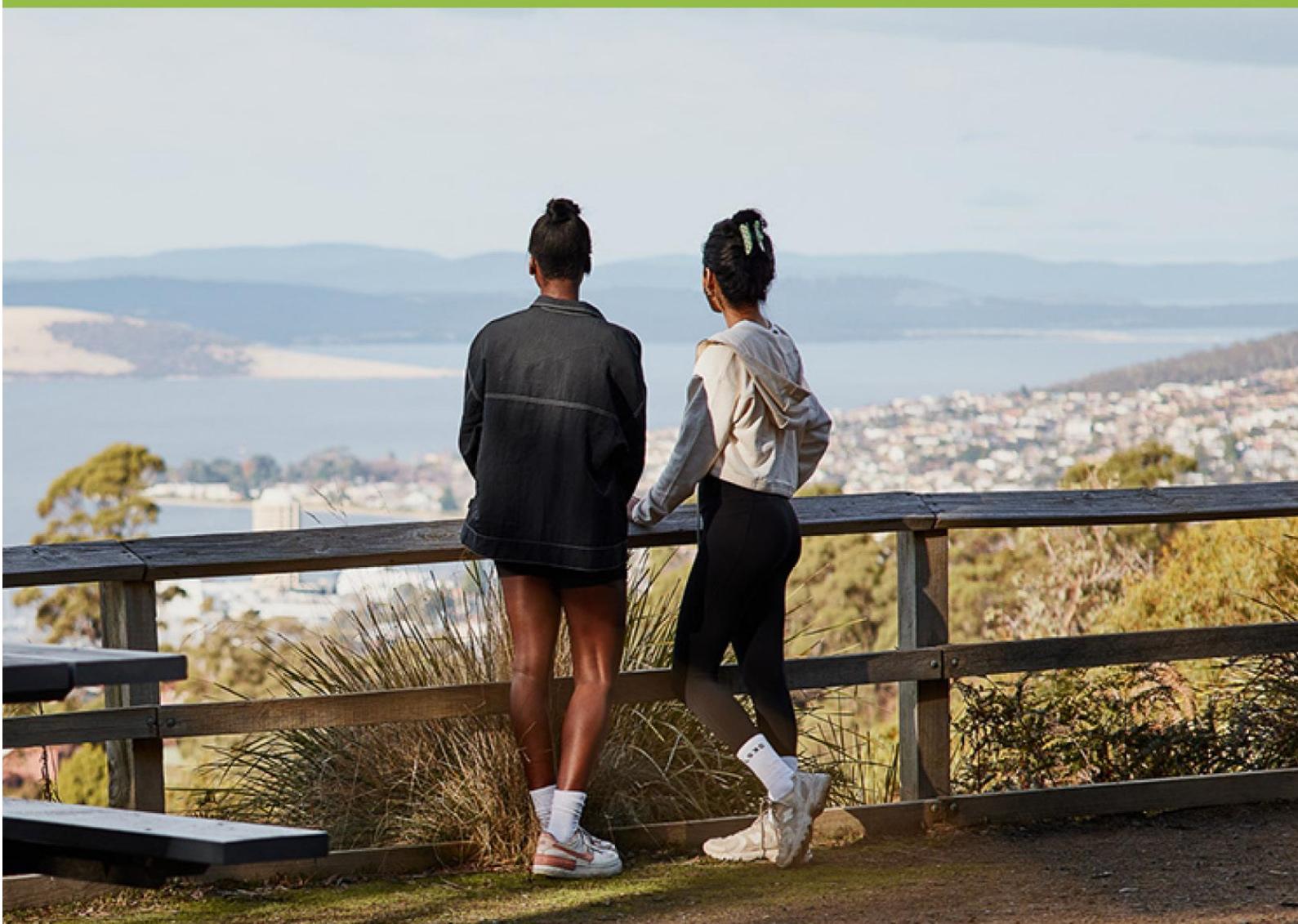




CITY OF HOBART

AGENDA

OPEN PORTION OF THE COUNCIL MEETING
MONDAY, 23 FEBRUARY 2026
AT 5.15PM



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 are transparent, work to high ethical and professional standards and are accountable for delivering outcomes for our community.



City of **HOBART**

Vision

**Our vision, mission 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**

Elected Member Commitments*

Respectful and Cooperative Behaviour:

We will treat each other, staff, and stakeholders respectfully, fostering a collaborative environment.



Conduct and media use:

We will advocate using transparent, evidence-based arguments, respect majority decisions, avoid public criticism of employees, and maintain workplace safety by refraining from harmful communication.



We commit to acting respectfully, cooperatively, and with the city's best interests in mind.



Objective, evidence-based communication:

Our discussions and advocacy are grounded in reliable, shared evidence, avoiding personal attacks and promoting respectful debate before public commentary.



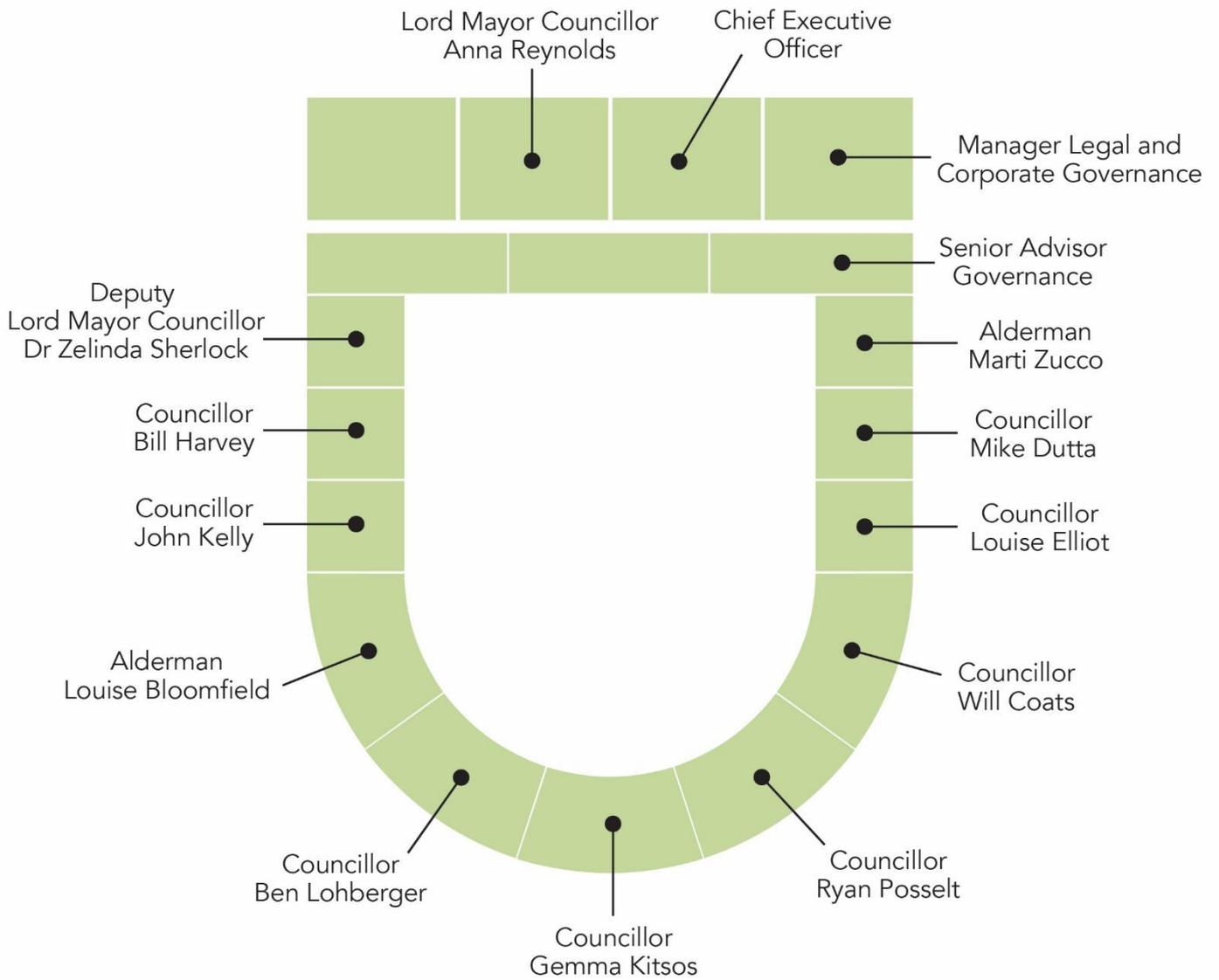
Roles and responsibilities:

We recognise our duty to represent our community while being accountable, engaging in critical debate and holding others to account respectfully.

*Endorsed by Council in February 2023 and recommitted to in February 2024



City of **HOBART**



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A MEETING OF THE OPEN PORTION OF THE COUNCIL WILL BE HELD IN THE COUNCIL CHAMBER, TOWN HALL ON MONDAY, 23 FEBRUARY 2026 AT 5.15PM.

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

APOLOGIES:

LEAVE OF ABSENCE:

Councillor W N S Coats
Alderman M Zucco

1. ACKNOWLEDGEMENT OF COUNTRY

2. CONFIRMATION OF MINUTES

The Chairperson reports that she has perused the minutes of the meeting of the Open Portion of the Council meeting held on [Tuesday, 27 January 2026](#), finds them 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 17 of the *Local Government (Meeting Procedures) Regulations 2025*?

4. COMMUNICATION FROM THE CHAIRPERSON

5. NOTIFICATION OF COUNCIL WORKSHOPS

In accordance with the requirements of the *Local Government (Meeting Procedures) Regulations 2025*, the Chief Executive Officer reports that the following workshops have been conducted since the last ordinary meeting of the Council.

Date: 10 February 2026
Purpose: Safer Hobart Program | Mount Nelson Local Area Mobility Plan | Dark Mofo 2026-2028 City Partnership Proposal

Attendance:

Acting Lord Mayor Councillor Dr Z E Sherlock, Alderman M Zucco, Councillor's W F Harvey, M S C Dutta, J L Kelly, L M Elliot, Alderman L A Bloomfield, Councillor's R J Posselt, and B Lohberger

Apologies:

Councillor G H Kitsos

Leave of Absence:

Lord Mayor Councillor A M Reynolds

Date: 16 February 2026
Purpose: Tasmania Football Club – Briefing | Taste of Summer 2026-2028 City Partnership Proposal | Aboriginal Cultural Centre/Request for Return of Land on the Queens Domain

Attendance:

Lord Mayor Councillor A M Reynolds, Deputy Lord Mayor Councillor Dr Z E Sherlock, Alderman M Zucco, Councillor's W F Harvey, M S C Dutta, J L Kelly, L M Elliot, Alderman L A Bloomfield, Councillor's R J Posselt, B Lohberger and G H Kitsos

Apologies:

Nil

Leave of Absence:

Nil

6. PUBLIC QUESTION TIME

Regulation 36,37 and 38 *Local Government (Meeting Procedures) Regulations 2025*.
File Ref: 16/119-001

6.1 Public Questions

7. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 10(7) of the *Local Government (Meeting Procedures) Regulations 2025*.

RECOMMENDATION

That the Council resolve to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer in accordance with the provisions of the *Local Government (Meeting Procedures) Regulations 2025*.

8. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025*.

Elected Members are requested to indicate where they may have, or are likely to have, an interest in any item appearing on the agenda.

9. PETITIONS

OFFICER REPORTS

10. Dog Management Policy Review
File Ref: F25/92120; 17/250

Report of the Manager Development Compliance, Manager Place Design, Sport and Recreation and Director Strategic and Regulatory Services of 18 February 2026 and attachments.

Delegation: Council

REPORT TITLE: DOG MANAGEMENT POLICY REVIEW

REPORT PROVIDED BY: Manager Development Compliance
Manager Place Design, Sport and Recreation
Director Strategic and Regulatory Services

1. Report Summary and Key Issue

- 1.1. The purpose of this report is to present the results of the public submissions undertaken on the City's Dog Management Policy and proposed declared areas in accordance with the requirements of the *Dog Control Act 2000* (the Act).
- 1.2. The Council is required to consider the feedback which has been received in response to the public notification of the draft Dog Management Policy and declared areas.
- 1.3. Based on the feedback received, it is recommended that:
 - 1.3.1. the Dog Management Policy shown as **Attachment A** be adopted; and
 - 1.3.2. the places listed in **Attachment B** be declared.

Key Amendments to Declared Areas

- 1.4. There are some corrections and adjustments to the declared areas, with an amended list of declared areas in **Attachment C**. These amendments require public notification.
- 1.5. As part this, the report also proposes a future approach to the management of dogs at South Hobart Oval. These issues are summarised below and in further detail from paragraph 0 of this report, onwards.
- 1.6. It is important to note that this change would be part of the further public notification process and that if Elected Members follow this recommendation, then there will be a further report to the Council following that notification process. Every effort will be made to bring that further report to the March Council meeting.

Summary: South Hobart Oval – Shared Use, Risks, and Recommended Future Management Approach

- 1.7. The South Hobart Football Club (SHFC) has raised significant concerns about the safety and liability implications of allowing dogs - particularly off-lead - on South Hobart Oval after a dog attack incident.

- 1.8. While the SHFC argues that the Council faces heightened legal exposure, advice from MAV Insurance indicates that the Council is not automatically liable for shared use if it implements and documents reasonable precautions, clear policies, and enforceable shared-use agreements.
- 1.9. However, assessments show that several of these safeguards are no longer practical or achievable at South Hobart Oval due to escalating conflict, high resource demands, and incompatible uses.
- 1.10. Operational evidence demonstrates that the Oval's role as Hobart's only regional-level soccer venue - capable of hosting National Premier League (NPL) and Australian Championship matches -conflicts fundamentally with its function as an off-lead dog exercise area.
- 1.11. As a venue with a 110-year association with SHFC and more than \$1.9 million in upgrades planned for 2026, the use of the ground for elite / national grade soccer requires predictable access, and low-risk operating conditions.
- 1.12. Shared use has increasingly resulted in surface damage complaints, highly elevated community tensions, and heavy operational burdens on staff.
- 1.13. While the community has raised concerns about access and open-space availability, the analysis shows that South Hobart has very high levels of open space and South Hobart Oval remains accessible for informal use approximately 87.5% of the year outside formal sports bookings.
- 1.14. If dog access is removed, the suburb would still maintain substantial off-lead and on-lead provision, with a fenced dog park at Lower Wellesley Park proposed for delivery this financial year.
- 1.15. It is acknowledged however, that South Hobart Oval does provide close proximity and relatively level access for South Hobart dog owners in the immediate area.
- 1.16. After reviewing three management scenarios; status quo, modified dog access, or prohibition, officers conclude that only Scenario 3: Prohibit (Restrict At All Times) Dogs at South Hobart Oval adequately addresses risk, safety, operational pressures and sport use demands.
- 1.17. This approach is generally in line with other Tasmanian urban and the Victorian urban councils detailed in paragraphs 4.5 to 4.27 of this report.
- 1.18. The principal reason for this change is that the ongoing use of South Hobart Oval as an off-lead dog exercise area is not compatible with elite sporting use, and the ground's function as the City's only dedicated regional level soccer ground capable of hosting state and national competition matches.

- 1.19. This would mean that South Hobart Oval would be declared as 'Restricted at All Times' (from 1 July 2026).
- 1.20. If approved, the recommended change would commence on 1 July 2026, aligned with the opening of the new fenced dog park, and accompanied by community engagement and a refreshed South Hobart Park and Oval Master Plan.
- 1.21. It is acknowledged that the issues addressed on this topic in this report have been among the most challenging that some members of the community and Elected Members will have to consider.
- 1.22. The implementation of the proposed changes to dog access will also be challenging and most likely deeply unpopular with some members of the dog walking community.
- 1.23. The changes are though necessary and based on professional operational and risk management assessments, and the advice of our insurer and legal advice. It is also consistent with the approach taken by other Tasmanian councils.

Other amendments include:

- 1.23.1. Restricted During Specified Hours: Sportsgrounds when the ground is booked. Reason: to respect the terms of the private booking and ensure exclusive, uninterrupted use of the ground by the hirer.
- 1.23.2. On Lead Areas: Cenotaph and within 50m of the monument. Reason: as requested by the RSL.
- 1.23.3. Maintaining the current on-lead designation for John Doggett Park (previously proposed to be restricted at all times) except for the playground and skate bowl.
- 1.23.4. Minor changes to Wellington Park to ensure consistency with Wellington Park Management Trust requirements.
- 1.23.5. Clarification of existing restriction at Knocklofty to remove potential confusion with current wording.
- 1.23.6. Maintaining dogs off-lead from 6pm daylight savings time at Nutgrove Beach consistent with current restrictions.

Other work to follow:

- 1.24. It is noted that officers are currently working on the following:
 - 1.24.1. a formalisation of the existing approach to sportsground booking processes, asset management and related issues in a Sportsground Policy (discussed further at 0 and 0 below);

- 1.24.2. the Greater Hobart Sport Facilities Strategy that will planning for new and upgraded sporting infrastructure will include the needs of soccer players in Hobart – however, it is unlikely this report will consider the potential for other spaces for high level soccer in Hobart, which has already been considered by Elected Members (discussed further at 0 below);
- 1.24.3. the progression of design concept work for the *Macquarie Street South Junction project* (a proposed public space uplift of the retail and community activity centre at the junction of Macquarie, D'Arcy and Washington streets). This design work will also consider parking provision to better support the use of the Oval and the South Hobart Playground.

An improved entrance to the Playground facing on to Macquarie Street (wider and set back further with stone pillar entrance blocks) will be delivered as part of the current replacement of the retaining wall on Darcey Street; and

- 1.24.4. the South Hobart Oval Master Plan – the decision made by Elected Members in response to the current report will influence the finalisation of that body of work, including the provision of improved connectivity between the South Hobart Playground and the Oval (noting that consideration of this Master Plan was deferred by Elected Members for the resolution of the Dog Management Policy).
- 1.25. While we can appreciate the interest in those broader matters and that they need to be progressed, the recommendations in this report are not contingent on the resolution of these other issues.

2. **Recommendation**

That:

1. ***Pursuant to section 24 of the Dog Control Act 2000, the Council notes the public submissions received during the public consultation period and provided under separate cover.***
2. ***Pursuant to section 7 of the Dog Control Act 2000, the Council adopt the policy at Attachment A as the Dog Management Policy for dog management in the City of Hobart for the period 2026-2031***
3. ***Pursuant to section 20 of the Dog Control Act 2000 the Council declare the areas in Attachment B.***
4. ***Council notifies the declared areas in Attachment B pursuant to section 25 of the Dog Control Act 2000 by public notice to take effect on 20 business days after the notice is published and remain in force for a period of 5 years.***

5. ***The Council resolve to notify the amended declared areas at Attachment C, with reasons where required, in accordance with section 24 of the Dog Control Act 2000.***
6. ***A further report be prepared on the submissions received in response to the amended declared areas following the advertisement referred to in paragraph 5 as required by section 24(c) of the Dog Control Act 2000.***
7. ***A fenced off-lead dog park at Lower Wellesley Park, South Hobart be constructed as soon as possible, to enable it to be used by 1 July 2026, with this to be funded as part of the City's 2025/26 Capital Works Program at a cost of \$180,0000.***

3. Discussion and Background

- 3.1. It is a requirement of the *Dog Control Act 2000* (the Act) that the City have a dog management policy which is reviewed every 5 years. All declared areas under the Act are also required to be reviewed every 5 years. A summary of the statutory process is as follows:

Step	Section	Date	Outcome
Requirement to review dog management policy every 5 years	7(4)	2024	Review commenced
Requirement to review declared areas every 5 years	26		
Invite public submissions & consult appropriate bodies before amending the existing policy	7(3)	8 to 28 April 2024	361 responses
Consider submissions on the existing policy and endorse draft policy and proposed declared areas for public notification	7(3) 24	19 May 2025 28 July 2025	Council workshop Council meeting Submissions considered & engagement endorsed by the Council
Engagement on draft policy and proposed declared areas	24	25 August 2025 to 12 September 2025	148 responses

Step	Section	Date	Outcome
Public notice on revised declared areas	25		
Revised declared areas take effect	25	Date as advertised	

- 3.2. Initial consultation was undertaken in April 2024. 361 responses were received from the public during the public comment period and amendments to the draft policy and proposed changes to declared areas were drafted having regard to the public submissions received.
- 3.3. The draft new policy and proposed declared areas were released for public comment during for the period 25 August 2025 to 12 September 2025.
- 3.4. 148 responses were received during the public comment period (a full copy of the submissions received is provided under separate cover). The responses and officer comments on the responses are summarised below.

Recommendations

Adopt Dog Management Policy

- 3.5. It is proposed that the policy be finalised and Council adopt the policy at **Attachment A** as the Dog Management Policy for dog management in the City of Hobart for the period 2026-2031. Minor amendments are proposed to the policy to address concerns raised by the public as outlined below and have been included in the policy at **Attachment A**.

Declare Areas

- 3.6. Pursuant to section 20 of the Act, it is proposed the Council declare the areas in **Attachment B**.
- 3.7. Pursuant to section 25 of the Act, the Council is to provide notice of:
- (a) The date on which a declaration under, being a date at least 20 working days after a notice under section 24 is published; and
 - (b) The period during which the declaration remains in force.
- 3.8. It is proposed the City notify of the declared areas pursuant to section 25 of the *Dog Control Act 2000* to take effect on 20 business days after the notice is published and to remain in force for a period of 5 years.

Amended Declared Areas

- 3.9. Amendments are also proposed to the declared areas to address some of the concerns raised through the public notification process. A copy of the proposed amendments are outlined in **Attachment C**.
- 3.10. Amendments are proposed as follows:
- South Hobart Oval – to be restricted at all times for the reasons outlined below.
 - It is noted that the restriction of dogs on South Hobart Oval is not proposed to take effect until 1 July 2026. If the Council adopts the Dog Management Policy, that will not mean that dogs are immediately restricted on South Hobart Oval.
 - The following tracks or areas of Wellington Park to be restricted at all times to meet the requirements of Wellington Park Management Trust:
 - Upper Luge Track
 - The Springs Lookout Circuit
 - Pinnacle Road above The Chalet
 - Dogs restricted from sportsgrounds when the ground is booked to respect the terms of the private booking and ensure exclusive, uninterrupted use of the ground by the hirer.
 - Dogs changed from restricted at all times to on-lead only at Cenotaph and within 50m of the monument consistent with the submission from the RSL and others.
 - Proposal to make dogs prohibited at John Doggett Park changed to maintain current on-lead designation apart from playground which is prohibited under the Act and a proposal to restricts dogs at all times from the skate bowl.
 - Updated wording for Knocklofty to remain confusion with current restriction and make it clear that dogs are only allowed on tracks and trails and not in surrounding bushland.
 - Dogs allowed off-lead from 6pm daylight savings time at Nutgrove Beach consistent with current restrictions.

- 3.11. It is proposed the Council give notice of the amended declared areas in **Attachment C** and release for public comment to be advertised by public notice in accordance with the requirements of the legislation.
- 3.12. Following the advertising period and review of submissions for the amended areas above, a further report will be provided to enable finalisation of the declaration of those areas.

Responses to submissions

- 3.13. In response to the key issues raised in the submissions, officers note the following:

Girrabong Road Play Area, Lenah Valley

Girrabong Road Play Area, Lenah Valley	Park overrun by dogs causing noise, privacy, and nuisance issues; residents without dogs avoid the park; some owners do not clean up after dogs; suggests relocating dog exercise to Rangeview Crescent area, further from residences.	<p>No amendment proposed.</p> <p>The current restrictions are an attempt to balance the varying needs and desires of community members. No compelling rationale has been provided to warrant a change. Rangeview Crescent is currently an off-lead exercise area</p>
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Skyline Reserve, Mt Nelson

Skyline Reserve, Mt Nelson	Concern about proposed prohibition of dogs; requests evidence for ecological damage; blanket ban seen as disproportionate; suggests on-lead requirement as balanced approach	<p>No amendment proposed.</p> <p>Skyline Reserve is a bushland reserve that retains high ecological value despite its fragmented nature.</p> <p>The reserve supports diverse native flora and fauna, with regular activity of Eastern Barred Bandicoots recorded. Nearby alternative off-lead areas (e.g. Mt Nelson Oval) provide options for local residents.</p>
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		Given its biodiversity significance within a small and fragmented reserve network, the conservation value of Skyline Reserve outweighs its use as an off-lead dog walking area
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Long Beach, Sandy Bay

Long Beach, Sandy Bay	Concern about all-times restriction; requests evidence for safety/hygiene concerns; valued communal space for dog owners.	<p>No amendment proposed.</p> <p>Dogs are restricted at all times from the beach and allowed on-lead on the esplanade. Nutgrove Beach is in close proximity and provides off-lead exercise (subject to time restrictions).</p> <p>The current restrictions balance the varying needs and desires of community members. No compelling rationale has been provided to warrant a change.</p>
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South Hobart Oval

South Hobart Oval	Mixed views: some support shared use, others call for banning dogs due to health/safety concerns; concerns about dog faeces and surface damage.	<p>Submissions noted.</p> <p>Amendment Proposed: South Hobart Oval would be designated as being 'Restricted at All Times' (from 1 July 2026).</p>
	Concerns from sporting clubs about health and safety risks from dog use on sports grounds.	<p>Reason: The shared use of South Hobart Oval as an off-lead dog exercise area is not compatible with elite sporting use, and the ground's function as</p>
	Request restrictions on dog access to premier facilities; clearer definitions and	

	enforcement	<p>the City’s only dedicated regional level soccer ground capable of hosting state and national competition matches.</p> <p>The approach to this issue is detailed in points 4.5 to 4.71 in this report.</p>
	<p>Strong support for continued shared use between dogs and sports; highlights community connectivity, social benefits, and responsible dog ownership; claims dog-related health risks minimal.</p>	

John Doggett Park

John Doggett Park	<p>Concern about potential loss of dog access; suggestion to fence the area for off-leash use; park currently underused except for enclosed children’s park and skateboard rink; suggests fencing the area to create an off-leash dog exercise space; maintain access for elderly and non-driving residents.</p>	<p>Amendment proposed.</p> <p>Maintain current restrictions except for the Skate Bowl where dogs are restricted at all times and playground which is a prohibited area under the Act.</p>
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Nutgrove Beach

Nutgrove Beach	<p>Opposition to reducing off-lead hours during daylight savings from 6pm–10am to 7pm–10am</p>	<p>Supported. Amendment made. Change proposed in error and now rectified.</p>
	<p>support for aligning off-lead hours with Clarence City Council’s policy</p>	<p>Supported however, such a change requires updating signage and there is significant cost implications for signage updates which is unfunded. Proposed to pursue this change in 2027/28 if funding available.</p>
	<p>Support for longer winter access and change from day-light savings to fixed months</p>	
	<p>Opposition to on-lead requirement and requests evidence for</p>	<p>No amendment proposed.</p>

	<p>wildlife-related restrictions;</p>	<p>Penguins have been breeding successfully at Nutgrove Beach since 2021, with regular monitoring confirming active nests. The colony is small and vulnerable, with variable breeding success and ongoing displacement pressures.</p> <p>The Nutgrove area remains vital penguin habitat. Penguins are cryptic and naturally avoid humans and dogs, so their presence is often unnoticed by the public. Expert advice (Penguin Advisory Group – a collaboration between the Derwent Estuary Program, NRE Tas, councils, BirdLife Tasmania, and seabird scientists) supports maintaining dog restrictions to protect the colony.</p> <p>The proposed on-lead change represents a balanced compromise—allowing dog access while improving protection for penguins and maintaining local amenity for Sandy Bay residents.</p>
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Lower Wellesley Park

<p>Lower Wellesley Park</p>	<p>Mixed views on fencing; concerns about reduced exercise space, wildlife, traffic, accessibility, and lack of toilets.</p>	<p>Comments noted.</p> <p>Proposal for a fully fenced dog exercise area to be actively and urgently pursued.</p>
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Cenotaph

Cenotaph	Advocacy for inclusion of carer and companion dogs for veterans; highlights cultural and symbolic role of dogs in military history and veteran wellbeing; concerns about lack of consultation with RSL Tasmania.	Amendment proposed. Dogs have been restricted at all times from the cenotaph since the first Dog Management Policy in 2003. However, the comments are noted, and it is proposed to change the requirement to dogs on-lead.
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Hobart Rivulet Track

Hobart Rivulet Track (MacFarlane Street, South Hobart – public open space over footbridge alongside the Hobart Rivulet (Entry off Tara or MacFarlane Streets))	Object to proposal to change the off-lead area on the Hobart Rivulet Track from off-lead to on-lead. This means South Hobart loses an off-lead area. Suggest off-lead area could be “effective control”, community education, and more clearly identifying the boundaries with signage	No amendment proposed. The change is intended to protect riparian habitat and local wildlife, particularly platypus at one of their lowest distribution points along the rivulet. There are also confirmed records of Eastern Barred Bandicoots along this section of the rivulet. Protection of this corridor supports both aquatic and terrestrial biodiversity values, which are sensitive to dog disturbance. While the suggestion for other measures is noted, the prohibition of dogs within ten (10) metres from any creek or rivulet edge except on formal tracks and trails is regularly ignored in this area and therefore the on-lead requirement is warranted to protect sensitive wildlife.
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Environmental Protection

Environmental Protection	Supports protection of wildlife and biodiversity; notes impacts of dogs on birds and mammals; highlights need for clear signage and enforcement.	<p>No amendment proposed. As outlined in the policy, Council continues to monitor biodiversity values within its bushland reserves.</p> <p>Signage will be reviewed following adoption of a new policy to ensure it is accurate, clear and appropriately placed.</p> <p>Council's Animal Management Compliance Officers undertake proactive patrols of all Council's public spaces and increase programming based on the number of complaints and incidents.</p>
	Suggests consultation with experts and community groups; install interpretation panels; avoid variable restrictions.	
	Support restrictions in high biodiversity areas; advocate for clear signage and enforcement.	
	Support for effective, evidence-driven protection of wildlife from all sources of disturbance, not just dogs; suggests restrictions should be balanced and applied to other activities if necessary.	
	Support restrictions in sensitive wildlife zones (Knocklofty Reserve, Waterworks Reserve, Wellington Park).	
	Improve signage and community education on environmental impacts.	

Animal Welfare

Animal Welfare	Recommends embedding animal welfare principles and Five Domains; opposes aversive devices; supports positive reinforcement and veterinary-led guidance; advocates behaviour-based management over	<p>Supported. Amendment made.</p>
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	breed-specific legislation.	
	Involve veterinarians in education and policy refinement	Supported but no amendment required to draft policy.
	clarify sterilisation definition	Supported but notes sterilisation for reduced registration includes only surgical sterilisation and not chemical sterilisation as suggested.

Kennel Licences

Kennel Licences	Recommendation to limit number of dogs per property in urban areas.	No amendment proposed. No specific limitation in Act. Current practice allows officers discretion to assess and manage potential issues on a case-by-case basis.
	Include welfare standards for kennel licences	Supported. Amendment made.

Greyhounds

Greyhound Provisions	Opposition to breed-specific muzzling requirements for greyhounds.	No amendment proposed. Muzzling is a requirement under the Act and is not at Council's individual discretion.
	Correction that adopted greyhounds assessed by accredited agencies may be unmuzzled in public spaces.	Supported. Amendment made

Barking and Nuisance Management

Barking and Nuisance Management	Recommendation to remove advice for anti-barking collars; support for referral to qualified trainers and humane, science-based approaches; promote enrichment, positive reinforcement, exercise.	Supported. Amendment made.
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Captured Animals

Captured Animals	Requirement for registration fee payment before releasing impounded dogs may delay reunification; suggests grace periods or payment plans; prioritise prompt reunification.	Not supported. It is an offence under the Act to fail to register a dog.
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Education and Community Partnerships

Education and Community Partnerships	Support education and partnerships with welfare organisations.	Supported. No amendment required to draft policy. Consider ways to more proactively collaborate.
	Promote responsible ownership, desexing, microchipping, training; collaborate on wildlife protection programs.	Supported. No amendment required to draft policy. Considers ways improve promotion, education and collaboration.

Community and Social Benefits

Community and Social Benefits	Emphasis on social and health benefits of off-lead dog walking.	No amendment required to draft policy. Policy recognises that dogs contribute to wellbeing of many Hobart residents.
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General Recommendations

General Recommendations	Opposition to restriction of dogs from surrounds of sportsgrounds when sport being played	No amendment proposed. The proposal is consistent with the restrictions imposed by a number of sports events when using Council sportsgrounds (for example, the Central Regional Junior Football Association prohibit dogs at grounds while school soccer is being played).
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		A further amendment is also proposed to restrict dogs from sportsgrounds when the ground is booked.
	Calls for more off-lead and on-lead areas to accommodate growing dog population; support for positive education programs; suggestion to develop a long-term strategy for dog exercise areas.	<p>No amendment proposed.</p> <p>The provision of a fenced off-lead dog exercise area at Wellesley Park, South Hobart is proposed.</p> <p>This is already designated as off-lead space.</p> <p>The Hobart LGA has 796,947.43 square metres (or almost 80 hectares) of off-lead exercise area, 635,678.20 square metres of on-lead exercise areas (around 63 hectares) and 139.13 kms of on-lead trails.</p>
	Requests evidence-based decision making and transparency; advocates targeting irresponsible behaviour rather than blanket bans; notes enforcement difficulty; risk of community division; criticism of negative or punitive language in the draft policy; support for education and positive engagement.	No amendment proposed. Comments noted.
	Requests for clearer definitions (e.g., 'shopping centre')	Supported. Amendment proposed.
	Requests clarity on Girrabong Reserve, Soldiers Memorial	Supported. Amendment proposed.

	Community Hub, and other locations.	
	Opposes blanket bans Farm Gate Market.	No amendment proposed. Included at request of market organisers and is consistent with restrictions in place for Salamanca Market.
	Requests for clarity and consistency in policy regarding specific parks and reserves.	No amendment proposed. Existing restrictions strategically drafted having specific regard to the appropriate usage, location and demographics of each individual public space. A consistent approach fails to adequately address the diverse sensitivities of each space.
	Calls for clearer, area-based presentation of rules for public understanding; notes confusion caused by variable restrictions and signage.	Supported. No amendment proposed. Signage will be reviewed following adoption of a new policy to ensure it is accurate, clear and appropriately placed.

Queens Domain and Knocklofty Reserve

- 3.14. No change is proposed to current arrangements for the Domain and Knocklofty Reserve except for clarification. The current restrictions allow dogs on managed tracks and trails only however there is some confusion in the wording used for the exercise and restricted areas which reads:

Knocklofty Reserve – Tracks and trails in the area between Forest Road car park, Poets Road, Fielding Drive reservoir and the walking track to the west.

Dogs are permitted on-lead between 8.00pm and 6.00am during daylight savings time and between 5.00pm and 7.00am at all other times.

Dogs are permitted off-lead between 6.00am and 8.00pm during daylight savings time and between 7.00am and 5.00pm at all other times.

All other areas of Knocklofty Reserve are on-lead at all times.

- 3.15. This must be read in conjunction with the general restriction that dogs are restricted at all times in all bushland reserves other than on managed tracks and trails or off lead areas where designated.
- 3.16. This means that in Knocklofty dogs are only allowed on managed tracks and trails and are not allowed in the surrounding bushland.
- 3.17. To remove any confusion it is proposed to amend the last sentence to read "*All other tracks and trails of Knocklofty Reserve are on-lead at all times*" to make it clear that in Knocklofty, dogs are only permitted on tracks and trails. Even within the designated off-lead area, dogs must still remain on the formal track or trail and not enter surrounding bushland. This is not a new restriction but clarification of the existing restriction.
- 3.18. Officers are committed to biodiversity management and the City's Open Space Group undertakes a range of work focused on biodiversity conservation. Officers recognises that threats to both flora and fauna are numerous and their management complex and that effective biodiversity actions are ones taken holistically rather than reactively.
- 3.19. Most complaints about dogs in the City's high biodiversity areas raise concerns about dogs not under effective control or ignoring on-lead requirements indicating the issue lies with owners failing to act responsibility. While officers support a requirement for dogs being on-lead at all times in these areas to remove confusion, make compliance easier, and protect wildlife and threatened species, it considered first necessary to collect baseline data to provide evidence-based information to ensure any strategies implemented by the Council effectively responds to identifiable risks.

Mapping of dog exercise areas

- 3.20. Officers have undertaken a mapping analysis of the availability of the areas within the Hobart LGA for on-lead and off-lead dog exercise. The LGA wide map is shown at **Attachment D**. Officers will explore the potential for this mapping to be publicly available at a later date.
 - 3.20.1. Officers hope to make this mapping publicly available on the City's [Pets and animals](#) website page at a later date, subject to the technical capacity to do so.
- 3.21. In summary:
 - 3.21.1. The Hobart LGA has around 681,905 square metres (just over 68 hectares) of off-lead exercise area, 407,285 square metres of on-lead exercise areas (just over 40 hectares) and 94.3 kms of on-lead trails.

- 3.21.2. Using the same population metric as the draft Open Space Strategy, this would provide around 12 square metres of off-lead exercise area per person.
- 3.21.3. Taking account of the registered dog population in the Hobart LGA of 5,368 this would provide around 127 square metres of off-lead exercise area per dog. The number of dog owners is 4,074.
- 3.21.4. All calculations are based on the understanding that: Off-Lead Area calculations include Restricted/Off-Lead Areas and On-Lead/Off-Lead Areas and On-Lead Area calculations include Restricted/On-Lead Areas and On-Lead/Off-Lead Areas.
- 3.21.5. This data as reflects the proposed 'future state', in line with the current draft Policy and proposed further amendments.
- 3.21.6. Including Wellington Park adds 139.5 kms of on-lead tracks.

4. Legal, Risk and Legislative Considerations

- 4.1. Section 7 of the *Dog Control Act 2000* (the **Act**) requires a council to develop and implement a policy relating to dog management in its municipal area. The policy is required to include the following:
 - 1. A code relating to responsible ownership of dogs;
 - 2. The provision of declared areas;
 - 3. A fee structure;
 - 4. Any other relevant matter.
- 4.2. Section 7(4) of the Act requires a council to review its dog management policy once every 5 years.
- 4.3. Sections 20-24 of the Act give the City the power to declare areas where dogs may be exercised, where dogs may be trained, where dogs are prohibited and where dogs are restricted from entering.
- 4.4. Section 26 of the Act requires any declaration to be reviewed every 5 years.

Dogs on Sportsgrounds - Local Government Sector Practice and Benchmarking:

Victoria (urban councils):

City of Yarra:

- 4.5. Dogs are allowed off-leash in unfenced sporting grounds only when the grounds are not in use for approved sporting events (including training).

- 4.6. Dogs must be kept on-leash within 10 metres of sporting grounds when they are in use for approved sporting events (including training).
- 4.7. Dogs are not allowed on any sports grounds enclosed by fencing (except Victoria Park and Citizens Park) or any synthetic sports grounds.
- 4.8. Victoria Park:
 - 4.8.1. A \$2 million investment by the Collingwood Football Club and AFL to restore the playing surface will commence in October 2026.
 - 4.8.2. High popularity and heavy use by the public (including dog walkers) and sports teams have resulted in significant deterioration of the playing surface.
 - 4.8.3. The park serves a dual purpose as a high-level sporting venue (AFLW/VFL training) and a community park. This sometimes causes conflict, specifically regarding dogs running off-leash on the playing surface.
 - 4.8.4. There has historically been tension between developers/sporting clubs wishing to upgrade facilities and local residents who prefer to keep it as a community open space.

City of Hume:

- 4.9. All grounds allow dogs off lead except for the National Premier League football (soccer) ground which is leased to the home club.

Merri-bek City Council:

All grounds permit dogs off-lead exercise except for National Premier League grounds and synthetic pitches.

- 4.10. A council order of July 2025 states that: *“If a dog is not restrained by means of a chain, cord or leash in a designated off-leash area, the owner must bring the dog under effective control by means of a chain, cord or leash at all times when the dog is within 15 metres of the principal location of an organised sporting or community event or festival.”*
- 4.11. In July 2025, the council initiated a Dog Walking in Merri-bek project which: *“...seeks to balance dog walking access with environmental protection and safe shared use of public open space. This project is ongoing, but initial papers seem to reinforce the provision of off lead areas on some sportsgrounds when sport is not being played.”*

City of Whittlesea:

- 4.12. Allows shared use of all sports grounds.
- 4.13. The council is currently developing an open space strategy and have a discussion paper on exhibition which states: *"Council officers, community members and sports groups have reported that at times, our open space has not been appropriately shared between users. Council will explore how we can enhance the sharing of our open space for diverse uses and users and how these spaces can co-exist harmoniously."*

Tasmania (urban councils):Burnie City Council:

- 4.14. Dogs are not permitted on recreation/sporting reserves.

Clarence City Council:

- 4.15. Dogs are currently prohibited on any playing area of a sportsground on which sport is being played. However, the organisation's Dog Management Strategy is currently being reviewed, with community engagement commencing in early 2026.

Devonport Council:

- 4.16. Dogs (except for guide dogs or assistance animals) are prohibited from all sporting grounds.

Kingborough Council:

- 4.17. Kingborough Council maintains a strict no dogs policy on all sports grounds at all times. This stance is based on two key concerns:
- 4.17.1. Public health: Even when owners pick up after their dogs, residue remains and poses a health risk to people using the grounds.
 - 4.17.2. Turf quality and player safety: Dog urine damages grass, creating bare patches that compromise the condition of the playing surface and increase the risk of injury.

City of Launceston:

- 4.18. It is understood that the City of Launceston does not have a formal policy specifically addressing dogs on sports grounds. Most of the sporting facilities are leased exclusively to clubs, and the management and conditions of use for those venues sit with the tenant clubs. These grounds are generally fully enclosed and not publicly accessible for dog walking.

- 4.19. For the small number of open, council managed ovals and facilities, the standard council Policy for Parks and Reserves applies. Under this policy, dogs must be kept on lead unless signage indicates otherwise (such as in designated dog parks). Compliance is supported through on-site signage and enforcement by their Regulations Team, who respond to complaints and issue infringements where required.

Sorell Council:

- 4.20. Typically, Sorell Council relies on the Dog Control Act 2000 section 28. (1) (d) which prohibits owners taking dogs on any area of a sports ground which sport is being played.
- 4.21. Outside of the sports ground dogs must be kept on lead, as they are on a road related area which includes the car park, road, and foot paths surrounding the ground.
- 4.22. Under section 23 of the DCA Sorell Council declared Pembroke Park as a restricted area where dogs must be kept on lead within the park itself at all times which includes the ovals when sport is not being played..

User Conflict Causes and Potential Mitigations:

- 4.23. Overall, across discussions with these local government organisations, it was noted that most had experienced conflicts between sporting clubs and dog owners, and/or still experience similar issues.
- 4.24. The main common issue of conflict, noted by these organisations (in particular the Victorian) were:
- 4.24.1. Dog faeces on ovals and the associated impact on competitive sport.
 - 4.24.2. Damage to the playing surface due to dogs' digging, and to a lesser degree turf burn marks associated with dog urine.
 - 4.24.3. Dogs utilising grounds when sport is being played which have real or perceived safety impacts on sporting participants, particularly children.
 - 4.24.4. All councils noted that clubs regularly must pick up faeces during pre-game or training inspections, and no other council had a situation where community groups were involved in faeces collection. Many of the councils had extended their maintenance programs to clean up faeces and to repair urine burn patches/turf loss.
- 4.25. Specifically, key actions and initiatives included:
- 4.25.1. Active and supported mediation between sporting clubs and associations and dog owners, this has been effective in some

circumstances, though it may need to be ongoing in some settings.

- 4.25.2. The public availability of user booking information, and the cooperative promotion of this information by both clubs and the dog owning community. The City of Hobart has already implemented this.
 - 4.25.3. Provision of alternative off-lead dog exercises spaces (ideally co-located), when sporting facilities in the area did not provide this. The provision of these spaces by the City of Hobart is clearly demonstrated in this report, as is the proposal for a new dedicated fenced off-lead space in South Hobart.
 - 4.25.4. Improved on-site signage to support better dog management practices, and to ensure that all parties are aware of the venue use rules and responsibilities. Again, the City has undertaken this action.
- 4.26. It is understood that **no National Premier League ground** in Tasmania allows dog exercise.
 - 4.27. This is understood to be generally the case amongst the Victorian councils referenced above.

South Hobart Ovalschool

- 4.28. The South Hobart Football Club (SHFC) has formally raised concerns about the shared use of the South Hobart Oval following a dog attack stating:

“The Council has previously been provided with a legal opinion from Wallace, Wilkinson and Webster that the Council faces significant liability in relation to dog attack and ground safety issues. This culpability is magnified by the fact that you have been warned of the potential for physical harm numerous times during your consultations on the Draft Dog Management Policy. Would you please respond formally indicating that the Council understands the risks associated with allowing dog use on a sports and recreation ground but nonetheless have decided, in full knowledge of this reasonably foreseeable harm to legitimate sport and recreational users, to continue to allow this occur.”

- 4.29. A representative from the SHFC also asked questions during public question time at the Council meeting on 25 November 2025.
- 4.30. In response, officers sought advice from the City’s insurer MAV Insurance risk management specialists.
- 4.31. A copy of the insurer advice along with legal advice obtained is provided under separate cover.

- 4.32. MAV Insurance does not agree with the assertion that the City is automatically liable simply by allowing shared use, provided reasonable precautions are taken and documented.
- 4.33. The insurer's view is that, provided the City takes and documents reasonable precautions, and has clear policies and agreements in place, the risk of liability can be managed. Council's actions should be reasonable and consistent with available resources referencing the Civil Liabilities Act.
- 4.34. They highlighted that absolute risk elimination is not possible, but reasonable, documented action is defensible.
- 4.35. This advice recommended the use of the following assessment tools:
 1. **Ground Suitability:** Assessing the suitability of sportsgrounds for shared use.
 2. **Inspections:** Taking and documenting reasonable measures to prevent injury (e.g., regular inspections, maintenance, safety and emergency plans).
 3. **Communication:** Ensure effective and respectful communication with and between all users.
 4. **Shared Use Agreement:** Document and clarify all shared use arrangements in writing. Ensuring clear, written agreements with clubs and users, including joint liability provisions and responsibilities as joint owners.
 5. **Enforcement:** The City maintain a robust enforcement and monitoring framework with clear communications with users. Ensure all shared use agreements are up to date, specify joint responsibilities, and are reviewed annually. Maintain a clear process for reporting, investigating, and responding to incidents

Response – South Hobart Oval - Ground Suitability:

- 4.36. Recent events demonstrate the ground is not suitable for continued shared use. Further, informal sport not clearly protected under the Act.
- 4.37. The current use of South Hobart Oval as an off-lead dog exercise area is not compatible with elite sporting use due to:
 - 4.37.1. the ongoing damage to the surface of the ground caused by dogs digging the ground;
 - 4.37.2. dogs urinating on the ground which causes grass burn across the playing surface; and
 - 4.37.3. dog faeces left by dog owners.

- 4.38. Despite Council officers attending each week to carry out temporary repairs to the ground and remove faeces, we continue to get ongoing reports of further damage and faeces after we have done so.
- 4.39. The ground is fully fenced which allows owners to focus on their own social interactions, paying less attention to their dogs' behaviour. While this provides a social benefit, it is detrimental to the ground and impacts on Council resources by having to patch the ground regularly and respond to ongoing complaints about this situation.
- 4.40. This sportsground's function as the City's only dedicated regional soccer ground capable of hosting state and national competition matches.
- 4.41. As Elected Members are aware, Officers have explored the possible provision of a fenced dedicated soccer ground at Cornelian Bay, but such an option would come at very significant cost and would negatively impact the capacity of this location to continue to meet the needs of school and community soccer and other sporting codes.
- 4.42. South Hobart Oval has been the home of the SHFC for 110 years, with Club now entering the national Australian Championship series. The SHFC competes in the National Premier League Tasmania (NPL) and the Women's Super League competition. These games need a ground that performs and presents at an elite level.
- 4.43. While South Hobart Oval will never be a fully compliant ground under any future national or state venue standards, it can serve a vital function within the context of the City's sporting venues and the \$1.9 million project to upgrade the change rooms at the ground to be delivered in 2026 will greatly assist in this, by hosting national grade soccer games with attendances of up to 2,000.
- 4.44. It is worth noting that despite a ground closure to prepare the South Hobart Oval for the three Championship games in late 2025, the ground was not able to be restored to the ideal playing surface in the context of that competition.
- 4.45. The Greater Hobart Sports Facilities study is currently being undertaken by Ross Planning with the draft report expected late February 2026.
- 4.46. This work has indicated that Football Tasmania (FT) has a long-term ambition to build a home of football (soccer) in Greater Hobart.
- 4.47. The proposed requirements for this include a minimum of six fields, preferably three synthetic and three grass and least one premier FIFA grade pitch.
- 4.48. It is unlikely that such a venue could be accommodated in the Hobart LGA.

- 4.49. An officer review of all our sportsgrounds has identified that only two are currently suitable for NPL and Australian Championship level soccer:
- North Hobart Oval: Logistically challenging due to AFL current and future activities and given it is the historic home of AFL in Hobart.
 - South Hobart Oval: Will be further enhanced by future changeroom project and proposed developments under the associated Master Plan.
- 4.50. Given these restrictions, it is anticipated that South Hobart Oval will continue to be used for high level soccer for many years to follow.

Bookings and ground availability

- 4.51. A community concern that has emerged during the period since the last formal report to Council on this matter has been the availability of the South Hobart Oval and Wellesley Park Oval given SHFC and Mortons Soccer School (MSS) bookings.
- 4.52. While there has not been any change in booking process or demand, the fact the bookings are now visible via the City's booking portal may have exacerbated what is understood to be a long-standing concern by some members of the South Hobart community around the perceived extend use of these grounds by SHSC or MSS.
- 4.53. For clarity, there is no formal 'ownership' by the SHFC or MSS of these grounds and both areas managed and operated by the City, although SHFC has a lease for the pavilion at Wellesley Park Sportsground, and further:
- 4.53.1. Given South Hobart Oval is the official home ground for the Club, it is reasonable that this where the Club prefers to train. This is not dissimilar to the expectations within other codes, where Clubs may have a long-standing affiliation with a specific ground.
 - 4.53.2. Of the bookings for South Hobart Oval in January 2026, all the bookings were by the SHFC. All but two of these bookings were for afternoon training between 4pm and 8pm, leaving the ground available for other uses.
 - 4.53.3. Of the bookings for South Hobart Oval in February 2026, all of these were by the SHFC, and one was booked by the MSS.
 - 4.53.4. South Hobart Oval has no SHFC or MSS bookings on weekdays before 4pm in January, February, or March this year.

- 4.53.5. On weekends, South Hobart Oval is booked by the SHFC between 8am and 4pm for matches.
- 4.53.6. Wellesley Park is generally not booked by the MSS on weekends or before 3pm on weekdays.
- 4.54. Seasonal booking levels for the South Hobart Oval are understood to be in-line with previous years. These seasonal bookings are then adjusted (reduced) by the SHSC once the match and training schedules are confirmed. This is in-line with all seasonal bookings across City managed sportsgrounds.
- 4.55. The SHFC has advised that it will refine bookings for February and March as competition rosters and requirements become clearer.

Sportsgrounds – non-sport availability

- 4.56. A question that has been raised with officers is the availability of South Hobart Oval and City sportsgrounds when formal sport is not being played.
- 4.57. Analysis of formal sport booking patterns against wider availability for community use for all sportsground estimates that there is an overall availability of community use around 83 percent of the year. This estimate applies average hours of operation of around 7am to 9pm for grounds with lighting, and 7am to sunset for grounds without lighting.
- 4.58. South Hobart Oval is available for non-formal sporting use on average around 87 percent of the year.
- 4.59. The analysis is attached to this report at **Attachment E**. This was calculated by determining the average hours of use (by bookings) for 2024 and 2025.
- 4.59.1. These calculations do not however, include down-time for venue maintenance and turf renovation, which can be in order of 6 to 8 weeks per annum, depending on the nature of the venue.

South Hobart – Open space availability

- 4.60. A further key community concern that the operation of as a community space is negatively impacted by its use as an elite soccer ground.
- 4.61. The City's draft Open Space Strategy details that South Hobart could be seen to be well served by open space, in the form of bushland, parks and dual recreation parks, with almost 6,000 residents sharing 368 hectares of open space, or 620 square metres of open space per resident, compared to 197 square metres per resident in West Hobart or 5 square metres of open space per North Hobart resident.

- 4.62. These spaces can be used for a variety of community uses, however given the requirements of formal sport many cannot be safely used for this purpose.
- 4.63. Also, as noted above South Hobart Oval is very available for informal community use when formal sport is not being played.
- 4.64. Acknowledging that South Hobart does not currently have a dedicated off-lead dog exercise area other than South Hobart Oval, there is clear evidence that the area is generally well provided for in terms of open space access.

Suburb	Resident population	Park area total (ha)	Park per resident (m ²)	Bush area total (ha)	Dual recreation parks (ha)	Open space total (ha)	Open space per resident (m ²)
Battery Point	2197	3.4	16	N/A	N/A	3.4	16
Fern Tree, Dynnyme, Ridgeway, Tolmans Hill	3382	12.1	36	507	N/A	519.1	1535
Hobart	3509	4.7	13	N/A	N/A	4.7	13
Lenah Valley	6596	5.6	9	179	1.3	185.9	282
Mount Nelson	2764	N/A	N/A	64	2.7	66.7	241
Mount Stuart	2481	1.4	5	40	N/A	41.4	167
New Town	6768	5.4	8	8	9.1	22.5	33
North Hobart	2663	1.4	5	N/A	N/A	1.4	5
Glebe, Queens Domain	608	12.2	201	142	3.7	157.9	2597
Sandy Bay	12 501	13.1	10	32	6.3	51.4	41
South Hobart	5939	10.1	17	355	3.3	368.4	620
West Hobart	6599	1.7	3	126	2.0	129.7	197

- 4.65. It is noted that these figures do not include access to school grounds. The Department for Education, Children and Young People has advised that dogs may be allowed on school grounds, but this will depend on the action taken by each school.
- 4.66. South Hobart Primary School does not allow dogs on their school grounds due to a desire to preserve the grounds and facilities for use by students, and due to hygiene concerns about dog faeces on the oval and the impact on staff and student health.

South Hobart – dog exercise area availability

- 4.67. Taking account of the current availability of South Hobart Oval, the suburb the suburb has around 55,698 square metres (just under 5.7 hectares) of off-lead exercise area, 20,203 square metres (just over 2 hectares) of on-lead exercise areas and 13.79 kms of on-lead trails.
- 4.68. Using the same population metric as the draft Open Space Strategy, this would provide just over 9.3 square metres of off-lead exercise area per person.
- 4.69. If South Hobart Oval were to remain an off-lead dog exercise area, the off-lead provision would be increased by around 9,062 square metres in South Hobart.
- 4.70. The specific South Hobart Mapping is shown at **Attachment F**.

Response – Inspections:

- 4.71. Regular inspections have already been undertaken and are well documented.
- 4.72. The City however has received complaints from both the South Hobart dog walking community and SHFC that South Hobart Oval has been damaged by other party.
- 4.73. There has been and will continue to be significant resourcing implications in responding to these complaints, which distract from the capacity of the City to respond to the management and operational needs of the City's 19 sportsgrounds.
- 4.74. Further, officers attend weekly during soccer season on a Friday afternoon to repair the ground and remove dog faeces. Despite this, it is not uncommon for further damage to the ground and dog faeces to be at the ground either later on a Friday or early on Saturday before the ground is used.

Response – Communications:

- 4.75. Communications with staff have become more elevated and with unrealistic expectations.

- 4.76. This has included the demand for individual rather than general community updates regarding ground availability, and an expectation of unreasonably long notice periods for when dogs cannot use the Oval.
- 4.77. There has been an increasing pattern of, calling and texting individual officers resulting in high response demands, in stark comparison with the management time required for similar City sportsgrounds, with this reducing staff capacity to support clubs, associations and community sport elsewhere.

Response – Share Use Agreement:

- 4.78. Given recent experience, officers see that there is little or no prospect of a shared user agreement for South Hobart Oval.
- 4.79. There is also the issue of dog owners not being individually part of an agreement, given a loose grouping of responsibility does not translate to a binding legal arrangement.
- 4.80. The ongoing escalation of this conflict to a toxic level in the latter part of 2025, with increasingly demonstrated negative feelings on both sides, makes an agreement through mediation or otherwise completely unrealistic.

Response – Enforcement:

- 4.81. The current litigious atmosphere surrounding South Hobart Oval makes enforcement difficult. In the weeks leading up to December 2025, there were allegations that the City:
1. Breached WHS requirements for scaffolding for the broadcast.
 2. Is not complying with Dog Management Act requirements.
 3. Is being dismissive of the risks posed by dogs to children
- 4.82. Given this contested environment, and taking account of our operational capacity, the benefits and effectiveness of simply applying a more compliance-based approach would be extremely limited.

Dog Management Options:

- 4.83. There are **three possible scenarios** for the management of dogs at South Hobart Oval.

Scenario 1 – maintain status quo

- 4.84. No additional infrastructure costs and a familiar arrangement.

- 4.85. Fails to address the underlying issues, leading to ongoing conflicts, surface damage risks, safety concerns, and negative perception due to inaction.
- 4.86. Both dog owners and the Club will continue to be 'unhappy' and this would only get worse over time.
- 4.87. This option **does not** properly address risks or resources.
- 4.88. Limiting dog access to 'outside of ground bookings', instead of 'during sporting use' would still be recommended for all the City's sportsgrounds in this scenario.
- 4.89. **This option is not recommended.**

Option 2 – change of access arrangements

- 4.90. Possible options include:

- 4.90.1. Allow on-lead only.

- 4.90.2. Allow dog use only outside the formal Soccer Season. The statewide soccer competition commences around March and concludes around October.

The Australian Championship in which the SHFC has participated is conducted October to December, with NPL preseason and friendly matches taking place in January/February, on top of regular training.

The City would also need to allocate suitable periods for turf maintenance and restoration, which depending on weather conditions would be optimally six to eight weeks in any year.

- 4.90.3. Remove some fencing so the ground is not as enclosed.
 - 4.90.4. Undertake a higher level of ground checks and cleaning, and compliance inspections.
- 4.91. These changes however, would **not fully address the identified risks** and would be more resource intensive to manage.
- 4.92. **This option is not recommended.**

Scenario 3 - restrict at all times dogs at South Hobart Oval

- 4.93. This **approach is strongly recommended** by officers for the following reasons:
 - a) It would remove the known risks and addresses ongoing resourcing impacts, in line with advice from the City's insurer.

- b) The ongoing use of South Hobart Oval as an off-lead dog exercise area is not compatible with elite sporting use, and the ground's function as the City's only dedicated regional level soccer ground capable of hosting state and national competition matches.
 - c) It provides greater equity (along-side AFL and rugby) in terms the provision a dog-free elite soccer and general use sportsground.
- 4.94. It proposed that this restriction **would only come into effect** when a fenced off-lead dog park at Lower Wellesley Park, South Hobart has been constructed and is operational, which is expected to be by the end of this financial year. As such, the restrictions are proposed to commence from 1 July 2026.
- 4.95. It is acknowledged that restricting dogs on South Hobart Oval would be strongly opposed by the South Hobart dog walking community.
- 4.96. Given this change in use, officers would also review and finalise the draft South Hobart Park and Oval Master Plan, with this coming back to Elected Members at a later date.
- 4.97. This would also allow the integration of the concept design being undertaken for the Macquarie Street South Junction project (a public space uplift of the retail and community activity centre at the junction of Macquarie, D'Arcy and Washington streets) with the Master Plan.
- 4.98. This approach is also generally in line with other Tasmanian urban council's and several Victorian urban councils.

West Hobart Oval

- 4.99. This oval is a popular neighbourhood level sportsground, adjacent to Lansdowne Crescent Primary School, used for junior soccer and cricket.
- 4.100. While several concerns have been flagged regarding risks associated with dogs on ground at this facility, the former Principal and current Business Manager at Lansdowne Crescent Primary School have advised the following:
- a) Whilst there have been some historic issues with dogs being on the ground when students may have been attending PE or for lunch, newly installed on-ground signage has improved dog owner awareness and compliance. The school shares this space well with the neighbours.
 - b) Dogs rarely enter the top or lower playgrounds as dog owners are aware that these are not for dogs. As context the Department for Education, Children and Young People, has leased/licensed from

the City for quite some time two sections of land on which playgrounds have been constructed.

- c) The school has no current interest in fencing the playgrounds as they appreciate the flow around the equipment, and fencing the top playground could restrict access.
- d) The school very much appreciates the support of the City's Turf Team and the partnership and the shared use of the grounds and facilities.

5. Strategic Planning and Policy Considerations

5.1. The draft policy aligns to the following strategic priorities listed in the Capital City Strategic Plan 2023:

5.1.1. *Pillar 2: Community Inclusion, Participation and Belonging:*

Outcome 2.5 We are Healthy, Joyful and Content

2.5.2 We support each other to be active and to have lives that are meaningful and fulfilling to us.

2.5.3 Our natural and built spaces and facilities enable activity and support and enhance our health and wellbeing.

2.5.4 We encourage individual and team sports and recreation for a happy and healthy community, recognising that they are also opportunities to see diversity flourish.

5.1.2. *Pillar 6: Natural Environment*

Outcome 6.3 We Value and Enhance Biodiverse Ecosystems:

6.3.1 Hobart's biodiversity is preserved, secure, and flourishing. Protecting and rehabilitating native wildlife, vegetation and other species is central to how we live and work.

Outcome 6.7 We Value and Access Natural Areas for Sport, Recreation and Play

6.7.1 Our parks, reserves and natural areas continue to support outdoor pursuits such as bushwalking, trail running, mountain biking and rock climbing.

6.7.2 We respect each other and the spaces that we use for sport and recreation, so that all may enjoy them for generations to come.

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue	0	0		
Existing Revenue	0	0		
Additional Revenue	0	0		
Total Revenue				
Expenditure				
Operating	0			
Capital	0	0		
Total Expenditure	0	0		
Net Cost	0	0		

FTE Impact

	2025-26	2026-27	2027-28	2028-29
Change in FTE	0	0	0	0

Detail the change in the level of full-time equivalents within the group should the requested level of additional funding be required.

- 6.1.1. The cost of the review will be met from the City's current operational budget. If adopted, the new policy will require an update of some signage and dog dispensers. The cost is expected to be minor and can be met from the City's current operational budget.
- 6.1.2. The proposal to develop Lower Wellesley Park for dog exercise has an estimated cost of \$180,000, which would need to be secured from the allocation in 25/26 Financial Year Capital Works Program.
- 6.1.3. A proposal to change dog access restrictions from being aligned with daylight saving time to fixed calendar months, if adopted, has an estimated cost of \$40,000 to upgrade signage across the City.

6.2. City Economy Strategy

This proposal aligns to the following strategic priorities listed in the City of Hobart City Economy Strategy 2023 – 2028: *3. Position Hobart as an enviable place to visit, live and do business.*

7. Community and Business Engagement and Collaboration

- 7.1. The review commenced in 2024 with public consultation on the existing policy and declared areas undertaken during the period 8 to 28 April 2024.
- 7.2. 361 responses were received from the public during the public comment period and amendments to the draft policy and proposed changes to declared areas were drafted having regard to the public submissions received.
- 7.3. The draft new policy and proposed declared areas were released for public comment during for the period 25 August 2025 to 12 September 2025.
- 7.4. 148 responses were received during the public comment period (a full copy of the submissions received is provided under separate cover).
- 7.5. Further consultation will be required on any amendments to the declared areas.

8. Innovation and Continuous Improvement

- 8.1. Use of public spaces by dogs can be a polarising issue within the community. It is recognised that there are members of the public who wish to restrict dogs from areas of the City while others wish to expand the areas available to dogs.
- 8.2. The proposed declared areas seek to achieve a balance and compatible relationship between dogs, dog owners, neighbours and other users of the City's public areas while protecting the natural environment and impact of dogs on native wildlife.
- 8.3. The policy is required to be reviewed every 5 years to ensure it remains relevant, effective and aligned with community needs and operational practices. The review provides a structured opportunity for consultation with the community, to incorporate feedback, identify gaps and apply best practice.
- 8.4. The updates recognise the submissions made and are designed to improve the use of the City's public spaces and ensure an ongoing, appropriate and where relevant, compatible use of the spaces.

Sportsground Policy

- 8.5. Given the potential confusion and misunderstanding that exists around the booking process, Officers are preparing a comprehensive Sportsground Policy for the 19 sportsgrounds managed by the City which will clarify expectations and responsibilities for both the City and sportsground users and guide how ground allocations are prioritised.

- 8.6. This policy will emphasise the need to prioritise grounds for organised sport, while still recognising the value these spaces provide to the community outside of booking windows.
- 8.7. It will aim to promote transparency in decision-making, support sustainable use of infrastructure, and encourage collaborative relationships between the City and the community.
- 8.8. The Policy will seek to support the City's broader goals of promoting community participation in sport and recreation (legacy and new and emerging, and formal and informal), maintaining the quality and longevity of public assets, and fostering respectful and responsible use of shared spaces.

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.



Kirsten Turner
**MANAGER DEVELOPMENT
COMPLIANCE**



Philip Holliday
**MANAGER PLACE DESIGN, SPORT
AND RECREATION**



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 18 February 2026
File Reference: F25/92120; 17/250

- Attachment A: Dog Management Policy (Supporting information) 
- Attachment B: Declared Areas (Supporting information) 
- Attachment C: Amended Declared Areas (Supporting information) 
- Attachment D: Hobart LGA - Dog Exercise Areas (Supporting information) 
- Attachment E: Sportsgrounds - Non Formal Sport Access (Supporting information) 
- Attachment F: South Hobart - Dog Exercise Areas (Supporting information) 

11. MacPoint Northern Access Road Concept Design Assessment
File Ref: F26/8126

Report of the Manager Strategic Land Use Planning and Director Strategic and Regulatory Services of 18 February 2026 and attachments.

Delegation: Council

**REPORT TITLE: MACPOINT NORTHERN ACCESS ROAD CONCEPT
DESIGN ASSESSMENT****REPORT PROVIDED BY:** Manager Strategic Land Use Planning
Director Strategic and Regulatory Services**1. Report Summary and Key Issue**

- 1.1. The purpose of this report is to seek Council endorsement of the City of Hobart's draft submission to the Tasmanian Government regarding the Macquarie Point Northern Access Road (NAR) Concept Design Assessment.
- 1.2. The submission responds to the State Government's consultation on the draft concept designs for the NAR, a State-led infrastructure project intended to support access to the Port of Hobart, the Macquarie Point Stadium Precinct and associated uses, and broader transport network performance.
- 1.3. The key issues addressed in the submission include:
 - Integration of the NAR with existing and future public transport and active transport networks, including the Intercity Cycleway.
 - Impacts on place, heritage and landscape values associated with the Cenotaph, Queens Domain, Regatta Grounds and waterfront.
 - Protection and enhancement of public waterfront access and community use of foreshore land.
 - Interface between the NAR and future residential development and public foreshore zones identified in the Macquarie Point Precinct Plan.
 - Event management, traffic impacts and operational impacts on City-managed assets.
 - Governance arrangements, ongoing engagement, and clarity regarding asset ownership, management and maintenance responsibilities.

2. Recommendation***That:***

- 1. Council endorse the submission to the Tasmanian Government on the Macquarie Point Northern Access Road – Concept Design Assessment.**

- 2. *The submission be published on the City's website upon lodgement.***
- 3. *Council notes that officers will continue to engage with the Tasmanian Government during the detailed design, approvals and delivery phases to advocate for outcomes consistent with Council's strategic objectives, asset management responsibilities and community interests.***

3. Discussion and Background

- 3.1. The Macquarie Point Northern Access Road (NAR) is a State-led transport infrastructure project intended to provide a northern access route to the Port of Hobart and the Macquarie Point Precinct, including the proposed stadium and related uses.

Macquarie Point is one of Tasmania's most significant urban renewal sites, located at the interface of the Hobart CBD, the Derwent River, the Port of Hobart and the Queens Domain. The City of Hobart has a long-standing interest in the planning and delivery of infrastructure within and adjoining the precinct in its roles as:

- Capital city council
- Planning authority
- Asset owner and manager
- Advocate for a liveable, connected and sustainable city

The Tasmanian Government is currently undertaking consultation on the NAR concept designs, with feedback intended to inform the detailed design phase. This report presents a draft submission prepared by officers to respond to that consultation.

The submission is informed by Council's strategic planning framework, including the Southern Tasmania Regional Land Use Strategy, the City's Transport Strategy, the Macquarie Point Precinct Plan, and previous Council submissions relating to Macquarie Point and associated infrastructure.

The submission acknowledges the State Government's objectives for the NAR, including freight efficiency, event access and transport network performance, while identifying a range of issues that require further consideration to ensure that the project delivers appropriate place, transport, heritage, community and asset outcomes for Hobart over the long term.

4. Legal, Risk and Legislative Considerations

- 4.1. The preparation of the submission does not in itself create any legal obligation for Council but relates to Council's statutory roles and responsibilities under the Local Government Act 1993, including its functions as a planning authority and asset manager.

Key legislative and risk considerations include:

- Council's obligations to manage and protect City-owned land and assets, including the Regatta Grounds, Domain interfaces, public open space and transport infrastructure
- Potential future implications for asset ownership, maintenance and lifecycle costs if elements of the NAR or associated infrastructure are transferred to Council
- Risks associated with inadequate integration of State infrastructure with City-managed transport, open space and event infrastructure
- Reputational and service delivery risks if community access, heritage values or major City events are adversely affected
- The submission explicitly seeks early clarification of governance, asset ownership and maintenance responsibilities to mitigate long-term financial and operational risks to Council.

5. Strategic Planning and Policy Considerations

5.1. The Capital City Strategic Plan 2023 establishes Hobart's role as Tasmania's capital city and provides a long-term framework for managing growth, infrastructure, liveability, sustainability and economic prosperity at a metropolitan and State scale.

5.2. The City's submission is strongly aligned with the intent and objectives of the Capital City Strategic Plan 2023, particularly in the following areas:

5.2.1. *Pillar 1 Sense of Place*

Outcome 1.2 Hobart's cityscape reflects its heritage, culture and natural environment that make it special.

Pillar 5 Movement and Connectivity

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.

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue	N/A	N/A	N/A	N/A
Existing Revenue				
Additional Revenue				
Total Revenue				
Expenditure	N/A	N/A	N/A	N/A
Operating				
Capital				
Total Expenditure				
Net Cost				
FTE Impact				
	2025-26	2026-27	2027-28	2028-29
Change in FTE	N/A	N/A	N/A	N/A

Detail the change in the level of full-time equivalents within the group should the requested level of additional funding be required.

6.1.1. There are no direct financial costs associated with endorsing and lodging the submission.

However, the project has potential future financial implications for Council, particularly in relation to:

- Asset ownership, maintenance and lifecycle costs
- Management of City-owned land and infrastructure affected by the NAR
- Event operations, traffic management and service delivery impacts

Therefore the submission seeks early clarity on these matters to ensure that any future financial impacts on Council are understood, agreed and appropriately funded.

6.1.2. No additional budget allocation is required at this stage.

6.2. Economic Impact:

6.2.1. While the NAR has the potential to support economic activity associated with port operations and major events, the submission emphasises that poorly integrated infrastructure could undermine tourism, local amenity and community use of

public spaces, with negative economic consequences. The City's position seeks to maximise positive economic outcomes while avoiding unintended impacts.

6.3. Consultants

6.3.1. No external consultants were engaged in the preparation of the submission.

7. Community and Business Engagement and Collaboration

7.1. The submission responds to State-led public consultation and reflects ongoing engagement between City officers and State agencies.

Key stakeholders include:

- Tasmanian Government and project agencies
- Local residents and community groups
- Event organisers and users of the Regatta Grounds
- Active transport users
- Businesses and visitors to the waterfront and CBD

The submission emphasises the need for ongoing, structured engagement with the City throughout detailed design, approvals and construction, and for collaboration to resolve interface issues affecting City-managed land and assets.

8. Innovation and Continuous Improvement

8.1. The submission advocates for:

- Integrated land use and transport planning
- Best-practice urban design and landscape outcomes
- Early resolution of governance and asset management issues
- Transparent sharing of modelling, assumptions and design information

These approaches support continuous improvement in the delivery of complex, multi-agency infrastructure projects and reduce long-term risks to Council and the community.

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.



Jennifer Lawley
**MANAGER STRATEGIC LAND USE
PLANNING**



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 18 February 2026
File Reference: F26/8126

Attachment A: CoH Submission to Macquarie Point Northern Access Road -
Concept Design Assessment v1 (Supporting information) 

12. Southern Tasmanian Regional Land Use Strategy
File Ref: F26/5631; 24/46

Report of the Manager Strategic Land Use Planning and Director Strategic and Regulatory Services of 18 February 2026 and attachments.

Delegation: Council

REPORT TITLE: SOUTHERN TASMANIAN REGIONAL LAND USE STRATEGY**REPORT PROVIDED BY:** Manager Strategic Land Use Planning
Director Strategic and Regulatory Services**1. Report Summary and Key Issues****1.1. Purpose and Summary**

The purpose of this report is to seek Council's endorsement of the City of Hobart's submission on the draft *Southern Tasmania Regional Land Use Strategy* (STRLUS). The STRLUS sets the regional planning framework for the next 25 years and provides direction for land use, growth management, environmental protection, infrastructure delivery and economic development across Southern Tasmania.

As the capital city and primary metropolitan centre for the region, Hobart is uniquely affected by the regional planning directions established in the STRLUS. The City's submission highlights several areas requiring refinement, including:

- the need for stronger recognition of Hobart's metropolitan and State-significant role,
- infrastructure and transport integration to support consolidation and infill,
- mechanisms to improve the viability and delivery of well-located housing,
- improved metropolitan coordination on climate resilience and hazard management, and
- strengthened governance and monitoring arrangements to support implementation.

1.2. Key Issues

The City's submission identifies the following key issues as requiring refinement or clarification in the draft STRLUS in order to better support Hobart and achieve the Strategy's intended outcomes:

- 1.2.1. **Alignment with Tasmanian Planning Policies (TPPs)**
The STRLUS broadly reflects the intent of the TPPs; however, alignment is largely implicit. Clearer and more systematic referencing to relevant TPP objectives and strategies would improve transparency, statutory robustness and ease of implementation.

1.2.2. Recognition of Hobart's Metropolitan and Capital City Role

Stronger articulation of Hobart's role as the State's primary activity centre is required, including recognition of its regionally significant institutions and the cumulative infrastructure, transport and housing pressures generated by regional growth.

1.2.3. Growth Management, Density Targets and Infill Delivery

While the City supports the STRLUS consolidation and infill objectives, significant delivery constraints remain. Stronger linkage is needed between density expectations, infrastructure investment and coordinated metropolitan infill and renewal programs.

1.2.4. Transport Integration and Mode Shift

The feasibility of achieving infill and consolidation targets is closely tied to improved public transport outcomes. Clearer metropolitan-wide mode shift objectives and stronger commitments to higher-order transit are required to reduce car dependency and support sustainable growth.

1.2.5. Housing Affordability and Key Worker Housing

The STRLUS would benefit from clearer direction on the role of land use planning in facilitating affordable, diverse and key worker housing, particularly within Priority Growth Areas and well-located urban precincts.

1.2.6. Infrastructure Funding and Coordination

Improved metropolitan-scale coordination of infrastructure planning and funding is critical to delivering infill development. The submission highlights the need for clearer expectations around infrastructure sequencing, developer contributions and cost-sharing mechanisms.

1.2.7. Environmental Hazards and Climate Resilience

The Strategy addresses climate change adaptation and hazard avoidance but does not explicitly recognise urban heat as a climate-related hazard. Stronger integration of climate resilience objectives across the Strategy would improve internal consistency and alignment with the TPPs.

1.2.8. Implementation, Monitoring and Governance

Effective delivery of the STRLUS will depend on clear governance arrangements, transparent monitoring and defined responsibilities between State and local government, particularly for metropolitan Hobart.

1.2.9. Spatial Mapping and Accessibility

The complexity of the Strategy's spatial maps limits their usability at published scales. Improving online accessibility and functionality would enhance interpretation and implementation.

2. **Recommendation**

That:

1. ***Council endorse the submission to the Tasmanian Government on the draft Southern Tasmania Regional Land Use Strategy (STRLUS), marked as Attachment A to the report.***
2. ***The submission be published on the City's website upon lodgement.***

3. Discussion and Background

- 3.1. The STRLUS is a statutory regional land use strategy under the *Land Use Planning and Approvals Act 1993*. It provides the overarching planning framework for councils in Southern Tasmania and must be considered in the preparation of Local Provision Schedules and structure plans (neighbourhood plans).
- 3.2. The updated draft STRLUS establishes a 25-year planning horizon and seeks to guide settlement patterns, housing supply, transport integration, environmental protection and infrastructure coordination across the region. It responds to a range of contemporary planning challenges, including climate change, population growth, housing affordability pressures and the need to reduce car dependency.
- 3.3. As Tasmania's capital city and the primary metropolitan centre for the region, Hobart plays a critical role in accommodating regional population growth, employment, higher-order services, and regionally significant institutions. Decisions made at a regional level therefore have a disproportionate influence on Hobart's land use outcomes, infrastructure capacity, housing market pressures and transport network performance.
- 3.4. The City's submission supports the overall intent and direction of the STRLUS but identifies a number of areas where further refinement is required to ensure the Strategy is clear, implementable and effective in delivering its stated objectives, particularly where those objectives rely heavily on infill development, consolidation and metropolitan infrastructure investment.

4. Legal, Risk and Legislative Considerations

- 4.1. The STRLUS is prepared and declared under section 5A of the *Land Use Planning and Approvals Act 1993* and must give effect to, and be consistent with, the Tasmanian Planning Policies (TPPs) in accordance with section 12B of the Act.
- 4.2. Once declared, the STRLUS must be considered when preparing or amending the Hobart Local Provision Schedule and other statutory planning instruments. Local Provisions Schedules are required to be "as far as practicable consistent" with the applicable regional land use strategy.
- 4.3. The City's submission identifies a legal and implementation risk arising from the STRLUS relying on implied, rather than explicit, alignment with the TPPs—particularly in relation to climate resilience, infrastructure coordination and development contributions. Without clear and systematic cross-referencing to relevant TPP objectives and strategies, there is an increased risk of:
 - inconsistent interpretation across councils and agencies;

- reduced transparency during assessment and implementation; and
- difficulty demonstrating statutory compliance in future planning reviews and amendment processes.

The submission therefore recommends that the STRLUS be strengthened through clearer referencing and mapping to the TPP framework to improve statutory robustness, clarity and defensibility.

5. Strategic Planning and Policy Considerations

- 5.1. The Capital City Strategic Plan 2023 establishes Hobart's role as Tasmania's capital city and provides a long-term framework for managing growth, infrastructure, liveability, sustainability and economic prosperity at a metropolitan and State scale.

The City's submission to the draft Southern Tasmania Regional Land Use Strategy is strongly aligned with the intent and objectives of the Capital City Strategic Plan 2023, particularly in the following areas:

5.1.1. *Pillar 1 Sense of Place*

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

Outcome 1.2 Hobart's cityscape reflects its heritage, culture and natural environment that make it special.

Pillar 2 Community Inclusion, Participation and Belonging

Outcome 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.

Outcome 2.3 Hobart communities are active, have good health and wellbeing and are engaged in lifelong learning.

Outcome 2.4 Hobart communities are safe and resilient, ensuring people can support one another and flourish in times of hardship.

Pillar 3 Creativity and Culture

Outcome 3.1 Hobart is a creative and cultural capital where creativity is a way of life.

Pillar 4 City Economies

Outcome 4.1 Hobart's economy reflects its unique environment, culture and identity.

Outcome 4.2 Diverse connections give people opportunities to participate in the economic life of the city and help the economy, businesses and workers thrive.

Outcome 4.4 Hobart's economy is strong, diverse and resilient.

Pillar 5 Movement and Connectivity

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.

Pillar 6 Natural Environment

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

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

Pillar 7 Built Environment

Outcome 7.1 Hobart has a diverse supply of housing and affordable homes.

Outcome 7.2 Development enhances Hobart's unique identity, human scale and built heritage.

Outcome 7.3 Infrastructure and services are planned, managed and maintained to provide for community wellbeing.

Pillar 8 Governance and Civic Involvement

Outcome 8.1 Hobart is a city that is well governed that recognises the community as an active partner that informs decisions.

Outcome 8.2 Hobart is a city that delivers public value and excellence by being a financially responsible, high performing and accountable organisation that is responsive to the needs of the community.

5.2. Capital City Role and Metropolitan Leadership

The submission reinforces Hobart's role as the State's primary metropolitan centre, consistent with the Strategic Plan's emphasis on Hobart's responsibility to:

- accommodate a significant share of regional population and employment growth;

- host regionally and
- State-significant institutions and services; and provide leadership in metropolitan-scale planning and infrastructure coordination.

By seeking stronger recognition of Hobart’s capital city functions within the STRLUS, the submission supports the Strategic Plan’s objective of ensuring that regional planning frameworks reflect Hobart’s unique responsibilities and pressures, rather than treating all councils as functionally equivalent.

5.3. The Community Vision articulates the community’s long-term aspirations for Hobart as a liveable, inclusive, sustainable and resilient capital city.

The submission aligns with the Community Vision by supporting outcomes that:

- improve access to housing that is affordable, diverse and close to services,
- support safe, efficient and sustainable transport choices,
- protect environmental values while accommodating growth, and
- ensure planning decisions are transparent, coordinated and accountable.

The submission’s focus on implementation, monitoring and governance responds directly to community expectations that strategic plans lead to tangible outcomes rather than aspirational statements alone. By advocating for clearer responsibilities, better data and coordinated infrastructure delivery, the submission supports community confidence in the planning system and in Council’s ability to manage growth responsibly.

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue	N/A	N/A	N/A	N/A
Existing Revenue				
Additional Revenue				
Total Revenue				
Expenditure	N/A	N/A	N/A	N/A
Operating				
Capital				
Total Expenditure				
Net Cost				

FTE Impact

	2025-26	2026-27	2027-28	2028-29
Change in FTE		N/A	N/A	N/A

Detail the change in the level of full-time equivalents within the group should the requested level of additional funding be required.

6.1.1. There are no direct financial implications for the City arising from endorsement or lodgement of the submission.

6.1.2. The submission does not commit Council to expenditure.

No change to FTE is proposed. Any operational workload associated with implementation of the STRLUS is expected to be absorbed within existing staffing.

6.2. Consultants

6.2.1. No external consultants were engaged in the preparation of this report or the submission.

7. Climate and Sustainability Considerations

7.1. Climate resilience is a central theme in both the STRLUS and the City's submission. The submission supports the Strategy's emphasis on hazard avoidance and adaptation but recommends stronger and more explicit integration of climate resilience objectives across all policy themes.

Endorsing the submission supports outcomes that promote climate-resilient urban form, improved liveability and long-term sustainability of metropolitan Hobart.

8. Community and Business Engagement and Collaboration

8.1. The City's submission has been informed by extensive strategic planning work undertaken by Council over recent years, including growth management, housing, transport and climate adaptation strategies.

8.2. The submission also reflects ongoing collaboration between Southern Tasmanian councils and the State Government through regional planning and governance forums. It advocates for continued and strengthened collaboration, particularly through the development of a metropolitan-scale implementation framework and coordinated infrastructure planning processes.

9. Innovation and Continuous Improvement

- 9.1. This submission promotes improved strategic planning practice through:
- clearer policy alignment and transparency,
 - improved monitoring and data integration, and
 - stronger governance and accountability mechanisms.
- 9.2. Endorsing the submission supports continuous improvement in regional planning by encouraging greater clarity, consistency and effectiveness in how regional strategies are translated into on-the-ground outcomes.

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.



Jennifer Lawley
**MANAGER STRATEGIC LAND USE
PLANNING**



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 18 February 2026
File Reference: F26/5631; 24/46

Attachment A: CoH Submission to STRLUS (Supporting information) 

13. Mount Nelson Local Area Mobility Plan
File Ref: F26/2328

Report of the Transport and Traffic Engineer, Manager City Transport and Director Strategic and Regulatory Services of 18 February 2026 and attachments.

Delegation: Council

REPORT TITLE: MOUNT NELSON LOCAL AREA MOBILITY PLAN

REPORT PROVIDED BY: Transport and Traffic Engineer
Manager City Transport
Director Strategic and Regulatory Services

1. Report Summary and Key Issue

- 1.1. This report outlines the development process for the LAMP, including the engagement approach, findings, and a summary of projects.
- 1.2. The LAMP project aims to enhance community active travel by identifying key walking and cycling routes to destinations like schools, shops, parks, and bus stops.
- 1.3. The objective is to boost walking and cycling participation through direct interventions that promote well-being and facilitate these transport modes. Creating a safe and comfortable environment is crucial to making walking and cycling viable options.
- 1.4. The report proposes projects, policies, and initiatives, including a speed limit reduction in Mount Nelson.
- 1.5. The main objectives are:
 - To enhance pedestrian and rider safety by minimising traffic risks and improving connectivity to essential facilities.
 - To promote active transportation and fostering social interaction through a pedestrian-friendly environment.
 - To contribute to a sustainable transportation system by reducing carbon emissions from private vehicles.

2. Recommendation

That:

- 1. The Council notes the outcomes of public engagement on the Local Area Mobility Plan (LAMP) for Mount Nelson (Attachment B).***
- 2. The Council endorse the Mount Nelson Local Area Mobility Plan (Attachment A) and that the recommended projects from the plans be considered for future financial year funding.***

3. Discussion and Background

- 3.1. One of the key strategic priorities for the City Transport group is to develop Local Area Mobility Plan (LAMP) for the local neighbourhood areas in the City.
- 3.2. This Local Area Mobility Plan aligns with the previously endorsed Local Area Mobility Plans Battery Point and Northern Suburbs (2023) and West Hobart (2025).
- 3.3. This report presents the final draft, incorporating feedback from the community engagement process held in January.
- 3.4. It is important to highlight that Local Area Transport or Mobility Plans vary in methodology and outcome, as each part of Hobart can face unique challenges and specific requirements.
- 3.5. This plan was developed through extensive stakeholder collaboration and data analysis, to identify local travel patterns, key routes, and existing barriers to walking and cycling.
- 3.6. The engagement process has happened in two stages:
 - 3.6.1. In *Stage 1* (August–September 2025), the community provided feedback via an interactive map, focusing on ways to improve local safety, connectivity, and liveability. A workshop was held on the 23rd of September with a presence of 15 people.
 - 3.6.2. In *Stage 2* (December 2025 – January 2026), the community provided feedback on the draft plan and responded a survey on Your Say website. A workshop was held on the 13th of January with a presence of 15 people.
- 3.7. The consultancy firm WSP was engaged to prepare the LAMP in collaboration with the City of Hobart.
- 3.8. The Mount Nelson Local Area Mobility Plan identified three key opportunities to enhance the area as a more pedestrian and ride friendly neighbourhood:
 - 3.8.1. A connected walking network
 - 3.8.2. Safer vehicle speeds
 - 3.8.3. Improved transport choices
- 3.9. The plan's actions were designed to address known barriers and leverage key opportunities.

- 3.10. The targeted actions to improve streetscapes throughout the area, were classified into the following categories:
 - 3.10.1. Safer intersections and crossings
 - 3.10.2. New or upgraded footpaths
 - 3.10.3. Traffic calming
 - 3.10.4. Track and trail links
- 3.11. Survey results indicate 61% general support for the LAMP, with a significant majority pointing out Mount Nelson Road (near the Signal Station) and the Mount Nelson Bends as their highest priorities.
- 3.12. Survey results indicate 79% of respondents selected new or upgraded footpaths as the top priority.
- 3.13. New or upgraded footpaths are proposed for four locations to enhance pedestrian safety and comfort while reducing vehicle speeds.
- 3.14. A key finding of this study was the strong community support for a dedicated space for walking and riding along Nelson Road from the Oval to the Signal Station.
- 3.15. During the first engagement stage, 49% of entries identified locations where crossing or moving along the street felt unsafe. Vehicle speeds and roadkill were recurrent themes during the first stage.
- 3.16. Interventions to discourage speeding are aligned with Action A.13 of the Hobart Transport Strategy, which aims to 'Trial an area-wide speed limit reduction to inform a Speed Limit Reduction Policy' and A.20 'Continue to enhance vulnerable road user safety through improved infrastructure'.
- 3.17. Following the West Hobart 40km/h trial, this plan proposes reducing speed limits across Mount Nelson, excluding Olinda Grove, to meet community demand for safer traffic speeds.
- 3.18. The installation of new crossings and new pedestrian islands combined with the lower speed trial, aims to improve pedestrian safety and accessibility while moderating traffic speeds. The aim is to create an environment where drivers will naturally adjust their behaviour, rather than responding to signage and speed enforcement.
- 3.19. The expansion of the track and trail network will provide safe, off-road routes that encourage walking and riding, particularly for young people seeking independent travel options.
- 3.20. By improving connections to existing bushland tracks, this plan will transform recreational paths into viable transport routes, diverting short journeys from main roads.

4. Legal, Risk and Legislative Considerations

- 4.1. The primary risks associated with the Mount Nelson LAMP is related to implementation. The Council may face reputational damage if the projects outlined in the plan do not progress.
- 4.2. City Transport will apply for suitable grant programs to implement the priority projects and will commence project planning upon endorsement.
- 4.3. Additional risk assessments are required before tactical infrastructure installation.
- 4.4. Certain project elements, like the 40km/h wide-area speed limit alteration, necessitate Transport Commission direction.

5. Strategic Planning and Policy Considerations

- 5.1. Pillar 5 of the Capital City Strategic Plan 2023, focuses on Movement and Connectivity.
- 5.2. The following strategies, contained within Outcome 5.1 *An accessible and connected city environment helps maintain Hobart's pace of life*, are considered relevant to this matter:

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

5.1.4 - Collaborate with stakeholders and business on the efficient, sustainable and innovative movement of people, information and goods.

5.1.5 - Consider social, environmental and economic elements in transport and technology decision-making.

5.1.6 - Investigate transport and technology possibilities that meet the needs of daily life, are accessible, and reinforce values of sustainability and connection.

5.1.8 – Consider children and family needs in city mobility planning

- 5.3. The following strategies, contained within Outcome 5.2 *Hobart has effective and environmentally sustainable transport systems*, are also considered relevant to this matter:

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

5.2.2 - Prioritise and promote opportunities for safe, accessible and integrated active transport.

5.2.6 - Identify and implement infrastructure improvements to enhance access and road safety and reduce air and noise pollution.

5.2.7 - Develop, upgrade and maintain the City's network of roads, bridges, cycleways, footpaths and walkways to ensure they are safe, accessible and sustainable.

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue				
Existing Revenue				
Additional Revenue				
Total Revenue	0	0	0	0
Expenditure				
Operating				
Capital				
Total Expenditure	0	0	0	0
Net Cost	0	0	0	0

FTE Impact

	2025-26	2026-27	2027-28	2028-29
Change in FTE	N/A			

Detail the change in the level of full-time equivalents within the group should the requested level of additional funding be required.

6.1.1. The LAMP does not have an initial implementation budget for this financial year, 2025-2026. However, planning and design budget will be proposed in future years to develop and deliver the primary identified projects.

6.2. City Economy Strategy:

6.2.1. This proposal aligns to the following strategic priorities listed in the City of Hobart City Economy Strategy 2023 – 2028:

- 6.2.1.1. Plan for our collective social, economic and environmental prosperity
- 6.2.1.2. Position Hobart as an enviable place to visit, live and do business
- 6.2.1.3. Promote and leverage Hobart's uniqueness and celebrate the Hobart Difference

6.3. Consultants

6.3.1. The project has engaged WSP Australia through a competitive tender to undertake the strategic planning in conjunction with City Transport.

6.3.2. It is anticipated that additional expertise from other engineering and quantity surveying consultancies will be required in later stages to deliver the proposed projects and interventions.

7. **Climate and Sustainability Considerations**

7.1. This plan is fundamentally designed to promote active transportation—specifically walking and cycling—to reduce community reliance on private motor vehicles, thereby directly mitigating greenhouse gas emissions and contributing to a positive environmental impact.

8. **Community and Business Engagement and Collaboration**

8.1. The Mount Nelson LAMP is the outcome of collaboration between the City Transport Group and other Council departments who contributed ideas and feedback throughout the development of the project.

8.2. The Mount Nelson Community Association was an integral part of the engagement with residents, businesses and stakeholders.

8.3. This plan has been developed through two stages of community and stakeholder engagement. Further details are contained in the Background and Discussion.

9. **Innovation and Continuous Improvement**

9.1. The intent is that, following the endorsement of the plans, the community will be notified via social media, and all workshop attendees and survey respondents will also be notified

9.2. The final LAMP documents will be available on the City's website.

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.



Thiago Borges
**TRANSPORT AND TRAFFIC
ENGINEER**



Daniel Verdouw
MANAGER CITY TRANSPORT



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 18 February 2026
File Reference: F26/2328

Attachment A: CD6864 [GDS-653] Mount Nelson LAMP _ V12-compressed
(Supporting information) 

Attachment B: Mt Nelson LAMP - Engagement Summary Report - FINAL
11Feb2026 (Supporting information) 

14. Twelve Month Review - Argyle/Campbell St Bike Lanes
File Ref: F26/2211

Report of the Manager City Transport and Director Strategic and Regulatory Services of 18 February 2026 and attachments.

Delegation: Council

REPORT TITLE: TWELVE MONTH REVIEW - ARGYLE/CAMPBELL ST BIKE LANES

REPORT PROVIDED BY: Manager City Transport
Director Strategic and Regulatory Services

1. Report Summary and Key Issue

- 1.1. As per the Council resolution from its May 2021 meeting, a high-level review of the Argyle Street and Campbell Street bicycle lane project has been undertaken as the project has now been in place for 12 months. This report is provided as Attachment A.
- 1.2. The Argyle Street and Campbell Street bicycle lane project has nearly completed the “North-South” bicycle and micro-mobility corridor which has featured in key City of Hobart strategic planning documents, plans and strategies for over 25 years.
- 1.3. The project has demonstrated that higher quality facilities, approaching an AAA (All Ages and Abilities) quality can be built in Hobart to improve the safety of vulnerable road users and support more people to ride more often.
- 1.4. The project was designed and built, with full project funding from the Tasmanian Government. The final cost was less than the cost estimate upon which the funding grant was based.
- 1.5. It should be noted that, unlike the Collins Street Transformation project, this project had no Council endorsed methodology for measuring the success of this project. As such, officers have collected a range of information to provide to Elected Members to make a decision on the success of this project.
- 1.6. Data collected and provided in the report (Attachment A) shows the project.
 - 1.6.1. Currently supports approximately 250 bicycle trips each weekday and more than 6,000 bicycle trips per month.
 - 1.6.2. Has not seen any easily identifiable increase in vehicle crashes and no recorded bicycle crashes.
 - 1.6.3. Following initial complaints about illegal parking in clearways, has had very little public feedback.
 - 1.6.4. Does not appear to have produced any additional traffic congestion (over and above what occurs normally at peak hour).

- 1.6.5. Has highlighted a challenge in sourcing a local vehicle towing contractor to provide clearway towing services to Council.
- 1.7. Observations suggest that road users have adapted to the road changes (except for Clearway parking restriction compliance). Parking bay occupation observations shows good compliance by drivers with parking in marked bays in a tidy manner.
- 1.8. Traffic signal changes have been well accepted, especially in respect of the Campbell Street and Liverpool Street junction. Further, data has shown that Argyle Street has similar traffic volumes since before the installation (2023) with Campbell Street seeing a minor decrease in traffic volumes since before installation.
- 1.9. The use of flexible bollards to encourage separation has been assessed as working well. Damage and vandalism of this road furniture appears to minimal to nil across the project. No concerning issues have been identified.
- 1.10. Also, unlike the Collins St Transformation project, the infrastructure treatments were more permanent in nature. This included significant traffic signal electrical infrastructure upgrades as well as kerb line changes.
- 1.11. It is recommended that the Argyle Street and Campbell Street bicycle project be moved to ongoing operation status, with minor changes to be made as required.

2. Recommendation

That:

- 1. The Argyle Street and Campbell Street bicycle project be moved to ongoing operation status.***
- 2. Further planning work for the Argyle Street section between Macquarie Street and Liverpool Street be undertaken to inform post RHH Emergency Department rebuild street arrangements, including bicycle facilities and pedestrian considerations.***
- 3. Further efforts be made in 2026 to make arrangements for Clearway towing in conjunction with DSG.***

3. Discussion and Background

- 3.1. In 2009 the initial stage of the Argyle and Campbell Street bicycle facilities was opened with “first generation” on-road lanes installed between Brisbane Street and Lewis Street on Argyle Street and between Burnett Street and Brisbane Street on Campbell Street.
- 3.2. At the time, the extent of the installation was limited due to the lack of a current traffic model for Hobart, to allow for confident traffic modelling of the Hobart inner-city core and limited resources through a State Government funding program to implement works. users and support more people to ride more often.
- 3.3. Subsequent regional bicycle plans adopted by both the City of Hobart and the State Government recognised the Argyle Street / Campbell Street corridors for bicycle facility provision.
- 3.4. Argyle Street and Campbell Street are principal transport corridors with higher traffic volumes which require bicycle facilities to improve the safety outcomes for vulnerable road users.
- 3.5. Argyle Street and Campbell Street provide corridors with overall sufficient width to maintain a supply of parking, vehicle travel lanes, footpaths and bicycle facilities. These corridors have a large supply of adjacent ‘underutilised” land which the 2023 Central Hobart Plan identified.

4. Legal, Risk and Legislative Considerations

- 4.1. At its May 2021 Council Meeting, Council approved the installation of trial bicycle facilities subject to a successful grant funding proposal.
- 4.2. The Tasmanian Government approved a Vulnerable Road User Program grant to fund the project in November 2021.
- 4.3. A Development Application was submitted in May 2023 due to a portion of the project being in the Sullivans Cove Planning scheme area. Council in its role as planning authority approved the Development Application at its 14 June 2023 Planning Committee meeting.

5. Strategic Planning and Policy Considerations

- 5.1. Pillar 5 of the Capital City Strategic Plan 2023, focuses on Movement and Connectivity.
- 5.2. The following strategies, contained within Outcome 5.1 *An accessible and connected city environment helps maintain Hobart's pace of life*, are considered relevant to this matter:

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

5.1.4 - Collaborate with stakeholders and business on the efficient, sustainable and innovative movement of people, information and goods.

5.1.5 - Consider social, environmental and economic elements in transport and technology decision-making.

5.1.6 - Investigate transport and technology possibilities that meet the needs of daily life, are accessible, and reinforce values of sustainability and connection.

5.1.8 – Consider children and family needs in city mobility planning

5.3. The following strategies, contained within Outcome 5.2 *Hobart has effective and environmentally sustainable transport systems*, are also considered relevant to this matter:

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

5.2.2 - Prioritise and promote opportunities for safe, accessible and integrated active transport.

5.2.6 - Identify and implement infrastructure improvements to enhance access and road safety and reduce air and noise pollution.

5.2.7 - Develop, upgrade and maintain the City's network of roads, bridges, cycleways, footpaths and walkways to ensure they are safe, accessible and sustainable.

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue				
Existing Revenue				
Additional Revenue				
Total Revenue	0	0	0	0
Expenditure				
Operating				
Capital				
Total Expenditure	0	0	0	0
Net Cost	0	0	0	0

FTE Impact

	2025-26	2026-27	2027-28	2028-29
Change in FTE	N/A			

Detail the change in the level of full-time equivalents within the group should the requested level of additional funding be required.

- 6.1.1. If the recommendations are adopted, there are no financial implications for this project.
 - 6.1.2. The Council applied for and received a funding grant through the Tasmanian Government's Vulnerable Road User Program.
 - 6.1.3. The Tasmanian Government approved a Vulnerable Road User Program grant of \$1.725 million to fund the project in November 2021.
 - 6.1.4. Funding grant allocations at that time were supported by additional Australian Government funds and were part of a broader program of support for projects to assist with post COVID-19 recovery efforts.
 - 6.1.5. Prior to lodging the funding application, the design development of the project undertook a detailed "P50/P90" cost estimation for the project. The use of a P50/P90 cost estimation technique is essential in developing project costings and budgets with appropriate contingencies to account for greater uncertainty and risks which are present in CBD environments where numerous underground services are present. The entire capital cost, including design costs for the implementation of the project was covered by the grant.
 - 6.1.6. The grant was acquitted in February 2025, following completion of the Bathurst Street and Liverpool Street interconnections between Argyle Street and Campbell Street. The grant application was for the entire P90 cost estimate, and in the event, actual project costs were less than the grant amount. In accordance with the grant deed, unexpended grant funds were returned to the State Government.
- 6.2. Strategic alignment:
- 6.2.1. This proposal aligns to the strategic priorities in the City of Hobart Transport Strategy 2024, Climate Ready Hobart 2024 and City Economy Strategy 2023 – 2028.

6.3. Consultants

- 6.3.1. Detailed designs were developed and finalised through 2022, by consultants GHD following execution of the grant deed.

7. Community and Business Engagement and Collaboration

- 7.1. In line with the Council's resolution, consultation was carried out in June 2020. Owners and occupiers of adjacent properties were provided with information packages and asked to provide feedback on concept design. The City of Hobart also engaged with:

- 7.1.1. University of Tasmania

- 7.1.2. RACT

- 7.1.3. Bus companies including Metro, RedDecker, Skybus, O'Driscoll, Redline, Gilbert Coaches, TassieLink and the Tasmanian Bus Association

- 7.1.4. Tasmanian Museum and Art Gallery

- 7.1.5. Tasmanian Fire Service

- 7.1.6. TasPolice

- 7.1.7. Ambulance Tasmania

- 7.1.8. TasPorts

- 7.1.9. Department of State Growth – Passenger Transport

- 7.1.10. Tasmanian Health Service.

- 7.2. Stakeholders were given the opportunity to ask questions and were encouraged to provide comment on the project.

- 7.3. Further work was undertaken to refine the traffic modelling and concept design in 2020 including more intensive junction and clearway modelling. This was done in collaboration with officers of the Department of State Growth (Transport Division). Innovation and Continuous Improvement

- 7.4. Following the installation of these facilities, letters were sent from the City of Hobart's Director of Strategic and Regulatory Services Network to key stakeholders, DSG, Tasmania Police, Ambulance Tasmania, Tasmanian Fire Service, The Royal Hobart Hospital, Metro Tasmania, The RACT, Bike Network & Cycling South.

- 7.5. These key road user stakeholders (using the streets involved) were requested to provide any feedback in relation to lived experiences from the various organisations in respect of the changes made as part of the project.

- 7.6. Responses were received from:
- 7.6.1. Tasmania Police
 - 7.6.2. Bicycle Network
 - 7.6.3. Cycling South
 - 7.6.4. Department of State Growth

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 TRANSPORT



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 18 February 2026
File Reference: F26/2211

- Attachment A: Argyle and Campbell Street Bike Lanes - Twelve Month Review - Final Report - January 2026 (Supporting information) 
- Attachment B: Feedback from DSG (Tasmanian Government) - Argyle and Campbell St Bike Lanes (Supporting information) 

15. Cornelian Bay Track Management
File Ref: F26/7146

Report of the Program Leader - Bushland, Manager Open Space and Director Infrastructure and Assets of 18 February 2026 and attachments.

Delegation: Council

REPORT TITLE: CORNELIAN BAY TRACK MANAGEMENT**REPORT PROVIDED BY:** Program Leader - Bushland
Manager Open Space
Director Infrastructure and Assets**1. Report Summary and Key Issue**

- 1.1. This report responds to the Council resolutions of 28 January 2025 and 29 September 2025, regarding a notice of motion for the Council to investigate management options for a degraded section of walking track located on Royal Tasmanian Botanical Gardens (RTBG) land.
- 1.2. A report was presented to Council for consideration at its meeting of 29 September 2025. The item was deferred to a Hobart Workshop Committee meeting held on 8th December for further discussion and consideration.
- 1.3. A three hundred metre section of gravel track has been closed by the RTBG (inclusive of 100m of direct water edge track). The Council currently has no legal or management responsibility for this section.
- 1.4. This report presents information on this section of the Cornelian Bay Track's current condition, management issues and options.
- 1.5. The track closure is currently preventing sanctioned through-access at the RTBG end of a popular bushland track that runs from the Cornelian Bay boatsheds to the intercity cycleway and a nearby entrance to the RTBG (refer Figure 1).
- 1.6. The report examines the nature and extent of the track damage that has led to the RTBG closing this section of the track. It outlines a range of response options, including estimated costs and issues associated with transferring land ownership from the RTBG to the City.
- 1.7. The report presents information on estimated costs to the City (up front capital and ongoing operational maintenance), community impacts, practical implementation, sustainable infrastructure and reputational risk.
- 1.8. Stakeholder engagement and technical assessments informed the recommended option for the damaged section of Cornelian Bay Track, balancing community access preferences, operational feasibility and future cost. Advice and input was sought from TasRail, Aboriginal Heritage Tasmania, New Town Community Association, and local users through meetings, correspondence and heritage searches.
- 1.9. Due to the highly dynamic water edge location and with climate change effects likely exacerbating erosive factors, it is recommended to strategically retreat from the water edge (in line with other local and state government policy around the nation) as outlined in the recommendation below. The RTBG (landowner) supports the option and will rehabilitate the decommissioned section.

2. Recommendation

That:

1. **The existing rail crossing between the bushland track and the Intercity Cycleway be relocated approximately 300 metres north, to establish a direct connection with the City of Hobart–owned and managed section of the Cornelian Bay track, as shown in Figure 1.**
2. **The project costs estimated to be \$35,000, be funded by the capital works program contingency.**
3. **The Council continue to liaise with the Royal Tasmanian Botanical Gardens (RTBG) regarding the longer term options for the track located on RTBG land.**

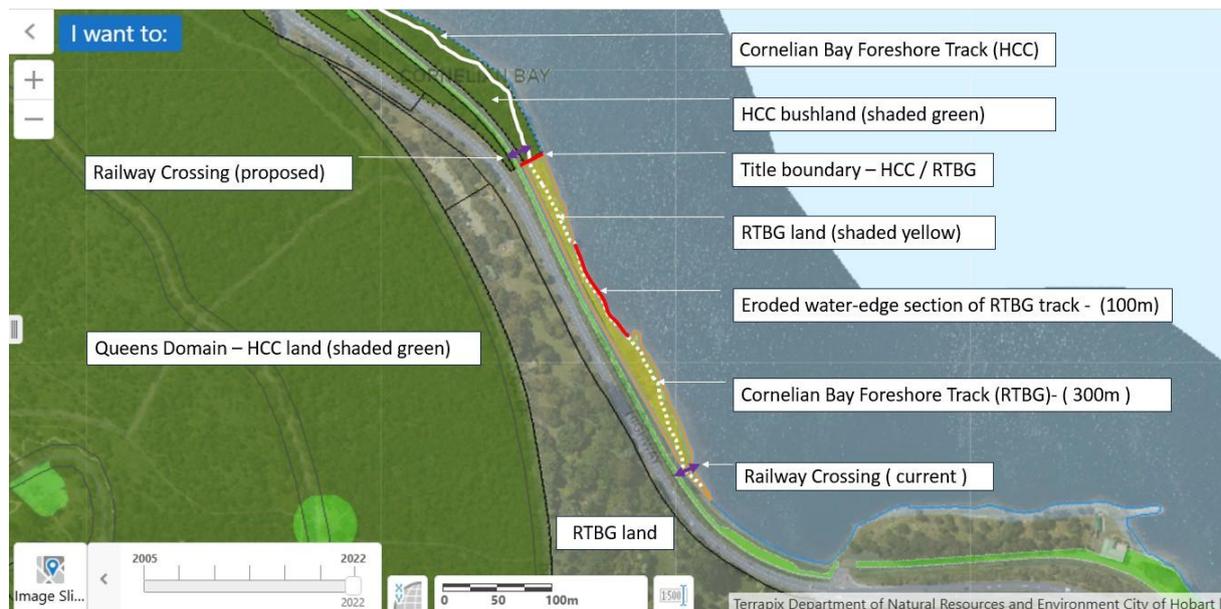


Figure 1 - site, location & land tenure of the Cornelian Bay track on RTBG land.

3. Discussion and Background

- 3.1. The Cornelian Bay Foreshore Track is a valued public recreational asset that contributes to visitor experience and the continuity of the broader track network along the River Derwent. Maintaining public access in general proximity to this section of foreshore is desirable.
- 3.2. A 100-metre section of the track has suffered damage from water-edge erosion. This damaged portion is located on Royal Tasmanian Botanical Gardens (RTBG) land. In November 2024, RTBG decided to close their section of the track from the title boundary due to safety / public liability concerns. The City does not own or have a licence agreement to

maintain this section of track. As such, any investigation or remedial action requires RTBG's permission and cooperation.



- 3.3. In response to the Council resolution, City Officers undertook a comprehensive review of the situation, including:
- Track condition assessment
 - Land tenure
 - Heritage and legal implications
 - Environmental conditions at the river's edge
 - Infrastructure requirements / scope of work for each option
 - Estimated costs
- 3.4. A range of options were explored and are as follows:
- 3.4.1. **Option 1:** Shift the rail crossing to a location directly accessible from the section of the Cornelian Bay Track located on City land (**recommended**).
- 3.4.2. **Option 2:** RTBG retain land and decommission the track, removing public access and creating a dead end.
- 3.4.3. **Option 3:** RTBG retain land, lower service level to a Class 4 track, with signage, reducing maintenance expectations.
- 3.4.4. **Option 4:** RTBG retain land and lease or license a track corridor to the City, requiring the City to fund repair and maintenance of the track.
- 3.4.5. **Option 5:** RTBG transfers ownership of the entire parcel of waterfront land to the City, thereby assigning full control, responsibility, and all future management costs of the land to the City.
- 3.5. City officers evaluated each option against assessment criteria including cost to the City, community impact, ease of implementation, long-term sustainability and reputational risk. For a more detailed breakdown of these options refer to **Attachment A**.

- 3.6. Shifting the rail crossing to connect directly with the gravel bushland track on City owned land is recommended because it maintains through-access at the lowest up-front and ongoing cost (Option 1). This approach provides a practical solution to restoring safe and continuous public access along the foreshore.
- 3.7. This solution retains public access along 900 m (75%) of the existing gravel bushland foreshore track before crossing the railway line to the intercity cycleway 300 metres to the north of the existing crossing.
- 3.8. Among the alternatives considered, this option represents the least physical development impacts in an area with significant registered aboriginal heritage sites. Shifting the rail crossing also does not require any land transfer, legal arrangements or ongoing maintenance costs of a track directly on the water-edge of a fragile / eroding foreshore subject to escalating impacts from climate change.
- 3.9. Shifting the rail crossing is recommended as the most viable as it offers the best outcome in terms of least up-front and ongoing costs to Council, community impact, long-term sustainability, ease of implementation and reputational risk.

4. Legal, Risk and Legislative Considerations

- 4.1. The track in question is located on RTBG land (which includes the 100 metre section of eroded / degraded section of gravel track right on the water edge that is currently closed).
- 4.2. The City is under no obligation to assist or take on future management costs or responsibility.
- 4.3. According to the City's records, the construction of a 1 km gravelled walking track linking Cornelian Bay to the Royal Tasmanian Botanical Gardens (RTBG) occurred in the mid-1980s as a joint project between the City and other stakeholders including various State Government Departments as part of a larger beautification along the railway line from the Cenotaph to Cornelian Bay. There does not appear to be a historical land use agreement in place.
- 4.4. The RTBG advises that in the late 1990s, it was determined that the property was owned by the RTBG. Since its installation in the 1990s, no significant upgrades have been made to the track.
- 4.5. There is no formal agreement in place between the City and the Royal Tasmanian Botanical Gardens (RTBG) regarding the management of the section of track in question located on RTBG land. Current practice is that vegetation along this part of the track is managed by the RTBG. City Officers have not been managing this section of track based on the understanding that this area does not fall under the City's jurisdiction (we have no management responsibility for it).

- 4.6. In the absence of a lease, licence, or other formal arrangement with the City, responsibility for the track lies with the landowner, which in this case is the RTBG.
- 4.7. The Cornelian Bay foreshore contains many significant Aboriginal heritage sites which place important constraints on any track maintenance or infrastructure solutions. Any proposed development is subject to approval by Aboriginal Heritage Tasmania (AHT). This section of foreshore and the RTBG parcel of land contains registered Aboriginal sites with significant shell midden material, which means that any ground disturbance requires an approved Aboriginal Heritage Permit issued by AHT. It should be noted that any proposal for significant track work (new or substantial maintenance) is subject to this approval.
- 4.8. A current example of the challenges of maintaining built infrastructure in this foreshore area is the slumping of a 70m long raised timber walkway along the Cornelian Bay Foreshore track close to boatshed end. A recent level 2 engineering condition assessment has recommended a low impact pinning solution to correct and stabilise the slumping. This was approved at the AHT Council meeting of 31 October 2025 and by the minister in December 2025. In the longer term maintenance issues like this raise a remote possibility that the entire track from the boatsheds may need to be decommissioned.
- 4.9. Due to the highly dynamic water edge location, it is recommended to retreat from the direct water edge which is consistent with local and state government policy around the nation.
- 4.10. The rail corridor is owned by TasRail, and shifting the crossing requires a formal proposal to be submitted to their Property Department for consideration. TasRail Officers have visited the site and advised they have no objections to shifting the rail crossing (i.e. they have provided in-principal approval).
- 4.11. Advice has also been sort from the statutory planning, heritage and property areas of the Council regarding the feasibility of RTBG transferring the land to the City.
- 4.12. Preliminary advice from the City's Statutory Planning area is that the transfer of land would not require any permits or approvals under the planning scheme.
 - 4.12.1. No subdivision is required for the proposed land transfer, and there appear to be no restrictions under the planning scheme related to heritage listings that would affect the transfer. The heritage provisions apply to areas where development is proposed, and do not impact the transfer of land in this instance.

- 4.12.2. RTBG (11 Lower Domain Road) is a heritage listed place under the planning scheme and on the Tasmanian Heritage Register (State), however the parcel of foreshore land in question is not listed.
- 4.12.3. Preliminary advice from the City's Heritage area is that the property is located within the Queens Domain Foreshore Local Historic Landscape Precinct, which is a heritage overlay identified in the planning scheme.
- 4.12.4. The Queens Domain Cultural Heritage Management Plan outlines strategies for protecting and managing the area's rich cultural heritage. The plan includes Cultural Landscape Management Guidelines relating to the foreshore that state:
1. No further intensification of use or fragmentation should occur along the Queens Domain foreshore.
 2. The natural geometry of the foreshore should be (i) preserved and (ii) rehabilitated where appropriate, using locally provenanced indigenous shrubs and small trees.

5. Strategic Planning and Policy Considerations

- 5.1. Maintaining public access in general proximity to this section of foreshore is considered highly desirable, especially to link Cornelian Bay with an entry point of the RTBG. However, this can still be achieved by shifting the rail crossing and using 300 metres of Intercity Cycleway instead (which is set back only 5 to 15 metres from the existing gravel trail).
- 5.2. The Queens Domain Master Plan 2013 includes a specific recommendation to enhance connectivity between the Cornelian Bay Walk and the RTBG. The plan states: "*Complete the Cornelian Bay Walk through to the former RTBG rail platform and on to the intersection with the slip road to the old ANM shed site.*" This objective was realised when the existing rail crossing was installed in 2014–2015, to physically link the gravel bushland track to the RTBG entry via the intercity cycleway and can be maintained by re-positioning the rail crossing.
- 5.3. The Royal Tasmanian Botanical Gardens Strategic Master Plan 2009 identifies improvements to access across the Lower Domain Highway, stated as a "new pedestrian link to Cornelian Bay Walk". The Master Plan also identifies development and rehabilitation of this foreshore land to form part of the Garden's collection and showcase Tasmanian riparian species.
- 5.4. Alignment with Capital City Strategic Plan 2023:
- 5.4.1. Pillar 5 Movement and Connectivity, 5.2.7 *Develop, upgrade and maintain the City's network of roads, bridges, cycleways,*

footpaths and walkways to ensure they are safe, accessible and sustainable.

- 5.4.2. Pillar: 6 Natural Environment, 6.5.4 *Develop and enhance the network of walking, cycling, mountain biking and other recreational tracks and trails throughout the City's open space network.*
- 5.4.3. Pillar 6 Natural Environment, 6.5.2 *Ensure recreational use of the City's bushland is managed for the benefit of future generations while minimizing impact on natural values.*
- 5.4.4. Pillar 4 City Economies, 4.4.7 *Develop and maintain visitor services and tourism Infrastructure in partnership with key stakeholders and government agencies.*

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue	n/a			
Existing Revenue				
Additional Revenue				
Total Revenue				
Expenditure				
Operating	0			
Capital (recommended option)	35			
Total Expenditure	35			
Net Cost				

6.1.1. To respond to the Council resolution, \$35,000 of capital funding is required to complete the proposed works.

6.1.2. To enable these works to be carried out as soon as possible, in consultation with the Chief Financial Officer, funding from the capital works contingency fund could potentially be used. However, the current balance of the contingency fund is - \$141,840 (as at 5 February 2025). Alternatively, the works could be programmed for the 26/27 Financial year.

6.2. City Economy Strategy:

6.2.1. This proposal aligns to the following strategic priorities listed in the City of Hobart Economic Strategy 2023-2028 namely:

3.4 Advocate for infrastructure which is strategically important to the city and the region including cultural, transport and community infrastructure.

7. Climate and Sustainability Considerations

- 7.1.1. The track is located directly on the edge of the River Derwent which is subject to floods, tides, regular wash from river vessels and wind events. These factors cause degradation of any built assets and will only be exacerbated by climate change impacts.
- 7.1.2. Due to the highly dynamic water edge location and with climate change effects likely exacerbating erosive factors, it is recommended to strategically retreat from the section on the immediate water line edge (in line with other local and state government policy around the nation).
- 7.1.3. Retreating involves only a maximum 15-metre set back from the existing water edge gravel track. Providing an alternate rail crossing point to the Intercity Cycleway 300 metres to the north of existing crossing is a more sustainable and lower cost long term option.

8. Community and Business Engagement and Collaboration

- 8.1. The RTBG have confirmed in writing that they support the recommended option. The recommended option creates safe access but does not require any agreement as the parties will continue managing their own land. The RTBG have advised that they will rehabilitate / plant out the section of the decommissioned track.
- 8.2. The community of track users has advocated for continued access along the closed section of track.
- 8.3. Engagement with stakeholders has informed the recommended course of action regarding the damaged section of the Cornelian Bay Track. The needs and preferences of relevant parties were considered in the investigations, and the officer recommendation attempts to resolve the tension between community preferences, operational feasibility and future operating costs.
- 8.4. The RTBG are the landowner of the affected track section.
- 8.5. The following stakeholders were identified as having an interest in the proposal:
 - 8.5.1. TasRail – Owner of the rail corridor adjacent to the track.
 - 8.5.2. Aboriginal Heritage Tasmania - Ensures that development and land use activities are conducted in a way that respects and preserves Aboriginal cultural values.
 - 8.5.3. New Town Community Association – Representing local residents and community interests.
 - 8.5.4. Local community members – Users of the track and surrounding foreshore area.
- 8.6. Site meetings, correspondence and technical assessments were carried out. Key interactions included:

- 8.6.1. RTBG – Both the Director and the Infrastructure and Assets Manager provided insight into land tenure, maintenance responsibilities, and RTBG’s position on potential land transfer or licensing arrangements. The RTBG have confirmed in writing that they support the recommended option.
- 8.6.2. Aboriginal Heritage Tasmania: Search request submitted for Aboriginal heritage site information for planning purposes.
- 8.6.3. New Town Community Association members: Shared community feedback, concerns about access, and support for maintaining connectivity.
- 8.6.4. Community members: feedback gathered through correspondence and public inquiries while the track has been closed highlighted the importance of the track for recreation.
- 8.6.5. TasRail: Engaged to discuss feasibility and requirements for relocating the rail crossing, including the need for a formal proposal to their Property Department.

9. Innovation and Continuous Improvement

- 9.1. The recommended option has the lowest up front capital cost, the lowest operating costs (negligent to minimal) and is a small project that officers can implement with contractors or internal field crews.
- 9.2. Standard communication methods are proposed to be implemented:
 - 9.2.1. Ongoing meetings, briefings and correspondence with RTBG and TasRail to progress approvals and agreements.
 - 9.2.2. Community updates via Council’s website, newsletters, and social media channels.
 - 9.2.3. Public notices and signage at the track site to inform users of planned changes and timelines.

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.



Greg Milne
PROGRAM LEADER - BUSHLAND



Sean Black
MANAGER OPEN SPACE



David Reeve
**DIRECTOR INFRASTRUCTURE AND
ASSETS**

Date: 18 February 2026
File Reference: F26/7146

Attachment A: Cornelian Bay Track Council Report - Appendix - 23 Feb 2026
(Supporting information) 

16. Quarterly Financial Report - 31 December 2025
File Ref: F26/7797

Report of the Acting Director Corporate Services of 18 February 2026 and attachments.

Delegation: Council

**REPORT TITLE: QUARTERLY FINANCIAL REPORT - 31 DECEMBER
2025**

REPORT PROVIDED BY: Chief Financial Officer

1. Report Summary and Key Issue

The purpose of this report is to provide Council with the quarterly financial report as at 31 December 2025.

1.2. As at 31 December 2025:

- 1.2.1. the City is reporting a surplus of \$8.7 million when compared to the year-to-date budget for operating activities;
- 1.2.2. the full year operating budget is forecast to be a surplus of \$2.8 million;
- 1.2.3. the City had spent \$7.5 million, or 18.8 per cent of the full year Budget for capital activities, including plant and equipment.

1.3. Operating Activities:

Category	Year to Date				Full Year			Forecast Full Year Result (\$,000)
	Budget	Actual	Variance	Variance	Original Budget	Revised (Approved) Budget	Revised (Pending) Budget	
	(\$,000)	(\$,000)	(\$,000)	%	(\$,000)	(\$,000)	(\$,000)	
Revenue								
Rates and Charges	65,627	65,834	207	0.3	120,034	120,034	0	120,034
Fire Levy Commission	462	360	(102)	(22.1)	950	950	0	950
Fines	4,368	3,055	(1,313)	(30.1)	8,735	8,735	0	8,735
Fees and Charges - Car Parks	7,581	7,886	305	4.0	15,162	15,162	0	15,162
Fees and Charges - On Street Parking	4,193	3,712	(481)	(11.5)	8,387	8,387	0	8,387
Other Fees and Charges	10,971	9,560	(1,410)	(12.9)	18,899	21,168	(26)	21,142
Operating Grants	1,705	1,897	192	11.2	3,754	4,276	10	4,286
Interest	1,421	2,373	953	67.0	2,842	2,842	0	2,842
Rents	2,108	2,132	24	1.1	3,548	3,576	0	3,576
Tas Water Distributions	1,086	1,195	109	10.0	2,606	2,606	217	2,824
Total Revenue	99,521	98,004	(1,517)	(1.5)	184,916	187,736	201	187,938
Expenditure								
Labour	40,020	37,199	2,821	7.0	79,929	80,040	402	80,442
Materials and Services	24,690	19,838	4,851	19.6	44,197	45,328	(161)	45,166
Energy Costs	1,260	1,141	119	9.5	2,457	2,457	0	2,457
Finance Costs	435	414	21	4.9	1,256	1,256	0	1,256
Fire Levy	3,930	3,930	0	0.0	15,719	15,719	0	15,719
Depreciation	16,609	15,344	1,265	7.6	33,219	33,219	0	33,219
Asset Write-offs	750	0	750	100.0	1,500	1,500	0	1,500
Bad Debts	0	0	0	82.7	401	401	0	401
Other Expenses	2,349	1,921	429	18.2	5,246	4,976	0	4,976
Total Expenditure	90,043	79,787	10,256	11.4	183,923	184,895	241	185,135
Underlying Result	9,477	18,217	8,739	92.2	994	2,842	(39)	2,803

1.4 Operating Year-to-date Variations:

- 1.4.1. As at 31 December 2025, Revenue is \$1.5 million below budget. This is primarily due to:
- 1.4.1.1. Other Fees and Charges is \$1.4 million below budget, predominately related to landfill fees being lower than anticipated; and
 - 1.4.1.2. Fines is \$1.3 million below budget, a revised forecast will be provided in the March quarterly report;
 - 1.4.1.3. The unfavourable variances are offset by a \$953,000 favourable variance in Interest, as a result of higher interest rates than originally budgeted.
- 1.4.2. As at 31 December 2025, Expenditure is \$8.7 million below budget. This is primarily due to:
- 1.4.2.1. \$4.9 million in Materials and Services, predominately related to lower contractor payments;
 - 1.4.2.2. \$2.8 million in Labour expenditure reflecting vacancies across the organisation;
 - 1.4.2.3. \$1.3 million in Depreciation which is a timing issue; and
 - 1.4.2.4. \$750,000 in Other Expenses which is a timing issue related to asset write-offs.

1.5 Operating Variation Requests:

1.5.1. The following amendments to the 2025-26 Budget Estimates are proposed:

Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
1.	Operational Revenue Decrease	\$22,949		Environmental Health - Health Regulation	Revised budget following review of Environmental Health fees
2.	Operational Revenue Decrease	\$2,871		Environmental Health - Immunisations	Revised budget following review of Environmental Health fees
3.	Operational Revenue Increase	\$10,000		Systems Support - Still Gardening Program	To record budget for grant funds received
4.	Operational Revenue Increase	\$217,000		Finance General - TasWater Dividends	Adjustment for increase in TasWater dividends
5.	Operational Expense Increase	\$161,000	Materials and Services	Labour	Additional Labour costs offset by transfers from Materials and Services
4.	Operational Expense increase	\$249,000		Waste Management	Two additional positions to assist with the Waste Strategy, funded through landfill revenue

1.6 Capital Activities:

1.6.1. Revenue and expenditure adjustments:

Capital Category	Budget	Year to Date			Original Budget	Full Year Revised (Approved) Budget	Revised (Pending) Budget
		Actual	Variance	Variance			
	\$'000	\$'000	\$'000	%	\$'000	\$'000	\$'000
Expenditure	13,915	7,545	6,370	45.8	36,786	40,078	175
Revenue	(4,661)	(3,163)	(1,498)	32.1	(15,485)	(19,007)	(340)

1.6.2. Capital expenditure adjustments by category:

Capital Category	Budget	Year to Date			Original Budget	Full Year Revised (Approved) Budget	Revised (Pending) Budget
		Actual	Variance	Variance			
	\$'000	\$'000	\$'000	%	\$'000	\$'000	\$'000
New Assets	1,684	1,473	210	12.5	16,394	16,891	196
Renewal Assets	8,356	4,076	4,280	51.2	14,636	16,069	(520)
Upgrade Assets	2,708	1,531	1,177	43.5	2,255	3,618	499
Expensed	0	267	(267)	100.0	0	0	0
Plant and Equipment	1,167	198	969	83.0	3,500	3,500	0
Total	13,915	7,545	6,370	45.8	36,786	40,078	175

Note: The values associated with the capital categories table are expenditure only

1.6.3. As at 31 December 2025, the Capital Works Program expenditure of \$7.5 million was \$6.4 million below the year-to-date budget.

1.6.4. At the end of the December 2025 quarter, 18.8 per cent of the total capital budget of \$40.1 million has been spent.

1.7. Capital Variation Requests

1.7.1. The proposed capital variation requests (Attachment A) increase the total budgeted revenue by \$340,051 and expenditure by \$175,129.

1.7.2. Attachment A details the variation requests and the reason for the proposed adjustments.

1.8. Loans and Investments:

1.8.1. As at 31 December 2025, the City had:

- 1.8.1.1. Four loans with an outstanding balance of \$34.2 million;
- 1.8.1.2. 24 term deposit investments, with the total invested being \$72 million; and
- 1.8.1.3. \$39.1 million in cash, in addition to the investments, which includes \$2 million in the Heritage Account.

2. Recommendation***That:***

- 1. *The Quarterly Financial Report for the period ending 30 September 2025 be noted; and***
- 2. *The proposed operational and capital variation requests to the 2024-25 Budget Estimates be approved:***

(i) Operational Variations:

Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
1	Operational Revenue Decrease	\$22,949		Environmental Health - Health Regulation	Revised budget following review of Environmental Health fees
2	Operational Revenue Decrease	\$2,871		Environmental Health - Immunisations	Revised budget following review of Environmental Health fees
3	Operational Revenue Increase	\$10,000		Systems Support - Still Gardening Program	To record budget for grant funds received

4	Operational Revenue Increase	\$217,000		Finance General - TasWater Dividends	Adjustment for increase in TasWater dividends
5	Operational Expense Increase	\$161,000	Materials and Services	Labour	Additional Labour costs offset by transfers from Materials and Services
6	Operational Expense increase	\$249,000		Waste Management	Two additional positions to assist with the Waste Strategy, funded through landfill revenue

(ii) Capital Variations:

Entry No.	Category	Net Amount	Transfer From	Transfer To	Reason
1	Capital Transfer	\$0	Program Contingency FY25/26 – (\$30,287)	Domain Athletic Centre - Lighting and PA System - \$30,287	The variation covers additional costs of rock breaking work required when excavating light poles 1, 3 and 6 foundations.
2	Capital Transfer	\$0	Program Contingency FY25/26 – (\$7,115)	Domain Athletic Centre - Lighting and PA System – \$7,115	Additional out of scope works required to reinstate pedestrian path which was unknown at the time of tender.
3	Capital Transfer	\$0	Program Contingency FY25/26 – (\$200,000)	Pedestrian Priority Phase - CBD Junction upgrades - \$200,000	The variation covers additional funding to award the contract after tender evaluation resulted in a shortfall of \$200,000 for the preferred tenderer.

4	Capital Transfer	\$0	Program Contingency FY25/26 – (\$10,000)	Davies Avenue Footpath and Lights - DKHAC to Domain Tennis Centre - \$10,000	The variation covers additional costs of a new lighting design needed.
5	Capital Transfer	\$0	Program Contingency FY25/26 – (\$118,700)	Brooker Avenue - Newport to Lewis - Partial Ash LFP - \$118,700	The Brooker Avenue project has been added to the program as a replacement for the Manning Avenue works, which were completed last year. This variation covers the new project requiring additional funding due to its broader scope and higher delivery requirements.
6	Capital Transfer	\$0	Program Contingency FY25/26 – (\$120,000)	Elizabeth St - Macquarie to Davey - Overlay - \$120,000	This variation covers the overlay resurfacing of Elizabeth Street between Davey and Macquarie streets, to include the widening of the current footpath along the bus stop edge on the Franklin Street side of the Road by 800mm.
7	Capital Transfer	\$0	Program Contingency FY25/26 – (\$104,388)	Darcy Street Wall Replacement - \$104,388	This variation covers the Darcy Street Wall Replacement Project to include the replacement of the adjacent footpath and installation of Stoneset around 12 existing trees as a project variation. This recommendation is based on both practical construction sequencing and long-term asset management efficiency.
8	Capital Transfer	\$0	McRobies Outlet GPT Installation – (\$85,000)	Program Contingency FY25/26 - \$85,000	This variation covers the return of unspent funds following completion of the project.

9	Capital Transfer	\$0	Elizabeth St - Elphinstone to Augusta - Overlay – (\$173,737)	Program Contingency FY25/26 - \$173,737	This variation covers the estimated budget reducing to \$650,000 as a result of the competitive tender outcome and adjusted scope. The updated funding allocation is \$446,190 from the Roads to Recovery Grant and \$203,810 of Council contribution.
10	Capital Transfer	\$0	Elizabeth St - Elphinstone to Augusta - Overlay – (\$650,023)	Doyle Ave - McCann to Giblin – Overlay - \$650,023	This variation covers the estimated budget reducing to \$650,000 due to the competitive tender outcome and adjusted scope. The adjustment allows reallocation of Road to Recovery Grant funding to support delivery of an additional project - Doyle Avenue – McCann to Giblin St.
11	Capital Transfer	\$0	Doyle Ave - McCann to Giblin – Overlay – (\$650,023)	Program Contingency FY25/26 - \$650,023	This variation allows the return of \$650,023 of Council funding back to the Program Contingency due to the allocation of Roads to Recovery Grant funding.
12	Capital Transfer	\$0	Collins St - Argyle to Elizabeth – Inlay – (\$29,871)	Program Contingency FY25/26 - \$29,871	Due to the competitive tender outcome, this project will realise budget savings that can be returned to the Program Contingency.
13	Capital Transfer	\$0	Melville St - Barrack to Molle - Ash L&R FP – (\$90,000)	Program Contingency FY25/26 - \$90,000	This project was completed in August 2025 and the remaining funds are to be returned to the Program Contingency.
14	Capital Transfer	\$0	Program Contingency FY25/26 – (\$360,000)	FY25/26 Street Light Pole Replacement - \$360,000	This variation covers the mandatory replacement of unsafe street light poles. The City has received 23 notices. 12 poles must be replaced in 2025-26, 7 poles by August 2026 and 4 poles by September 2026.

15	Capital Transfer	\$0	Program Contingency FY25/26 – (\$100,000)	New Town Rivulet Estuary Restoration Project - \$100,000	This variation covers unforeseen costs beyond the original scope, including topsoil, waste levy costs and design changes.
16	Capital Transfer	\$0	Program Contingency FY25/26 – (\$250,000)	South Hobart Oval Changeroom and Toilet Project - \$250,000	This variation will allow an additional set of changerooms and a new entry to the ground.
17	Capital Transfer	\$0	Program Contingency FY25/26 – (\$160,000)	Turnips Fields Landslip - \$160,000	This additional funding is required to enable the public safety concerns from the landslip to be addressed.
18	Capital Transfer	\$0	Soundy Park CCTV Installation – (\$25,000)	Program Contingency FY25/26 - \$25,000	This variation is to return budget no longer required to the Program Contingency.
19	Capital Transfer	\$0	DKHAC Chemical Delivery Area-Vehicle Bay Renewal – (\$24,981)	DKHAC Spa, Steam Rm, Sauna amenity-plant upgrade - \$24,981	This reallocation to the DKHAC Spa, Steam and Sauna project to enable its completion.
20	Capital Transfer	\$0	DKHAC Tile 50m concourse – (\$103,945)	DKHAC Spa, Steam Rm, Sauna amenity-plant upgrade – \$103,945	This variation reallocates funding to the DKHAC Spa, Steam and Sauna project to enable its completion.
21	Capital Revenue Increase	\$59,521		DKHAC Spa, Steam Rm, Sauna amenity-plant upgrade	Additional grant revenue not initially identified in the original budget.
21	Capital Expenditure Increase	\$59,521		DKHAC Spa, Steam Rm, Sauna amenity-plant upgrade	In line with additional revenue, increase in expenditure.

22	Capital Transfer	\$0	Program Contingency FY25/26 – (\$650,000)	225 Harrington & 250 Murray Pipeline Renewal - \$650,000	This variation is the project estimation for the stormwater pipeline renewal.
23	Capital Transfer	\$0	Strickland Ave - Old Farm to Huon – Reseal – (\$254,683)	Program Contingency FY25/26 - \$254,683	This variation is due to the contract being awarded at a lower cost than initially estimated.
24	Capital Transfer	\$0	Program Contingency FY25/26 – (\$87,793)	Queenborough Oval Changerooms Redevelopment - \$87,793	This transfer is due to variations required to complete the Queenborough Oval Changerooms Redevelopment project.

3. Legal, Risk and Legislative Considerations

- 4.1 There are no Legal, Risk or Legislative considerations in regard to this report.

4. Strategic Planning and Policy Considerations

- 5.1 Pillar 8 – Governance and Civic Involvement:

- 5.1.1. Outcome 8.2 – *Hobart is a city that delivers public value and excellence by being a financially responsible, high performing and accountable organisation that is responsive to the needs of the community.*

5. Financial Viability

- 5.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue				
Existing Revenue				
Additional Revenue				
Total Revenue				
Expenditure				
Operating				
Capital				
Total Expenditure				
Net Cost				

FTE Impact

	2025-26	2026-27	2027-28	2028-29
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Change in FTE

Detail the change in the level of full-time equivalents within the group should the requested level of additional funding be required.

- 5.1.1. The quarterly financials, as at 31 December 2025 are presented in Section 1 – Report Summary and Key Issues.

- 5.2. City Economy Strategy:

- 5.2.1. This proposal aligns to the following strategic priorities listed in the City of Hobart City Economy Strategy 2023 – 2028:

- 5.2.1.1. Strategic Pillar 3 – Position Hobart as an enviable place to visit, live and do business.

5.3. Economic Impact:

5.3.1. There are no economic impact matters regarding this report.

5.4. Consultants

5.4.1. No consultants were engaged in relation to this report.

6. Climate and Sustainability Considerations

6.1. There are no climate and sustainability considerations in relation to this report.

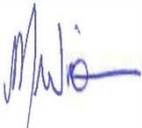
7. Community and Business Engagement and Collaboration

7.1. No community or business engagement is required from this report as it is providing an update on the financial performance as at 31 December 2025.

8. Innovation and Continuous Improvement

8.1. This report is only providing an update to Council on the financial performance of the City as at 31 December 2025.

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.



Michelle Wickham
CHIEF FINANCIAL OFFICER

Date: 18 February 2026
File Reference: F26/7797

Attachment A: Capital Works Variations - December 2025 (Supporting information) 

17. West Hobart Proposed 40km/h Area Wide Speed Limit
File Ref: F26/9812

Report of the Manager City Transport and Director Strategic and Regulatory Services of 18 February 2026 and attachments.

Delegation: Council

**REPORT TITLE: WEST HOBART PROPOSED 40KM/H AREA WIDE
SPEED LIMIT****REPORT PROVIDED BY:** Manager City Transport
Director Strategic and Regulatory Services**1. Report Summary and Key Issue**

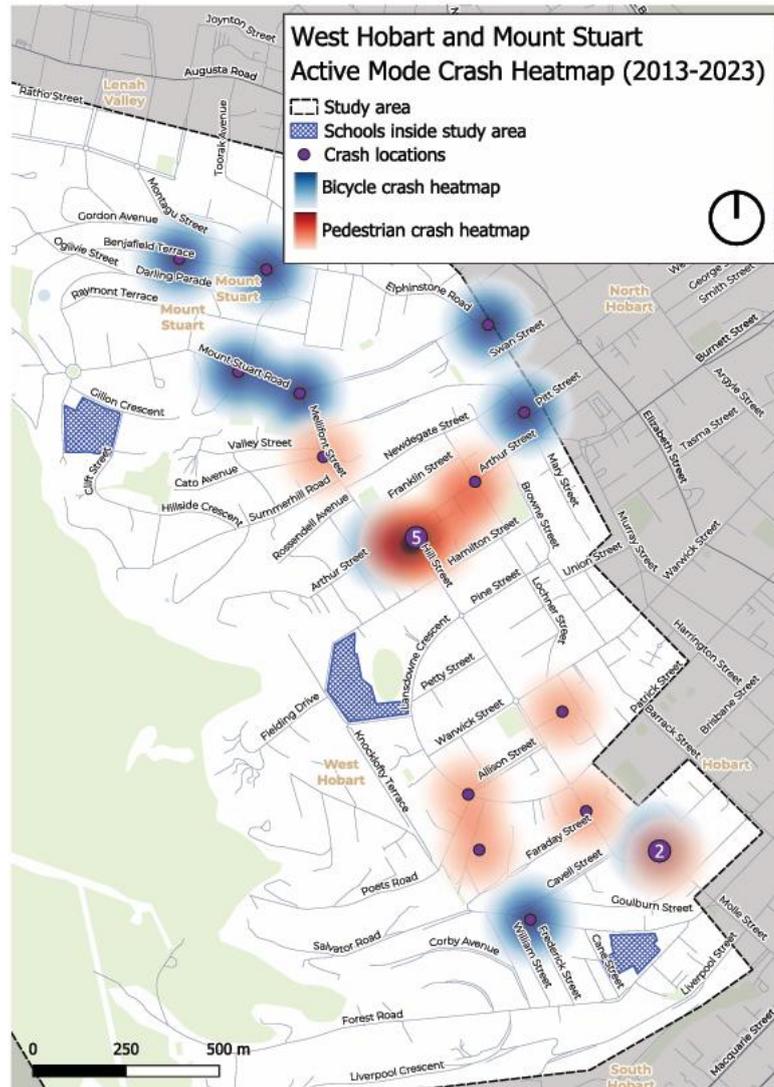
- 1.1. An action in the West Hobart Local Area Mobility Plan (LAMP) to implement a 40km/h area wide speed limit across West Hobart was endorsed by Council in January 2025.
- 1.2. The Department of State Growth has the statutory power to approve speed limit changes in the state. Council officers have been collaborating with the Department of State Growth Transport Division to ensure the proposal for an area wide speed limit in West Hobart aligns with the requirements and expectations of the Transport Commission for likely approval.
- 1.3. This initiative is aligned with an action within the Hobart Transport Strategy (A.13) to trial an area wide speed limit and other actions that reflect the City of Hobart's ongoing commitment to enhancing road safety, supporting more sustainable transport options, and fostering safer, more liveable streets for all members of the community.
- 1.4. The purpose of this report is to seek Council endorsement to allow for an application to be made to the Transport Commission to implement a 40km/h area speed limit in the West Hobart area.

2. Recommendation***That:***

- 1. Council endorse the preparation of supporting documentation to allow a submission to the Transport Commission for an area wide reduction in speed limit of 40km/h in the West Hobart area, as shown in Attachment A.***
- 2. Council officers to develop and implement a communication strategy to communicate to the public of the boundary in which the 40km/h area wide speed limit will apply in West Hobart.***

3. Discussion and Background

- 3.1. The West Hobart LAMP, endorsed by the Council in January 2024, addresses the unique transport needs and challenges within the West Hobart area. An extensive engagement process with the local community and key stakeholders conducted in May and November 2024 indicated strong support for safer neighbourhood environments through speed reduction and traffic calming. The specific Action in the endorsed West Hobart LAMP is “Signpost vehicle speeds to 40km/h across West Hobart”
- 3.2. This action is consistent with the Action (A.13) of the Hobart Transport Strategy 2024 which is to “trial an area wide speed reduction to inform a speed management Policy”.
- 3.3. The Department of State Growth are responsible in setting and modifying speed limits in the State and Council (as the Road Authority) would need to formally apply for any speed limit changes in the City for the Transport Commission to consider and make a decision. City officers have been collaborating with the Transport Division and Road Safety Branch of the Department of State Growth on the proposal for a 40km/h area wide speed limit.
- 3.4. With respect to the state government’s appetite in approving an area 40km/h speed limit,
 - 3.4.1. In late 2024, The State Government conducted a public consultation on the development of a state wide Speed Management Strategy to specifically target reducing the number of serious and fatal injuries by supporting safe and appropriate vehicle travel speeds in Tasmania. The consultation report outlined a strong theme for lowering speed limits to 40km/h and 30km/h in build up areas, high pedestrian zones, school zones and shopping districts.
 - 3.4.2. The State Government Road Safety Branch, Towards Zero Tasmanian Road Safety Strategy 2017-2026, also supports the safe systems principles whereby lower travel speeds reduces the severity of injuries by increasing drivers reaction time at the point of a collision. A 40km/h area wide limit aligns directly with these objectives.
- 3.5. It is the view of officers that the area wide speed limit would provide road safety benefits and overall amenity and further benefits:
 - 3.5.1. Address the perceived safety concerns and discomfort from the community identified from the consultation process for West Hobart LAMP. The crash data between the year 2013 and year 2023 indicated that there has been 20 serious injury, minor injury and other crashes involving walking and riding in the West Hobart area. (See Figure 1)



See Figure 1 - Extract from the West Hobart LAMP

- 3.5.2. Support safer and convenient riding on the primary, secondary, neighbourhood bicycle routes in the area
- 3.5.3. Safer environments for walking and cycling to the six schools, parks, houses and shopping businesses within and around the West Hobart Area.
- 3.6. A large proportion of West Hobart area is considered a suitable candidate for a 40km/h area wide speed limit due to its high residential urban environment and moderate to high pedestrianised areas. From an assessment of the roadside developments and pedestrian activity, City officers have developed a draft plan outlining the boundary of the 40km/h area wide speed limit including coverage of (See attachment A) the following for ongoing discussion with DSG Transport division:
 - 3.6.1. The six school zones that currently have static or electronic 40km/h speed zones along the frontage of each school.

- 3.6.2. The Caldew Park (Train Park) and current 40km/h zone on Hill Street and Warwick Street. Other parks and reserves in the area.
- 3.6.3. The Hill Street commercial businesses including Hill Street Grocer.
- 3.6.4. The inner urban residential land-uses.
- 3.7. From initial discussions between City officers and the Department of State Growth Transport team, there were some streets in the West Hobart area identified that are not suitable for a 40km/h speed limit due to the streets topography and geometric layout and it was considered that on those certain streets that drivers would not be able to maintain or would find it difficult to drive at the speed limit of 40km/h. For this reason, these streets are likely to be excluded from the area wide speed limit reduction.
- 3.8. Following endorsement to allow officers to make a formal application to City of Hobart, City officers will prepare the documentation necessary for submission which will include details of proposed signage plan, road function, road standard, road owner, roadside development, road alignment, road accesses / intersections, traffic volume, pedestrians, length, adjacent speed zones, consultation and communication plan, crash data.
- 3.9. A communication strategy will then be prepared to communicate that the Council has applied for a 40km/h area wide plan to the Transport Commission.

4. Legal, Risk and Legislative Considerations

- 4.1. The Transport Commission has the statutory powers to make the decision in setting and modifying speed limits in the City. Council must demonstrate that the speed limit changes are valid by providing technical justification, crash analysis and land use context.
- 4.2. Area wide limits must be credible to drivers and Council officers must ensure that the physical environment supports the speed limit and ensure compliance.

5. Strategic Planning and Policy Considerations

- 5.1. Pillar 5 of the Capital City Strategic Plan 2023, focuses on Movement and Connectivity.

5.2. The following strategies, contained within Outcome 5.2 Hobart has effective and environmentally sustainable transport Systems, are considered relevant to this matter:

5.2.2 Prioritise and promote opportunities for safe, accessible and integrated active transport.

5.2.6 Identify and implement infrastructure improvements to enhance access and road safety and reduce air and noise pollution.

5.3. This proposal directly aligns with Action 13 of the Hobart Transport Strategy 2024.

6. Financial Viability

6.1. Financial Considerations:

	2025-26	2026-27	2027-28	2028-29
	\$'000	\$'000	\$'000	\$'000
Revenue				
Existing Revenue				
Additional Revenue				
Total Revenue				
Expenditure				
Operating		35		
Capital				
Total Expenditure				
Net Cost		35		

FTE Impact

	2025-26	2026-27	2027-28	2028-29
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Change in FTE

Detail the change in the level of full-time equivalents within the group should the requested level of additional funding be required.

6.1.1. Indicative operational costs required for officer time to audit existing signs, review sign locations on-site, prepare plan and documentation, supply signage and poles and installation. An accurate estimate of costs can be determined following the audit and preparation of plans.

6.1.2. The Transport Commission may require further treatments at the entry points which may incur additional costs.

7. Community and Business Engagement and Collaboration

- 7.1. Engagement with the local community and stakeholders have been undertaken in 2024 which helped identify key projects that would make active travel (walking and cycling) in the local area more safer, convenient and comfortable. The engagement was separated into two stages
 - 7.1.1. Stage 1 – Initial feedback to gather data on how to enhance safety, connectivity and liveability in the area.
 - 7.1.2. Stage 2 – seeking feedback on the draft West Hobart LAMP developed from the feedback in Stage 1 and technical data assessment.
- 7.2. From the engagement process in 2024, there were strong community support for safer traffic speeds in West Hobart with 85.7% of all survey respondents indicating for a lower speeds.
- 7.3. Following the endorsement of the report, the next stage is to develop a communication strategy that articulates to the local and broader community the boundaries of the proposed area wide speed limit that the Council would be presenting to the Transport Commission for endorsement.

8. Innovation and Continuous Improvement

- 8.1. The proposal for the area wide speed reduction in West Hobart will be supported by future infrastructure projects outlined as actions in the West Hobart Local Area Mobility Plan. These include:
 - 8.1.1. Calm streets program targeted in reducing speeds in Newdegate Street, Landsdowne Crescent, Warwick Street, Gordon Avenue.
 - 8.1.2. Junction upgrades to provide bulbings and continuous footpath treatment & safer crossings at specific locations detailed in the LAMP.

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 TRANSPORT



Karen Abey
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 18 February 2026
File Reference: F26/9812

Attachment A: Proposed West Hobart 40km/h Area Wide Speed Limit map
(Supporting information) 

MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**IN ACCORDANCE WITH REGULATION 16(5) OF THE LOCAL GOVERNMENT
(MEETING PROCEDURES) REGULATIONS 2015****18. Second-Generation Rodenticides
File Ref: F26/10319**

Councillor Harvey

Motion

“That the City of Hobart:

1. Write to the Local Government Association of Tasmania (LGAT) and propose a motion for the next General Meeting requesting that Tasmanian councils cease their use of second-generation rodenticides at their council facilities if they are still being used, and encourage councils to engage with their communities to encourage the avoidance of second-generation rodenticides, identified by the word ‘poison’ on the packet as opposed to ‘caution’.
2. Write to the relevant Federal Minister seeking their response to banning second generation rodenticides, and
3. Undertake a community awareness campaign to encourage local businesses to avoid the use of second-generation rodenticides at their respective sites.”

Rationale:

“The City of Hobart does not use second generation rodenticides in their facility bait boxes. Other councils around the country also avoid it.

I would like to be assured that all 29 councils around Tasmania also avoid second generation rodenticides and have been advised by the Local Government Association of Tasmania (LGAT) that I should raise it at a LGAT general meeting.

There is currently a national campaign to ban second generation rodenticides, but it seems better management and guidelines are being proposed, as outlined in the release from the Australian Pesticides and Veterinary Medicines Authority (APVMA) below.

Second generation rodenticides are deadly to birds of prey and other wildlife that eat both live prey and carrion and its use should cease. Stricter use guidelines have been proposed, but councils could act immediately to cease their use and encourage awareness throughout the community.

APVMA proposes sweeping changes to anticoagulant rodenticide use

*“The APVMA has concluded that the way products containing second-generation anticoagulant rodenticides (SGARs**) are currently used is creating current risks to *non-target animals, including native wildlife.*

This conclusion has led the APVMA to propose suspending SGAR products so that stricter controls around their use can be implemented quickly.

The controls on use that could be put into place during a suspension are designed to remove the most likely routes of native wildlife exposure, to manage the risks while the review is finalised.

The suspension of SGARs, if enacted, would occur as soon as possible after the end of a six-week consultation with the product registration holders and state and territory governments.

If the suspension goes ahead, SGAR products could still be used, but only in accordance with the enforceable new instructions, conditions and use patterns that will apply nationally.”

Additional information:

<https://www.apvma.gov.au/news-and-publications/news/apvma-proposes-sweeping-changes-anticoagulant-rodenticide-use>

https://www.actforbirds.org/ratpoison?fbclid=IwY2xjawPuWl5leHRuA2FlbQlXMAbicmlkETFDWG9IUWFDc1Jta1cxSm16c3J0YwZhcHBfaWQQMjlyMDM5MTc4ODlwMDg5MgABHp0fRtjmY0qbu24CjXNnFTIX5tWBNFdB3zqey4FFi3ujCcelqw5A3Qdz78Sp_aem_I7_fgLvoSFC3B5-Je2XyMg

https://theconversation.com/household-rat-poisons-found-to-be-unacceptable-risk-to-native-animals-so-why-arent-they-banned-272346?fbclid=IwY2xjawPuWkBLEHRuA2FlbQlXMAbicmlkETFDWG9IUWFDc1Jta1cxSm16c3J0YwZhcHBfaWQQMjlyMDM5MTc4ODlwMDg5MgABHnx_5KFxVknrsLVMrqXFwaTHbGuTcelXtSU-eCsg_tSn-XkatHshPFNE5j_v_aem_mcC8R0XjwuW6x_mg5l4kNA

https://www.landcaretas.org.au/rodenticides?fbclid=IwY2xjawPuVtFleHRuA2FlbQlXMAbicmlkETFDWG9IUWFDc1Jta1cxSm16c3J0YwZhcHBfaWQQMjlyMDM5MTc4ODlwMDg5MgABHjWrtCfum0izH5_wdFyRzRKL4satkHFnlKTMuqAVIJvpiJ0mhIPHb0qF4vv-_aem_pv2JOzeY3O0TsJD0OB7geg.”

Administration Response to Notice of Motion

Discussion

As noted in the motion, the City of Hobart does not use second-generation rodenticides. Officers support the adoption of a consistent, statewide approach to rodent management to ensure best practice and alignment across jurisdictions.

Strategic, Legislative and Policy Implications

Capital City Strategic Plan

Pillar: 6 – Natural Environment.

Outcome: 6.1 The natural environmental is part of the city and biodiversity is conserved, secure and flourishing.

Strategy: 6.1.4 Protect and enhance Hobart’s biodiversity, manage invasive species through sensitive and ecologically sustainable use of parks and reserves.

Legislation and Policy

Legislation: Not Applicable

Policy: Not Applicable

Financial Implications

1. Not Applicable.

19. Hobart City Council Meeting Times
File Ref: F26/10297

Councillor Kitsos

Motion

“That Council:

1. Amend the Hobart City Council Meeting Standing Orders to provide that:
 - a. Ordinary Council Meetings must conclude no later than 8:30 pm;
 - b. Council may, by simple majority resolution moved prior to 8:30 pm, extend the meeting for a period not exceeding 30 minutes;
 - c. Under no circumstances may an Ordinary Council Meeting continue beyond 9:00 pm;
 - d. This conclusion time applies to the entirety of the meeting, including any Closed Portion;
 - e. Any business not concluded at the time of conclusion is to be deferred, by procedural motion, to the next Ordinary Meeting; or
 - f. If the remaining business cannot be deferred to the next Ordinary Meeting, the Council, in accordance with the *Local Government (Meeting Procedures) Regulations 2025*, adjourn the meeting to a later date and time which is to be determined at the time of adjournment.
2. Request that the Chief Executive Officer prepare the necessary amendments to the Meetings: Procedures and Guidelines policy for Council’s formal consideration and adoption.”

Rationale:**“Good Governance and Decision Quality**

Ordinary Council Meetings regularly follow a full working day for both elected members and Council officers. Prolonged deliberation late into the evening increases fatigue and diminishes the quality of strategic decision-making.

Establishing a predictable adjournment time promotes:

- Clear prioritisation of core business;
- Structured and efficient agenda management;
- Higher-quality deliberation during periods of peak cognitive performance; and
- Stronger public confidence in Council’s governance practices.

Workplace Health and Safety

Under the Work Health and Safety Act 2011, Council has a duty to ensure, so far as is reasonably practicable, the health and safety of workers. Fatigue is recognised within Australian WHS frameworks as a workplace hazard that can impair concentration, judgement and wellbeing.

While elected members are not employees, Council officers are required to support meetings, including during Closed Session. A defined meeting end time assists in managing fatigue risks and supporting a safe and sustainable workplace culture.

Accessibility and Transparency

Predictable meeting finish times improve public accessibility. Late-night sittings can present barriers for community members who wish to observe proceedings but have family, caring, or early work commitments.

An 8:30 pm adjournment time, with a limited extension mechanism, balances flexibility with accessibility and reinforces Council's commitment to transparent and accountable governance.

Procedural Discipline

A defined adjournment time creates procedural discipline without limiting debate.

Council retains the ability to:

- Extend briefly where necessary (to a strict 9:00 pm cap); and
- Schedule additional meetings where substantial business requires further consideration.

This reform does not restrict democratic discussion; rather, it promotes deliberate, structured and effective decision-making."

Administration Response to Notice of Motion**Discussion**

The Council reviewed its Governance arrangements in early 2024, including how meetings operate. At that time, it was identified that from January 2023 to February 2024:

- Council meetings finished on average at 9:24 pm (lasting 4 hours and 24 minutes)
- The earliest ending was at 7:31 pm (1 hour and 31 minutes long)
- The latest meeting ended at 11:09 pm (6 hours and 9 minutes)
- Two meetings wrapped up after 10:00 pm
- Two meetings lasted past 11:00 pm

After the Council began starting meetings at 4:00 pm in October 2024, sixteen meetings have taken place. Of these:

- The average finish time was 7:54 pm (3 hours and 54 minutes)
- The earliest finished at 6:34 pm (1 hour and 34 minutes)

- The latest at 9:29 pm (5 hours and 29 minutes)
- Six meetings ended after 9:00 pm
- Four meetings finished between 8:00 pm and 9:00 pm
- Two meetings wrapped up between 7:00 pm and 8:00 pm
- Four meetings concluded between 6:00 pm and 7:00 pm

The CEO, Directors, Manager Legal and Governance are contracted staff, so they can accommodate later finishes on Council meeting days. Other staff required to work late during meetings do so according to the Council's Enterprise Bargaining Agreement.

More than 37% of Council meetings since October 2024 have finished after 9:00 pm. If the recommended changes are made, more special meetings or deferrals to later ordinary meetings are likely to be needed, posing operational challenges. Additionally, the Council's meeting policy means changes would affect matters listed in the closed Council session more than those in open sessions.

Often, items on the closed agenda are sensitive and important, making uncertainty about their consideration undesirable.

It is noted that Councils, such as the City of Sydney, currently limit meetings to end by 10:00 pm. Their meetings start at 5:00 pm, so this motion would set the same maximum meeting duration.

It is intended that the governance arrangements will be reviewed after the election later this year so that the new council can have a say on its preferred approach. It may be prudent to hold any changes until this time.

Strategic, Legislative and Policy Implications

Capital City Strategic Plan

Pillar: 8 – Governance and Civic Involvement

Outcome: 8.2 Hobart is a city that delivers public value and excellence by being a financially responsible, high performing and accountable organisation that is responsive to the needs of the community.

Strategy:

Legislation and Policy

Legislation: *Local Government (Meeting Procedures) Regulations 2025*

Policy: Meetings: Procedures and Guidelines

Financial Implications

1. There are costs associated with reconvening adjourned meetings.

20. Collins Street Bus Access
File Ref: F26/10803

Councillor Dutta

Motion

“Council requests that the CEO work with private bus companies currently stopping in Collins Street to relocate to alternative streets in the vicinity, such as Macquarie, Davey, Murray, or Elizabeth Streets, and to provide a report to the Council as soon as possible.”

Rationale:

“Collins Street is a two way street that is also important for active transport travel and other priorities for businesses in the area such as parking and outdoor dining.

The utilisation of Collins Street as a stop for private bus companies is presenting challenges for traffic management and safety. Although elected members have requested relocation of the Collins Street bus stop, this has not been formalised through a Council decision.

Council has the authority to allocate bus stops in the best interests of overall city traffic management. Alternative streets with existing bus stop infrastructure and layover spaces could provide a more suitable and less disruptive location for private bus companies, minimising impacts on key thoroughfares like Collins Street.

Aligning with Council's long-term transport strategy and urban planning goals, the relocation supports objectives such as:

- Prioritising active transport and pedestrian safety
- Enhancing city amenity and liveability
- Optimising transport infrastructure use
- Supporting economic development and business needs

This relocation would contribute to achieving these broader strategic outcomes.”

Administration Response to Notice of Motion**Discussion**

Officers do not agree with the following parts of the rationale for this motion and say that there is no evidence or data to support them:

- *The utilisation of Collins Street as a stop for private bus companies is presenting challenges for traffic management and safety.*
- *Alternative streets with existing bus stop infrastructure and layover spaces*

could provide a more suitable and less disruptive location for private bus companies, minimising impacts on key thoroughfares like Collins Street.

Busses, both public and privately operated, have used Collins Street for many years, without ongoing issues. Officers are not aware of any traffic management nor safety issues with busses utilising Collins Street. That said, there has been specific commentary on recent occasions about individual instances of some buses not making the turn into Collins Street from Harrington Street, in part due to vehicles stopping across the Collins Street junction holding line. The holding line has recently been moved further back to further mitigate this issue. This issue will be considered further at an upcoming Council workshop.

Metro TAS is a key bus operator using Collins Street. It is noted that certain sections of Collins Street are used in different ways by public transport and general traffic. It should be also noted that private bus companies are used by the Tasmanian State Government to provide "general access" services and the line between private operators and the public operator is not straightforward.

Collins Street is not a key thoroughfare for general traffic, although certain links are important (ie Collins Street between Campbell Street and Argyle Street) - this is broadly accepted and understood as well as supported by key transport documents such as the Inner Hobart Transport Network Operations Plan. Collins Street provides an important access to the Elizabeth Street bus mall for bus services which terminate and commence in the Elizabeth Street bus mall.

In the extensive community engagement regarding Collins Street over the past year, community sentiment regarding busses using Collins Street has not been raised as a hot topic or issue. In particular, key (bus operator) stakeholders have been specifically consulted and are supportive of trialling the bus boarder arrangement as many light vehicle operators fail to observe the requirements in the Road Rules to give way to buses entering the traffic lane. Bus operators see this as a worthwhile bus priority measure trial.

The current formal bus stop in Collins Street between Victoria Street and Murray Street provides for the following:

- Metro TAS services providing principally drop off with a frequency generally of 30 to 40 minutes during the day;
- Metro TAS also uses this part of the Collins Street corridor to position buses into the Elizabeth Street Bus Mall;
- This bus stop is also used by the SkyBus (Airport service operated by Kinetic) due to its central location for visitor accommodation in this part of the CBD, (ie RACV, Hadley's, Crowne Plaza, Imperial Hotel backpackers, Airone Capsule Hotel) with a service frequency of 30 minutes; and
- The bus stop is also used by the Red Decker tourist service for their hop on, hop off service with a service frequency of 60 minutes.

No bus services use this stop for parking or layover as that is not appropriate in a bus stop of this nature

Outside the RACV Hotel, parking restrictions create an informal bus stop used by

coaches to also service visitor accommodation in the area. The area also provides for private vehicle drop off and pick up.

The removal of busses entirely from Collins Street is not seen as warranted nor advised by officers and would likely cause significant disruption to these bus operators and the private businesses who rely on them, along with members of the community who use those services.

Previous Council decisions on Collins Street

Further, officers do not agree with the following statement which is in the rationale for this motion:

- *Although elected members have requested relocation of the Collins Street bus stop, this has not been formalised through a Council decision.*

This statement is considered inaccurate in the context of the Collins Street Transformation project. The background is as follows:

- officers proposed a design of Collins Street that was considered by Elected Members at the Council meeting on 16 September 2024 which included protected bicycle lanes sharrows, speed reduction, dining decks, increased accessible parking spaces and a reduction in general on street parking;
- at the Council meeting of 11 November 2024, Elected Members passed a resolution requiring further consideration be given to the design of the infrastructure between Victoria Street and Murray Street; and
- subsequently, at the Council meeting of 31 March 2025 Elected Members approved a design of Collins Street which included bus infrastructure in the form of the “Bus Boarder” an in-lane bus stop – not dissimilar to a tram stop arrangement common in Melbourne, Victoria.

Traffic Modelling by Pitt and Sherry (previously provided to Elected Members at the September 2024 Council meeting) shows that when a bus is stopped, vehicles will indeed be stopped behind the bus whilst passengers board and alight. The report notes the actual impacts of this will be minimised by people choosing to reroute, via Victoria Street.

The physical works in Collins Street (Victoria to Murray Street section) which includes bus infrastructure, in line with the Council resolution design selected, are due to commence from 16 March 2026.

The City of Hobart has a range of key transport related documents (Transport Strategy, Inner Hobart Transport Network Operations Plan, Central Hobart Plan etc.) to guide transport related decisions. Relocating bus stops is not generally a simple undertaking given other competing kerb side uses and adjacent business and property owner interests. Additionally route structures, timetabling requirements and access to bus stops and the road network place constraints on the movement of bus stops without considerable work, involving detailed negotiation, network redesign and Department of State Growth agreement.

A specific “Transforming Collins Street” 2-year trial review section focussing on public transport operations in the various sections of Collins Street could be considered as

part of that reporting. Officers do not otherwise see the need for a separate report as proposed by this motion.

Strategic, Legislative and Policy Implications

Capital City Strategic Plan

Pillar: 5: Movement and Connectivity

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

Strategy: 5.1.4: Collaborate with stakeholders and business on accessible, efficient, sustainable and innovative movement of people, information and goods.

Legislation and Policy

Legislation: *Vehicle and Traffic Act 1999, Traffic Act 1925, Road Rules 2019*

Policy: Hobart Transport Strategy 2024

Financial Implications

1. This motion proposes a report which would be provided by officers, with no financial implications for that step. Any outcomes of the report could have financial implications which would need to be considered as part of that report, as they may be significant in terms of operator contract impacts and infrastructure requirements.

21. Development of Elected Member Misconduct Policy File Ref: F26/10823

Councillor Elliot, Alderman Zucco, Councillor Kelly and Councillor Coats

Motion

“The approach taken by the former Acting CEO in relation to Cr Sherlock’s removal of product from the Elected Member Lounge over a number of years was arguably flawed from the start as the Acting CEO’s did not have authority to investigate potential misconduct by an elected member. As a result, the Council requests officers develop a policy that governs how the Council, including the CEO, responds to potential misconduct by an elected member and that this policy be brought to a workshop as soon as possible, with the policy to come to Council for approval by no later than the April 2026 meeting.”

Rationale:

“As a result of Cr Sherlock being identified and admitting to taking product from the Elected Members Lounge repeatedly for several years for her 'home office', it has become clear that confusion exists in relation to what, if any, role the CEO has in responding to allegations of potential misconduct by an elected member and situations where misconduct by an elected member is a possibility.

The CEO was recently asked to *"advise which policy, Act and/or regulations provide the GM (CEO) with authority to investigate and determine allegations of EM misconduct?"* The response provided in writing was that *"Section 62 of the Local Government Act 1993 details the functions and powers of the GM (CEO) including section 62(1)(c) to be responsible for the day-to-day operations and affairs of the council; while section 62(1)(h) enables the GM to manage the resources and assets of the council. Further, in accordance with 62(2) the GM may do anything necessary and convenient to perform his functions under this Act. The authority to investigate and determine allegations of EM misconduct can be derived from these sections of the Act."* This response is in direct conflict with information provided by the Director of Local Government. The Director has made clear that the functions and powers under the Act do not include the investigation and determination of alleged misconduct by elected members.

This is not an area where confusion can be tolerated. It is not an area where policy can be formed 'on the run'.

It is essential to good governance, fairness and accountability that the CEO's role be clear given the direct tension that exists given the majority of the Council can end the CEO's employment relationship with the Council. There is an inherent risk of CEOs appeasing the majority of the Council by turning a blind eye or otherwise not responding appropriately and consistently to potential misconduct. The impartiality and independence of the investigator and decision-maker is paramount when responding to potential misconduct.

It is intended that this policy will include, but not be limited to,:

- ensuring full alignment with the functions and powers provided under the Local Government Act to the General Manager, Lord Mayor, Deputy Lord Mayor,

individual Councillors, the collective Council and the Director of Local Government

- reflecting best practice and be consistent with materials published by the Integrity Commission, Ombudsman Tasmania and Office of Local Government
- including all relevant definitions
- capturing the policy's relationship with whistleblowing and the Public Interest Disclosure Act
- the reporting of allegations of misconduct and investigations to other bodies as appropriate and
- mechanisms for complaint lodgement.”

Administration Response to Notice of Motion

Discussion

The CEO has consulted with the Acting Executive Director of Local Government, and it is agreed that a General Manager's (CEO) lacks formal investigative authority under the *Local Government Act 1993* (LGA) regarding misconduct. However, interpreting legislation demands considering the text, context, and purpose. The LGA and *Integrity Commission Act 2009* collectively provide a clear framework for addressing alleged breaches. These Acts should not be interpreted so rigidly as to encompass every minor infraction by an Elected Member.

The Acting CEO operated within the CEO powers as outlined in sections 61B and 62 of the LGA. These sections authorise the CEO to enforce council policies, manage daily operations, and oversee council resources, including the Elected Members Lounge's inventory, which is budgeted by the Council.

It is crucial to differentiate this situation from a formal misconduct complaint, which was not received in this instance. If such a complaint had been made, it would have been inappropriate for the CEO to investigate, as this duty belongs to the Integrity Commission. The CEO can conduct fact-finding when necessary, as the Acting CEO did, to assess Elected Member conduct and conclude whether further action is warranted.

There is no confusion regarding the handling of potential misconduct by an Elected Member. The CEO's role includes fact-finding related to council policy compliance, but any misconduct investigation must be referred to the Integrity Commission. Additionally, any formal complaints received by the CEO regarding Elected Member misconduct must be properly referred to the Integrity Commission.

Strategic, Legislative and Policy Implications

Capital City Strategic Plan

Pillar: 8 – Governance and Civic Involvement
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.

Legislation and Policy

Legislation: *Local Government Act 1993*

Policy:

Financial Implications

1. There are no financial implication arising from this motion. Costs to develop a policy would be absorbed into operational budgets.

22. Refusal to provide information under Section 28A - CCTV
File Ref: F26/10828

Councillor Elliot, Alderman Zucco, Councillor Kelly and Councillor Coats

Motion

“That the Council require the CEO to provide the information sought under Section 28A by Cr Louise Elliot to all elected members on the condition of a confidentiality undertaking. The information sought is CCTV footage that is understood to capture Cr Sherlock and/or her associates removing product from the Elected Member Lounge and Town Hall.”

Rationale:

“Cr Elliot's request was made in accordance with Section 28A of the Act. This request is made in accordance with Section 28(B)(1) of the Local Government Act. The CEO declined to provide the CCTV footage.

The specific information sought is all CCTV that exists that relates to identifying and responding to concerns regarding the removal of product (including those described as 'refreshments' and 'snacks') from the Elected Member lounge by any Elected Member or their associates. This is to include all cameras capturing footage, such as outside the lounge, hallways and car park.”

Administration Response to Notice of Motion

In the Council agenda on 27 January 2026, it was stated “... *While the Council has access to the relevant CCTV footage, at this stage the CEO has decided that it not be released due to the inclusion of a third party, which raises personal information protection concerns*”.

Upon reviewing the request for information under Section 28A of the *Local Government Act 1993*, legal advice has been sought on the release of the CCTV footage. According to the Council's Terms and Conditions for Accessing CCTV Footage, any release must appropriately balance privacy considerations. In this case, it is necessary for privacy protections to take precedence.

Recently, the Council provided training to all leaders on the importance and implications of the *Personal Information Protection Act 2004*. The balance between privacy and public interest for these records should be evaluated through the Right to Information process, rather than under Section 28 of the *Local Government Act 1993*.

Additionally, it is my view that the request for access to this CCTV footage does not align with a Councillor's functions or powers under the *Local Government Act 1993*.

Elected Members also need to be aware that a direction to provide the CCTV footage outlined above may be unlawful and Officers will reserve the right to attain further legal advice if such a direction is given.

Accordingly, it is recommended that the motion not be supported.

Strategic, Legislative and Policy Implications

Capital City Strategic Plan

Pillar: 8 – Governance and Civic Involvement

Outcome: 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.

Strategy:

Legislation and Policy

Legislation: *Local Government Act 1993*
Local Government (Meeting Procedures) Regulations 2025
Personal Information Protection Act 2004

Policy:

Financial Implications

1. Not applicable.

23. RESPONSE TO QUESTIONS WITHOUT NOTICE

Regulation 34 *Local Government (Meeting Procedures) Regulations 2025*.
File Ref: 13-1-10

The Chief Executive Officer reports:-

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

The Committee is reminded that in accordance with Regulation 34(3) of the *Local Government (Meeting Procedures) Regulations 2025*, the Chairperson is not to allow discussion or debate on either the question or the response.”

RECOMMENDATION

That the following responses to questions without notice be received and noted.

23.1 Bright Light Complaints

Memorandum of the Director Strategic and Regulatory Services of
10 February 2026

23.2 Misuse of Fuel Allowance

Memorandum of the Acting Director Corporate Services of
18 February 2026

23.3 Hobart: A City for all - Language

Response provided by Councillor Elliot of 18 February 2026

23.4 Staff Costs Associated with Travel

Memorandum of the Head of Executive Services of
18 February 2026

23.5 Protocol for Declaration of Interest

Memorandum of the Acting Director Corporate Services of
12 February 2026

23.6 Storage of Alcohol

Memorandum of the Acting Director Corporate Services of
11 February 2026

23.7 Amendments - Qualified Advice

Memorandum of the Chief Executive Officer of 12 February 2026

23.8 Dying Sequoias in St Davids Park

Memorandum of the Director Infrastructure and Assets of
6 February 2026

23.9 Authority to Investigate

Memorandum of the Acting Director Corporate Services of
19 February 2026

23.10 Access to EM Lounge Refreshments

Memorandum of the Acting Director Corporate Services of
11 February 2026

23.11 Alcohol Consumption Best Practice

Memorandum of the Acting Director Corporate Services of
18 February 2026

23.12 Collins Street Data

Memorandum of the Director Strategic and Regulatory Services of
6 February 2026

23.13 Collins Street Trial

Memorandum of the Director Strategic and Regulatory Services of
10 February 2026



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

BRIGHT LIGHT COMPLAINTS

Meeting: Council

Meeting date: 15 December 2025

Raised by: Councillor Posselt

Question:

I raised, some time ago, the LED signs that are in the Glue Store window and also the Thirsty Camel Bottle Shop in West Hobart which have both been subject to complaints for how bright they are. Are officers going to progress any limitations on lumens, candles, or light output for LED signs within our City centre; and

What approvals were undertaken in order for the St Luke's billboard to illuminate in our CBD which, for reference, is probably about 15 metres high and it now makes us look like Times Square?

Response:

The Signs Code under the *Tasmanian Planning Scheme* makes illuminated signs discretionary with a more comprehensive Performance Criteria than the existing Interim Scheme Signs Code. It seeks to ensure illuminated signage meets the following objectives:

- a) *illuminated signs are compatible with the streetscape;*
- b) *the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and*
- c) *any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.*

There is also a comprehensive Performance Criteria and a mandatory Acceptable Solution.

Acceptable Solutions	Performance Criteria
<p>A1 No Acceptable Solution.</p>	<p>P1 An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the location of the sign; (b) the size of the sign; (c) the intensity of the lighting; (d) the hours of operation of the sign; (e) the purpose of the sign; (f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity; (g) the intended purpose of the changing message of the sign; (h) the percentage of the sign that is illuminated with changing messages; (i) proposed dwell time; and (j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.
<p>A2 An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.</p>	<p>P2 No Performance Criterion.</p>

We are currently exploring an approach to assessing the suitability of illuminated signage in light of these new criteria and consideration of the lighting output will be a key factor.

In respect of the St Lukes signage that was assessed under the *Hobart Interim Planning Scheme 2015* with the focus restricted to unreasonable impact upon the residential amenity which wasn't a concern in this case and distraction to drivers of motor vehicles.

A detailed assessment was undertaken by our traffic engineering team and included the following condition on the permit:

The function and display of the outward facing illuminated variable message wall sign must comply with the following:

- 1. The message must relate to the operation of the business on this site and must not be used for other purposes;*
- 2. The signs must have no motion, changes in luminance, or any other effect that create the illusion of movement;*
- 3. There must be no flashing lights;*
- 4. There must be a 'dwell time' of greater than or equal to twenty eight (28) seconds on each message to be shown on the sign;*
- 5. There must be a zero transition time between messages. That is, no 'fade', 'zoom' or 'fly in' type effects and no blank screen between messages;*
- 6. The messages must not imitate traffic control devices or give instructions to traffic to 'stop', 'halt,' or other (i.e. give way, turn left etc);*
- 7. Luminance levels must not exceed those of static signs in the near vicinity in typical ambient light conditions; and*
- 8. The sign and messages must not be shaped like an official traffic control sign or device.*

Reason for condition

To minimise distractions for vehicle operators and provide for road safety

The Glue sign was also subject to the same considerations. It wasn't affecting any residential properties and deemed safe by Council's Traffic engineers. Due the Camel sign not facing residential properties within 30m as required by the criteria, it was assessed as not resulting in unreasonable impact.

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
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 10 February 2026
File Reference: F25/93833



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

MISUSE OF FUEL ALLOWANCE

Meeting: Council

Meeting date: 27 January 2026

Raised by: Councillor Dutta

Question:

Has there been any instances of Elected Members misusing fuel allowance for purchases outside of Tasmania in the current term of Council?
If so, did the Chief Executive Officer undertake any internal investigation or was there an external investigation conducted?

Please include in the response the detail of each incident including: dates of misuse; location of purchase; amounts involved; Elected Members involved; actions taken in response and explanation given by the Elected Members for the misunderstanding of the policy; and were there any policies in place to prevent this sort of misunderstanding by Elected Members?

Response:

There have been three instances of misuse of the elected member fuel card. This occurred in 2023 when Councillor Coats used the Council issued fuel card to purchase fuel outside of Tasmania within a one month period:

- 01/12/2023 - Albury = \$95.75
- 07/12/2023 - Canberra = \$83.93
- 23/12/2023 - Batemans Bay = \$77.73

When the monthly fuel account was reconciled and the usage identified, Councillor Coats was advised and an invoice for the reimbursement of these charges was issued and paid.

There was no investigation undertaken as the policy in relation to fuel charges was clearly defined as 'local travel' and the matter was dealt with by the then Manager Legal and Corporate Governance.

It is understood that Councillor Coats advised he was not aware of the policies limitation to local travel.

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.



Michelle Wickham
**ACTING DIRECTOR CORPORATE
SERVICES**

Date: 18 February 2026
File Reference: F26/7979



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

HOBART: A CITY FOR ALL - LANGUAGE

Meeting: Council

Meeting date: 27 January 2026

Raised by: Councillor Posselt

Question:

Can Councillor Elliot, provide clarification on what hate language you are referring to, within the document (Hobart: A City for All) that we endorsed?

Response:

During the January 2026 Council meeting I advised staff and Council colleagues that the Hobart City for All document featured the image of a person who has indirectly made death threats against me has been included. The person is a lead singer of the 'band', Late Night Meat Thief who appears to have somewhat of a disturbing and violent obsession with me. I only realised this person's image was in the Council document on the day of the meeting.

During the meeting I also read a few lines of the lyrics of a song called 'Louise' by the band, including the part where the 'band' says I'd "be better off dead than living that sham you call a life". The video of the meeting show you, Councillor Posselt, eagerly looking at your Point of Order cheat-sheet, appearing desperate to silence me when I share this information, which is typical. I also spoke about the risk in using real staff and locals given risks like this.

It was very confronting to find this image in a Council publication. And this is on top of the conduct itself, especially in light of the real political violence that exists out there (including the most extreme like Charlie Kirk's political assassination). I have

genuine fears for my safety and that of my children, pets and property and have lost count of the vandalism and other aggressions I have experienced because of my political beliefs.

Of course what others do is out of the Council's control, but importantly, not a single person contacted me in any formal capacity following me telling the Council about the presence of this person in the document and the threats made. Nothing. You, Councillor Posselt, have a tendency to portray yourself as a model citizen in terms of 'kindness' and 'inclusion', but nothing on this. Silence.

I also note that staff celebrated the document being approved by Council but also nothing was said in relation to them on accidentally (?) showcasing someone who has made proper hate speech and threats against me and holding them up as a beacon of 'inclusion'? I understand that staff weren't to know, but when they did know..... still silence.

And importantly, this document was a lost opportunity for the Council to stand against political violence by promoting that Hobart is a 'city for all', regardless of your political beliefs (excluding unlawful extremes). My political beliefs are lawful and held by millions of Australians. I tried to raise this during debate but to no avail. I bring this up whenever the topic comes up, but nothing.

As stated, the Hobart City Council has a track record of breaking the law when it comes to discrimination on the basis of political belief and appears to be taking no action whatsoever to address the culture and mindsets that led to the Council repeatedly breaking the law. And if the Council itself can't comply with anti-discrimination law, then how can it possibly claim to be a 'city for all'...

Officer Response

In relation to the image, it has now been removed from the Hobart - City for All document. An updated version has been uploaded onto the Website.

Councillor Louise Elliot

Date: 18 February 2026
File Reference: F26/7992



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

STAFF COSTS ASSOCIATED WITH TRAVEL

Meeting: Council

Meeting date: 27 January 2026

Raised by: Alderman Zucco

Question:

What are the staffing costs associated with staff escorting either Elected Members or the Lord Mayor on trips? The answer provided in relation to the '2025 Local Leaders Forum – Travel states costs were fully funded by the Global Covenant of Mayors and C40' – Please clarify the staffing costs not the travel costs?

Response:

The Council's subject matter expert attended the 2025 Local Leaders Forum in Rio de Janeiro, Brazil between the 3-5 November 2025. It is also noted that these staffing costs would have been incurred regardless, as the officer would have remained on ordinary duties for the period.

This travel and on-ground costs were fully funded by the Global Covenant of Mayors and C40. Council incurred no travel or accommodation expenses. The only cost to Council was the officer's salary for the period of attendance (covering five ordinary working days) and estimated to be around \$3,400 (including all on-costs). The return on investment for this modest staffing cost is considered high in terms of professional development and the tangible outcomes of access to global best practice and future funding opportunities.

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

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

Laura Eaton
HEAD OF EXECUTIVE SERVICES

Date: 18 February 2026
File Reference: F26/8056



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

PROTOCOL FOR DECLARATION OF INTEREST

Meeting: Council

Meeting date: 27 January 2026

Raised by: Councillor Elliot

Question:

Can Officers provide advice on the protocol for when parties to a Code of Conduct should be declaring an interest when the determination is presented to the Council?

Response:

An elected member, in carrying out their public duty, must not be unduly influenced, nor be seen to be unduly influenced, by personal or private interests that the councillor may have.

It is a matter for each individual elected member to exercise reasonable judgement to determine if they have an actual, potential or perceived conflict of interest at any matter presented at a council.

Simply being a party to a Code of Conduct does not necessarily constitute a conflict of interest. For example, a determination report may require that the elected member make a formal statement to the Council when the determination is presented to the Council and would therefore require them to be present for discussion of the item.

If an elected member feels they have a conflict of interest in a matter, they must declare it before discussion of the matter begins and exercise reasonable judgment to determine whether the conflict requires them to leave the room until the matter is decided.

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.



Michelle Wickham
**ACTING DIRECTOR CORPORATE
SERVICES**

Date: 12 February 2026
File Reference: F26/8058



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

STORAGE OF ALCOHOL

Meeting: Council

Meeting date: 27 January 2026

Raised by: Councillor Posselt

Question:

Is unopen alcohol, or “spare alcohol” stored in the elected members lounge? If so, where is it stored?

Response:

Yes, there is a supply of a range refreshments and snacks, including alcohol, stored in the elected members lounge within a locked cupboard.

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.

Michelle Wickham
**ACTING DIRECTOR CORPORATE
SERVICES**

Date: 11 February 2026
File Reference: F26/8060



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

AMENDMENTS - QUALIFIED ADVICE

Meeting: Council

Meeting date: 27 January 2026

Raised by: Councillor Posselt

Question:

Can advice be provided on the requirement for qualified advice under section 65(2) of the Act for an amendment?

Response:

The Chief Executive Officer (General Manager) is responsible for producing the agenda for each Council and committee meeting and, in accordance with section 65(1) of the Act:

- (1) *A general manager must ensure that any advice, information or recommendation given to the council or a council committee is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.*

Section 65(2) of the Act requires:

- (2) *A council or council committee is not to decide on any matter which requires the advice of a qualified person without considering such advice unless –*
 - (a) *the general manager certifies, in writing –*
 - (i) *that such advice was obtained; and*

- (ii) *that the general manager took the advice into account in providing general advice to the council or council committee; and*
- (b) *a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice is provided to the council or council committee with the general manager's certificate.*

During a meeting, the CEO needs to be comfortable that an amendment is sufficiently based on the existing qualified advice that has been provided for a matter. It is usually the case that an amendment is sufficiently addressed in the qualified advice provided. If the CEO is not of the view that an amendment is covered by the qualified advice then the chair of the meeting will be advised.

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 Stretton
CHIEF EXECUTIVE OFFICER

Date: 12 February 2026
File Reference: F26/8067



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

DYING SEQUOIAS IN ST DAVIDS PARK

Meeting: Council

Meeting date: 27 January 2026

Raised by: Councillor Posselt

Question:

In relation to the dying giant sequoias in St Davids Park, I have noticed similar foliage change to a number of pine tree species around Hobart, including on the Queens Domain. Is it possible the city and surrounds are experiencing a mass die off of pine trees and if so could this be related to heat/dry stress associated with a changing climate? Can the tree team inspect groups of pines around the municipality?

Response:

St David's Park and the Queen's Domain are separate areas with different growing conditions, histories and management practices. At this time, City officers do not see a clear link between the condition of the sequoias in St David's Park and any potential tree decline on the Queen's Domain or elsewhere.

City officers are not currently aware of widespread pine tree decline on the Queen's Domain, other than known and isolated issues, including some tree damage following recent hazard reduction burning. These trees are recovering well.

If there are specific locations on the Queen's Domain where tree decline has been observed, City officers would appreciate this information being provided. Clear location details would allow officers to inspect the trees and assess any concerns more effectively.

City officers continue to monitor tree health across parks and reserves and investigate issues where specific concerns are identified.

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.



David Reeve
**DIRECTOR INFRASTRUCTURE AND
ASSETS**

Date: 6 February 2026
File Reference: F26/8129



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

AUTHORITY TO INVESTIGATE

Meeting: Council

Meeting date: 27 January 2026

Raised by: Councillor Elliot

Question:

Does the General Manager [Chief Executive Officer] have authority to investigate allegations of Elected Member misconduct?

Response:

The responsibility of conducting any formal investigation into allegations of misconduct by an Elected Member rests with the Integrity Commission.

However, it would be reasonable to expect that the Chief Executive Officer may undertake an initial fact-finding exercise to determine if a referral is required.

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.



Michelle Wickham
**ACTING DIRECTOR CORPORATE
SERVICES**

Date: 18 February 2026
File Reference: F26/8132



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

ACCESS TO EM LOUNGE REFRESHMENTS

Meeting: Council

Meeting date: 27 January 2026

Raised by: Councillor Kelly

Question:

Can an employee of the Hobart City Council enter the Elected Members' lounge and consume alcohol on the property, if they've been invited by an elected member? And, can an elected member invite their family and friends to consume alcohol and eat food in the Elected Member's lounge without a booking?

Response:

The Elected Members' Lounge is reserved for use by Elected Members with staff access limited to members of the Executive Leadership Team, Governance Team and cleaning staff.

Elected Members may extend an invitation to those persons who are in the Town Hall on Council business to join them in the Lounge. Staff members regularly join Elected Members within the Lounge during and after Council and committee meetings. This is considered general use.

In addition, individual Elected Members may host private functions in the Lounge. This use is subject to the following conditions:

- Elected members wishing to host such a function shall book the room with the Manager Legal and Corporate Governance.
- All refreshments provided at functions hosted by individual elected members will be funded by the host and not from Council provided stock.

- Functions are not to be conducted immediately prior, during or directly after a scheduled Council or committee meeting.
- Elected members who host functions are to be responsible for admitting any guests arriving outside normal office hours, seeing their guests off-site and securing the premises when they leave.
- No Council employee is to be involved in Town Hall security or in the serving of food or drink during such functions.

Invitations to family members and friends would fall into the category of a private function and it is expected that, even without a formal booking, all other conditions as set out above would be complied with.

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.



Michelle Wickham
**ACTING DIRECTOR CORPORATE
SERVICES**

Date: 11 February 2026
File Reference: F26/8135



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

ALCOHOL CONSUMPTION BEST PRACTICE

Meeting: Council

Meeting date: 27 January 2026

Raised by: Alderman Zucco

Question:

Can the Chief Executive Officer please advise what's the best practice in respect of alcohol consumption in the organisation and/or elected members lounge excluding functions, bookings and/or events?

Response:

The organisation has an alcohol and other drugs policy which is considered to align with best practice however, as they are not employees the policy does not cover or apply to elected members. Attempts to include elected members under the policy or remove alcohol from the Lounge have been resisted by elected members.

However, whilst elected members are not employees, we still have a responsibility to reduce risks to their safety. Accordingly, safe and responsible consumption of alcohol is encouraged through the provision of a large range of non-alcoholic drinks and snacks together with a limited range of alcoholic drinks which includes light/low alcohol options.

The organisation does not provide alcohol to employees other than for functions and/or events. This approach could be considered for Elected Members to provide a consistent approach.

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.



Michelle Wickham
**ACTING DIRECTOR CORPORATE
SERVICES**

Date: 18 February 2026
File Reference: F26/8138



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

COLLINS STREET DATA

Meeting: Council

**Meeting date: 27 January
2026**

Raised by: Alderman Bloomfield

Question:

Is there any form of research, data collection and video footage of the issues that we are currently seeing in Collins Street? Do we have substantial real integrity data collection?

Response:

We are carrying out comprehensive monitoring, in accordance with the requirements of the Council resolution. The results of this reporting is on our website.

Elected Members will have further opportunity to discuss Collins Street at an upcoming workshop.

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
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 6 February 2026
File Reference: F26/8142



City of **HOBART**

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ELECTED MEMBERS

COLLINS STREET TRIAL

Meeting: Council

Meeting date: 27 January
2026

Raised by: Councillor Elliot

Question:

In relation to the 3-month report on the Collins Street trial, how did the officers identify who was a male or female in the users? And; in that same report, where it has male and female, should we also have non-binary as well?

Response:

Council officers undertaking this survey were advised to provide their best estimation using a visual inspection when determining whether a person riding was male or female. This has been the same method used for the Pre-installation and One Month report. We acknowledge that method is not perfect, but does provide Elected Members with a data point as approved at their August 2024 Council meeting.

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
**DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 10 February 2026
File Reference: F26/8143

24. QUESTIONS WITHOUT NOTICE

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 chief executive officer.
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 maybe 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 chief executive officer 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.

25. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Council resolve by absolute majority that the meeting be closed to the public pursuant to regulation 17(1) of the *Local Government (Meeting Procedures) Regulations 2025* because the items included on the closed agenda contain the following matters:

- Minutes of a closed Council Meeting
- Contract approval
- Legal Proceedings
- Security of Council, Councillors and Council Staff
- Closed Questions Without Notice

The following items are listed for discussion:-

- | | |
|-------------|--------------------------------------------------------------------------|
| Item No. 1 | Minutes of the last meeting of the Closed Portion of the Council Meeting |
| Item No. 2 | Communication from the Chairperson |
| Item No. 3 | Leave of Absence |
| Item No. 4 | Consideration of supplementary Items to the agenda |
| Item No. 5 | Indications of Conflicts of Interest |
| Item No. 6 | Current Legal Proceedings
LG(MP)R 17(2)(k) |
| Item No. 7 | Elizabeth Mall Booth EOI
LG(MP)R 17(2)(h)(ii) |
| Item No. 8 | Response to Questions without Notice |
| Item No. 9 | Legal Matter Report
LG(MP)R 17(2)(k) |
| Item No. 10 | CCTV Policy
LG(MP)R 17(2)(f)(i) |
| Item No. 11 | Questions without notice |