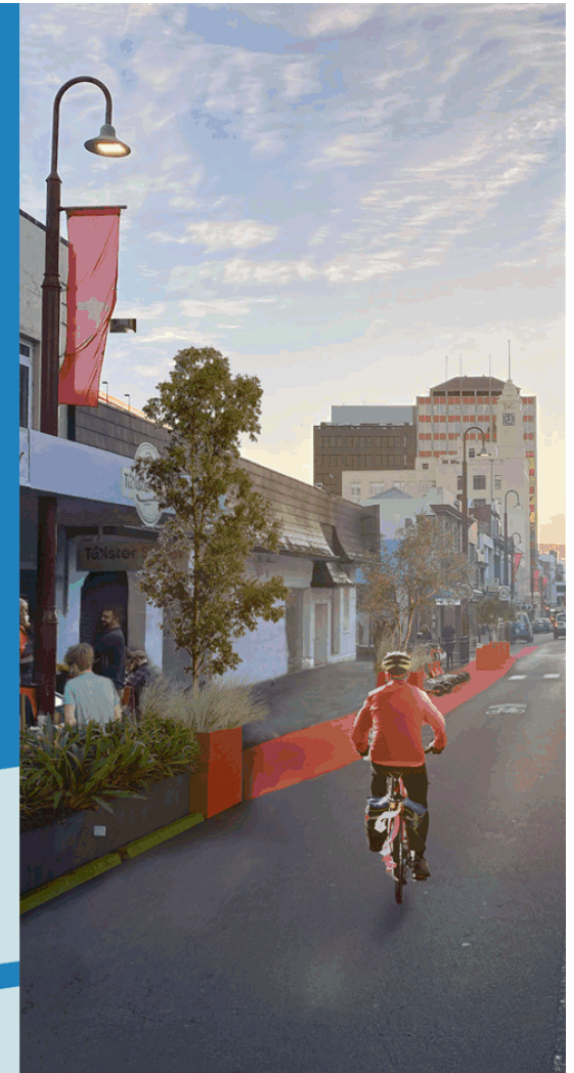
Council Workshop

17 March 2025



City of HOBART

www.hobartcity.com.au





Overview

- What did we do?
- Engagement Activities
- Summary – Key Findings
- Options Discussion
- What's next?

What did we do?

- As part of this project, the 11 November 2024 Council meeting resolved that;
“Officers prepare a report for Council exploring options to retain loading zone and parking opportunities between Victoria and Murray Street to be trialled as part of the scheduled 3, 6 or 12 month adjustments.”
- As part of the preparation of that report, Council officers took the opportunity to again consult with key stakeholders in the street area of the report of the report requested by the Council.
- In February 2025, the Community Engagement and City Transport teams held four workshops with key stakeholders in this section of the street.
- Each workshop provided an overview of the Transforming Collins Street project, presented potential designs, and facilitated roundtable discussions to gather participants’ views and concerns.



APPROVED FOR TACTICAL TRIAL – Council Meeting – 16 September 2024

FURTHER REPORT –
Council Meeting –
11 November 2024



What did we do?

- Officers held four sessions with the following groups:
 - Business and Property Owners of Collins St (Victoria to Murray) – in person – 4 February 2025
 - Bus Operators and Contractor of Services (Department of State Growth) – online – 11 February 2025
 - Cyclist Groups – online – 13 February 2025
 - One-on-One consultation with community member in Wheelchair – 19 February 2025





What did we do?

- At each workshop, the City Transport team provided an in-depth presentation on the Transforming Collins Street project. This presentation included:
 - An overview of the project's progress and future plans.
 - A timeline illustrating the project's journey to its current stage and upcoming milestones.

Engagement Activities

- During the workshops, participants were divided into groups to engage in roundtable discussions. Each group focused on evaluating four proposed design options presented for Collins Street to assist with discussion.
- It was noted that there are of course a very large number of options available, and the design options presented were provided to stimulate discussion.
- The options provided included:
 1. The proposed design.
 2. 30km/h with sharrows.
 3. One-way traffic with a protected bicycle lane.
 4. Northeast bound bicycle lane with a clearway.

Engagement Activities

- The roundtable discussions and exercises were conducted both at in-person and online workshops and asked participants to discuss the following;
 1. **Benefits:** Participants discussed the potential benefits of their assigned design.
 2. **Concerns:** Each group identified concerns related to their design option.
 3. **Alternative Options:** Groups brainstormed alternative solutions or modifications.
- The full engagement report will be provided as part of the Council report for consideration at the March meeting.



Workshop Material



Existing

This option represents the existing conditions on Collins Street today.

Beneficial features

- Turn lane for vehicles at Murray Street intersection
- Direct access to RACV hotel for buses outside of traffic lane ('No parking' zone).

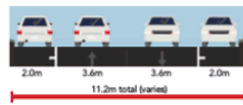
Trade-offs

- No provision for people riding
- 40km/h traffic environment does not provide for riders of all ages and abilities.

Parking changes

	Existing	Under option	Change
Parking bays	14	N/A	-
Accessible bays	1	N/A	-
Loading zones	1 (12m)	N/A	-

Key	
Parking	
Accessible bay	
Bus zone	
Loading zone	
Bicycle lane	
Bicycle separator	
No stopping zone	
No parking zone	



Northbound movements

- Min 3.3m traffic lane
- Dedicated Through and Right turn lanes at Murray Street
- Shared with motor vehicles
- 40km/h speed zone
- Kerbside bus stop

Southbound movements

- Min 3.5m traffic lane
- Shared with vehicles
- 40km/h speed zone



Workshop Material



1 - Proposed design

This option represents the current design that is currently proposed.

Beneficial features

- Safer speed limit
- Quieter and calmer pedestrian experience
- Protected bicycle lanes in both directions
- Loading zone relocated and retained
- Manages conflict between riders and buses.

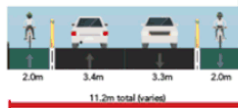
Trade-offs

- Significant parking impact
- Relocation of accessible bay
- Potential for some traffic delay in peak periods, due to reduction in vehicle storage approaching Murray Street
- Reduced pick-up and drop-off opportunities, including for RACV Hotel. A loading zone is provided nearby.

Parking changes

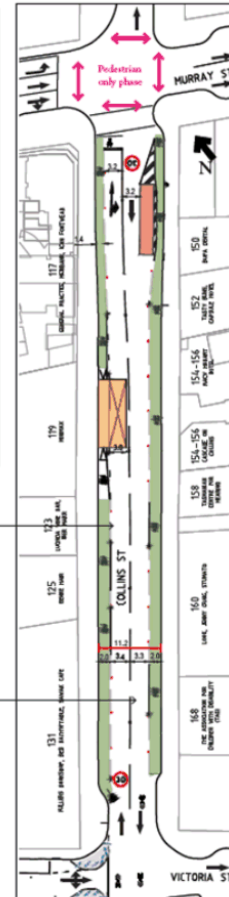
	Existing	Under option	Change
Parking bays	14	0	-14
Accessible bays	1	0	-1 (relocated nearby)
Loading zones	1 (12m)	1 (12.4m)	+0.4m

Key	
Parking	
Accessible bay	
Bus zone	
Loading zone	
Bicycle lane	
Bicycle separator	
No stopping zone	
No parking zone	



- ### Northbound movements
- Minimum 3.2m traffic lane
 - Shared through/right turn lane at Murray Street intersection
 - Continuous protected bicycle lane (2m typical with 1.4m min)
 - 30km/h speed limit
 - Expanded bus platform shared with riders

- ### Southbound movements
- Minimum 3.2m traffic lane
 - Continuous protected bicycle lane (2m typical with 1.4m min)
 - 30km/h speed limit



Workshop Material



2 - 30km/h with sharrows

This option includes minor changes to the existing conditions on Collins Street today. Shared bike/traffic lanes are provided in both directions (30km/h). Kerbside parking is retained as per existing.

Beneficial features

- Safer and calmer vehicle traffic conditions
- Safety and comfort improved for all road users, especially people walking
- Existing on-street parking retained
- Physical separation provided at Murray Street intersection to increase comfort for riders.

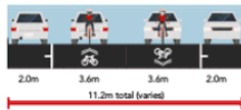
Trade-offs

- Most potential riders prefer physical separation as it feels safer. As a result, this option may attract less new riders.
- Potential for some traffic delay in peak periods, due to reduction in vehicle storage approaching Murray Street.
- Potential conflict between buses and riders

Parking changes

	Existing	Under option	Change
Parking bays	14	14	-
Accessible bays	1	1	-
Loading zones	1 (12m)	1 (12m)	-

Key	
Parking	
Accessible bay	
Bus zone	
Loading zone	
Bicycle lane	
Bicycle separator	
No stopping zone	
No parking zone	



Northbound movements

- Min 3.5m traffic lane, shared ahead and turn lane at Murray Street intersection
- Shared with motor vehicles
- 30km/h speed zone
- Kerbside bus stop (existing)

Southbound movements

- Min 3.5m traffic lane
- Shared with vehicles
- 30km/h speed zone



Workshop Material



3 - One-way traffic with protected bicycle lane

This option provides for one-way traffic in the northbound direction only. On-street parking is provided on both sides of the street. A protected bike lanes is provided in the southbound direction only, with a shared lane in the northbound direction.

Beneficial features

- Protected bicycle lane for southbound riders. A 1m wide buffer makes it easier to cross the street on foot
- Safer speed limit
- No change to parking supply
- Less vehicle traffic provides a quieter and calmer street more conducive to shopping and dining

Trade-offs

- Most potential riders prefer physical separation as it feels safer. As a result, this option may attract less new riders.
- Increased northbound traffic, and parking on both sides so rider comfort is low
- Southbound vehicle access removed, re-routing some vehicle trips.
- Changes to pick-up and drop-off, including for RACV Hotel.

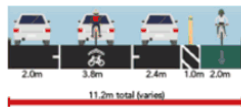
Parking changes

	Existing	Under option	Change
Parking bays	14	Up to 16	0
Accessible bays	1	1	0
Loading zones	1 (12m)	1 (12m - indicative)	0

Key	
Parking	
Accessible bay	
Bus zone	
Loading zone	
Bicycle lane	
Bicycle separator	
No stopping zone	
No parking zone	

- ### Northbound movements
- Min 3.4m traffic lane, right turn lane at Murray Street intersection
 - Shared with motor vehicles
 - 30km/h speed zone
 - Kerbside bus stop (existing)

- ### Southbound movements
- No access
 - Continuous protected bicycle lane (2m)
 - 40km/h speed zone



Workshop Material



4 - Northbound bicycle lane with clearway

This option provides for two-way traffic, with a northbound kerbside bike lane. The existing on-street parking is retained in the southbound direction, with a peak period bike lane ('No Stopping' during these times)

Beneficial features

- Safer and calmer vehicle traffic conditions
- Protected bicycle lane northbound
- Improved environment for bus passengers and people walking on the western footpath
- Some on-street parking is retained
- Manages conflict between riders and buses.

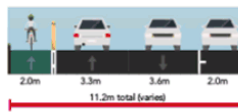
Trade-offs

- Peak period bike lanes have poor driver compliance and negative road safety outcomes. Enforcement is typically required
- On-street parking cannot be provided on northbound side of the street

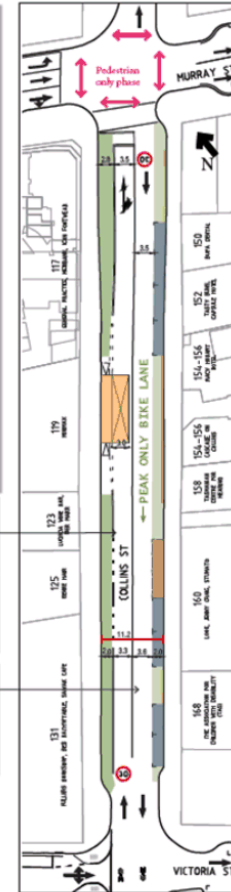
Parking changes

	Existing	Under option	Change
Parking bays	14	8 (non-peak times) 0 during peak times	-6 (non-peak times) -14 (peak times)
Accessible bays	1	0	-1 (relocated nearby)
Loading zones	1 (12m)	1 (12m - non-peak)	0

Key	
Parking	
Accessible bay	
Bus zone	
Loading zone	
Bicycle lane	
Bicycle separator	
No stopping zone	
No parking zone	



- ### Northbound movements
- Min 3.3m traffic lane
 - Shared ahead and turn lane at Murray Street intersection
 - Continuous protected bicycle lane
 - 30km/h speed zone
 - Expanded bus platform shared with riders
- ### Southbound movements
- Min 3.4m traffic lane
 - Shared with vehicles
 - Peak period bicycle lane
 - 30km/h speed zone



Summary – Key Findings

Key Findings



Support for 30km/h Speed Limit: There is a general agreement across all four-stakeholder groups on implementing a 30km/h speed limit on Collins Street between Victoria and Murray.



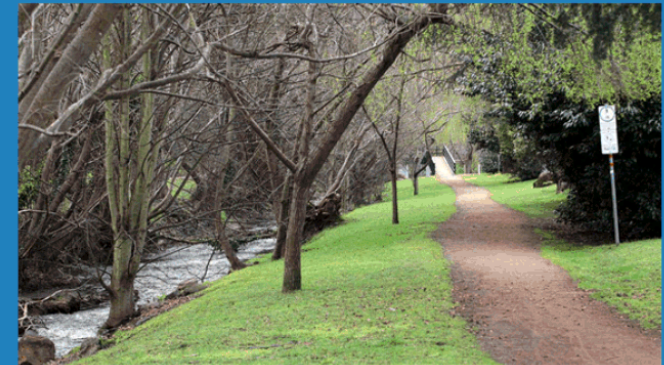
Concerns Over Removal of Parking Spaces and Loading Zones: Significant concerns about the removal of parking and loading zones, impacting businesses, property owners, bus operators, and the accessibility community.



Accessible Parking Spaces: Calls to retain accessibility parking on Collins Street to ensure people with accessibility and mobility needs can still access businesses/services.



Ensure Design Caters to non-confident riders: The cyclist groups were clear that the design should cater to all riders, not just confident ones. Emphasising the need for design changes to create opportunities for non-confident cyclists with a strong preference for protected lanes.



Summary – Key Findings

Key Findings



Pick up and Drop off Areas: Several participants from the business and property owners' workshop and the bus operators workshop expressed their desire for the City to maintain pick-up and drop-off areas to support local businesses and accessibility.



Impact on Business: Concerns about the viability and resilience of businesses on Collins Street were discussed. With several businesses certain that proposed design could lead to decline in trade and competition with other shopping and retail hubs.



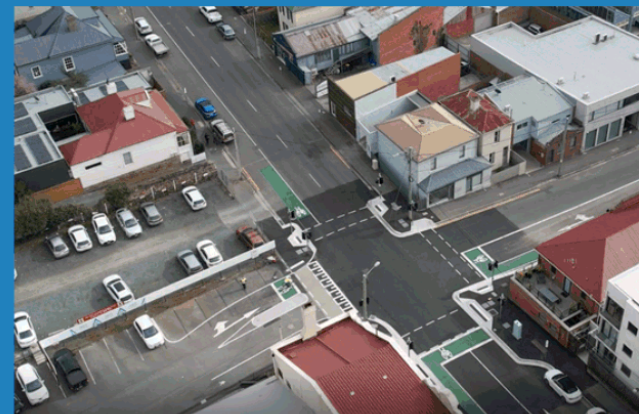
Interest in Providing Evening Parking Options: There is a notable interest in offering parking solutions that cater to evening visitors. This could help support local businesses and the nighttime economy by enhancing the vibrancy and economic activity of the area.



Design needs to alleviate conflict between Cyclists and Drivers in Shared Zone: The design should focus on reducing potential conflicts between cyclists and drivers in shared zones, ensuring a smooth and secure experience for cyclists, especially those who are less confident.



More Space at Bus Stops to Avoid Congestion: By adding a secondary space for buses at peak times, congestion can be eased along Collins Street. To ensure that buses can operate smoothly and on schedule, benefiting both commuters and the overall traffic flow.

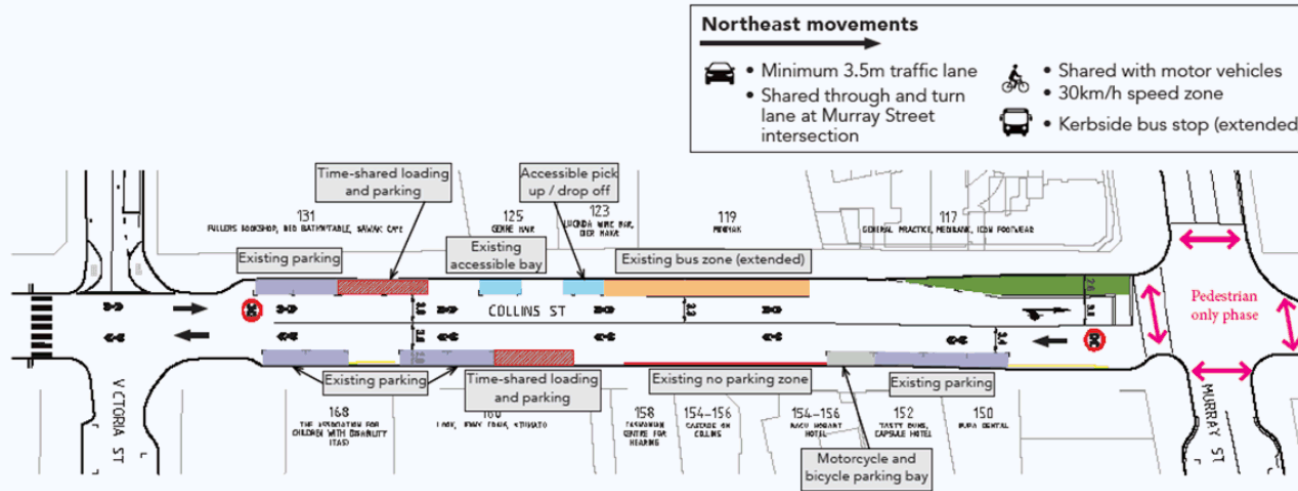


What's Next – Proposed Design

- The allocation of public road space is an area of Councils responsibilities as a road and transport manager that requires professionals to weigh up competing interests when asked to provide recommendations to Council's elected decision makers.
- Noting these insights, City of Hobart officers have developed an updated design proposal that takes into consideration all this feedback.
- Key features of this design include:
 1. Retention of parking spaces on both sides of Collins Street.
 2. Retention of loading zones (time limited and shared with parking spaces) on both sides of Collins Street.
 3. Retaining the current accessible parking space (adjacent to 125 Collins Street).
 4. Extending the length of the current bus zone and creating an accessible (disability) drop off and pick up only parking space.
 5. Providing a 30km/h (subject to final Transport Commission approval) shared lane marked with "sharrows" to improve the visibility, safety and amenity of bicycle riders between Victoria Street all the way through to Argyle St (eastbound only between Murray and Argyle).
 6. Providing a Murray Street junction approach bicycle lane and head start box to further provide for the visibility, safety and amenity of bicycle riders.
 7. Providing additional Motorcycle and Bicycle Parking outside 152 Collins St.

Alternative trial option

30km/h with shared bike and traffic lanes



Key	
Short-term parking	
Accessible bay	
Bus zone	
Loading (part-time)	
Bicycle lane	
No stopping zone	
No parking zone	

On-street dining
This design allows for further on-street dining opportunities to be tested in conjunction with businesses.

Southwest movements

- Minimum 3.5m traffic lane
- Shared with motor vehicles
- 30km/h speed zone



What's Next?

- If endorsed by Council at the March Council Meeting, this design option will be implemented as soon as practicable noting that the capital cost for implementation is low
- The engagement has also highlighted broad support from all four stakeholder groups for a speed limit of 30km/h around the CBD core which would provide a range of benefits for all road users. A recommendation for further work to be undertaken in this space will be brought to Council for a decision at its March Council Meeting.
- With respect to Collins Street between Murray Street, Elizabeth Street and Argyle Street it was suggested that an extension of a 30 km/h speed limit and “sharrows” treatment would link this part of the City with the separated cycling facilities on Argyle and Campbell St, at least in the eastbound direction.



Council Workshop

Local Government Electoral Bill & Remaking of Local Government Regulations

17 March 2025

Local Government Electoral Bill

- The Tasmanian Government has released its Local Government Electoral Bill discussion paper outlining a series of reforms to how Local Government elections are conducted in Tasmania.
- The discussion paper is organised around five key outcomes.
- The period of consultation concludes on 4 April 2025.
- The Tasmanian Government will consider the feedback it receives in developing draft legislation which will be released for further consultation in mid-2025.
- A Bill is expected to be introduced into Parliament in Spring 2025.

Reform Summary

- The future format of Local Government elections in Tasmania.
- Who should vote in Local Government elections, and how should we elect the deputy mayor?
- A more flexible and accessible format for Local Government elections.
- A better franchise for electors and changes to eligibility to run for office.
- Better quality public information at elections.
- Strengthened donations disclosure and electoral advertising requirements.
- Changes to support the integrity of elections.

Local Government Electoral Bill - Comments

Scenario	Comment
<p>Scenario A: change to voting in person as the primary means of participation</p> <p>Move to universal attendance elections with a weeklong polling period, or a polling day, including an extended pre-poll period and postal voting for persons on the supplementary electoral roll. Telephone voting would be made available for electors with barriers to participation or who are interstate or overseas.</p>	<p>The Council has long supported a move to compulsory voting by attendance at the ballot box. It is recommended that the proposal to move to a polling day, including an extended pre-poll period and postal voting for persons on the supplementary electoral roll would be preferred.</p>
<p>Reforming the franchise: should non-citizens enjoy a continuing entitlement to vote at local government elections?</p> <p>If this entitlement were to continue, it is proposed a person's ordinary place of residence must have been in Tasmania for the 12 months prior to making an application for enrolment (or otherwise must own property in Tasmania in a personal capacity). This would be, in effect, a 'non-citizens' electoral category.</p>	<p>It is recommended that non-citizens should continue to receive an entitlement to vote at local government elections. In most instances, this cohort of people are international students and business owners who are important to a city and as such the case for change is not really that clear.</p> <p>Equally, the requirement for this cohort of people to have been residing in Tasmania for the 12 months prior to making an application for enrolment lacks merit. New non-resident business owners/residents/international students should have a right to participate in local government elections which should not be curtailed by a short tenure.</p>

Local Government Electoral Bill - Comments

Scenario	Comment
<p>Remove the direct election of the deputy mayor Instead, the councillors are to elect the deputy mayor at the first ordinary meeting of the term of the council. Otherwise, the role of deputy mayor could be removed entirely or made optional in favour of provision for acting mayors, including supplementary allowances.</p>	<p>The current system which requires the election of both a mayor and deputy mayor, requires elected members to choose whether they wish to run for one position or the other. Accordingly, this prevents an elected member from running for the position of mayor, even though they may be a suitable candidate. A change to elect the deputy mayor at the first ordinary meeting of the term of the council would create a level playing for the election of mayor and then it enables a council to elect the best person for the deputy mayor position, to best complement the newly elected mayor and elected members.</p> <p>It is not considered likely that there would be widescale support in the Tasmanian local government sector for the abolition of the position of deputy mayor or for it to be optional and therefore it is suggested that this reform not be pursued.</p>

Local Government Electoral Bill - Comments

Scenario	Comment
<p>Reform 6: move administration of the ‘general managers’ roll’ from councils to the Tasmanian Electoral Commission, including administration of the process through which land occupier and corporate nominee (supplementary electoral roll) electors are to enrol.</p>	<p>Support. The City has previously strongly supported and welcomed consistent proposals through various reviews to move the administration of the GM Roll from councils to the TEC. The Council considers it important that there is an appropriate division between the Chief Executive Officer’s role and the local government election process. Moving administration of the GM Roll from councils to the TEC would improve the integrity of the democratic process by removing Chief Executive Officers / General Managers and council staff from the electoral process. It would also reduce the administrative burden on Chief Executive Officers / General Managers to maintain the accuracy and integrity of the Roll and achieve greater consistency across Tasmania.</p>

Local Government Electoral Bill - Comments

Scenario	Comment
<p>Reform 12: provide that the Director of Local Government may provide a statement to be published by the Tasmanian Electoral Commission alongside the candidate information.</p>	<p>Do not support. It is up to electors to inform themselves and make their own decision in respect to a local government election and this change would enable the Director of Local Government to influence people in disproportionate ways which could influence their vote.</p>
<p>Reform 13: Establish that nomination by a registered party is to be included in the information published by the Tasmanian Electoral Commission, and printed on the ballot paper, with the candidate's name to be printed alongside the name of the registered party</p>	<p>This is a political matter which needs to be discussed by the Council.</p>
<p>Reform 27: provide the Tasmanian Electoral Commission with powers of investigation.</p>	<p>Do not support. There are other existing jurisdictions (i.e. Integrity Commission) established to investigate these types of matters, so it seems like a duplication to provide the Electoral Commission with powers of investigation.</p>

Remaking of Local Government Regulations

- The Tasmanian Government has commenced a public consultation process to gather feedback on proposed legislative changes to the *Local Government (General) Regulations 2015* and the *Local Government (Meeting Procedures) Regulations 2015*.
- The current Regulations are due to expire in June 2025.
- The discussion paper poses a series of questions aimed at improving transparency, accountability, inclusivity and fairness in councils.
- The period of consultation concludes on 1 April 2025.
- The remade regulations will be finalised for approval by the Minister ready to commence in June 2025.

Reform Summary

- Improve public access to council meetings.
- Allow councillors to attend meetings remotely.
- Parental leave for councillors.
- Consistent rules and procedures for questions, motions and minutes.
- Mandate the reporting of councillor training.
- Updated councillor allowances.
- 337 Certificate questions.

Remaking of Local Government Regulations - Comments

Scenario	Comment
<p>Allow councillors to attend meetings remotely</p> <p>The Meeting Regulations will be amended to enable councils to meet remotely in limited circumstances, such as a natural disaster or public health emergency.</p> <p>It is also proposed the chairperson of council can authorise individual councillors to attend meetings remotely due to limited circumstances including:</p> <ul style="list-style-type: none"> • ill health or incapacity • caregiving responsibilities • localised natural disasters or emergencies <p>It is proposed councillors cannot utilise remote meeting provisions to attend more than one-third of meetings each year. This amendment will help to maintain current expectations around engagement with the council while still allowing some flexibility.</p>	<p>In respect to the proposal to allow Elected Members to attend meetings remotely the following comments are offered:</p> <ul style="list-style-type: none"> • The change to enable elected members to participate in council and committee meetings remotely should be included in the current reform process. • It is suggested that this ability should not be extended to closed council or committee meetings to effectively mitigate any confidentiality concerns. • The range of circumstances are reasonable, however, work commitments should also be added. For instance, if an Elected Member is at a conference (for instance) they should not be excluded from participating at a meeting should they chose to do so. • The one-third limit is reasonable.

Remaking of Local Government Regulations - Comments

Scenario	Comment
<p><u>Parental leave for councillors</u> <i>Regulation 51 – Parental leave</i> An additional provision to the regulations would allow councillors <i>a right</i> to take extended parental leave for up to six months. This includes for birth or adoption of a child as well as adopting or becoming a guardian. This leave would not require approval by the council</p>	<p>Support. The proposed parental leave additions for Elected Members are consistent with contemporary best practice for organisations.</p>