



CITY OF HOBART

AGENDA

City Infrastructure Committee Meeting

Open Portion

Wednesday, 21 March 2018

at 5:00 pm

Lady Osborne Room, Town Hall

THE MISSION

Our mission is to ensure good governance of our capital City.

THE VALUES

The Council is:

about people	We value people – our community, our customers and colleagues.
professional	We take pride in our work.
enterprising	We look for ways to create value.
responsive	We're accessible and focused on service.
inclusive	We respect diversity in people and ideas.
making a difference	We recognise that everything we do shapes Hobart's future.

ORDER OF BUSINESS

Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.

APOLOGIES AND LEAVE OF ABSENCE

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**City Infrastructure Committee Meeting (Open Portion) held Wednesday,
21 March 2018 at 5:00 pm in the Lady Osborne Room, Town Hall.**

COMMITTEE MEMBERS

Burnet (Chairman)
Deputy Lord Mayor Christie
Reynolds
Denison
Harvey

Apologies: Nil.

Leave of Absence: Nil.

ALDERMEN

Lord Mayor Hickey
Zucco
Briscoe
Ruzicka
Sexton
Cocker
Thomas

**1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A
VACANCY**

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the City Infrastructure Committee meeting held on [Wednesday, 21 February 2018](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

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

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

Aldermen are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the committee has resolved to deal with.

5. TRANSFER OF AGENDA ITEMS

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

6. REPORTS

6.1 SKM Recycling - Impact of China Waste Import Regulations File Ref: F18/22630; 44-1-1/10

Memorandum of the (Acting) Manager Cleansing & Solid Waste and the (Acting) Director Parks and City Amenity of 15 March 2018.

Mr Terry Van Iersel - Manager Sales & Commodity Training, together with Mr Jeff Bunting - Operations Manager of SKM Recycling will deliver a 15 minute presentation in relation to item 6.1.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

SKM Recycling - Impact of China Waste Import Regulations

City officers have been keeping Aldermen informed of the changes to China's import regulations affecting the Australian recyclables markets (in particular plastics) as information is obtained from our recycling processing contractor, SKM Recycling.

The City has arranged for representatives of SKM Recycling to attend the City Infrastructure Committee Meeting, to provide information in regard to the China waste import regulation changes, and SKM's plans to manage the impacts on an ongoing basis. SKM has also recently been in discussions with the Victorian State Government, who recently announced a \$13M assistance package to assist Councils deal with additional recycling processing costs until the end of the financial year.

SKM Recycling representatives attending the meeting include:

Terry Van Iersel – Manager Sales & Commodity Training

Jeff Bunting – Operations Manager

RECOMMENDATION

That the information be received and noted.

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

Jeff Holmes
**(ACTING) MANAGER CLEANSING &
SOLID WASTE**

David Holman
**(ACTING) DIRECTOR PARKS AND
CITY AMENITY**

Date: 15 March 2018
File Reference: F18/22630; 44-1-1/10

6.2 Landscaping and Food Gardens on Nature Strips
File Ref: F18/23489

Report of the Program Leader Parks and Reserves, the Acting Manager Parks and Recreation and the Director Parks and City Amenity of 2 March 2018.

The General Manager reports:

“This matter was also considered by the Parks and Recreation Committee at its meeting of 8 March 2018, whereat the Committee adopted the recommendation contained in the report ie:

- That:***
- 1. Landscaping of nature strips by residents be permitted via the issue of an occupation licence, subject to conditions and requirements as determined by the General Manager.***
 - 2. The General Manager be delegated authority to determine applications.***

and added the following two clauses:

- 3. Further investigations be undertaken into the estimation of cost into the City providing public liability insurance to those residents opting to landscape nature strips.***
- 4. Consideration be given for the inclusion of fruit trees on the proviso that the fruit produced will not cause a hazard for patrons using the footpath.”***

Delegation: Council

REPORT TITLE: LANDSCAPING AND FOOD GARDENS ON NATURE STRIPS**REPORT PROVIDED BY:** Program Leader Parks and Reserves
Acting Manager Parks and Recreation
Director Parks and City Amenity**1. Report Purpose and Community Benefit**

- 1.1. The purpose of the report is to present a proposal for the establishment of a framework where residents can obtain approval to landscape nature strips including their use for the production of food.

2. Report Summary

- 2.1. From time to time the City receives requests from residents for permission to grow plants (including vegetables and fruit) on their nature strip in front of their property.
- 2.2. Research was undertaken across the state and interstate and it was noted that rigorous assessment of any applications must be undertaken prior to residents being issued a permit to use nature strips for gardening.
- 2.3. In line with the research undertaken, it is now proposed that applicants be able to apply for an 'occupational licence' and to potentially receive conditional approval to landscape their nature strip.
- 2.4. The process will ensure residents meet a set of requirements to ensure the City is not exposed to unnecessary risk.

3. Recommendation***That:***

- 1. Landscaping of nature strips by residents be permitted via the issue of an occupation licence, subject to conditions and requirements as determined by the General Manager.***
- 2. The General Manager be delegated authority to determine applications.***

4. Background

- 4.1. From time to time the City receives requests from residents for permission to grow plants (including vegetables and fruit) on their nature strips adjoining their property.

- 4.1.1. Nature strips form part of the City's road reservation network and accordingly in their management require consideration of traffic (including line of sight etc), pedestrian access and safety (soil run off, slippage on dropped fruit, encroachment onto footpath etc) and may regularly contain underground infrastructure and services.
- 4.1.2. Local heritage considerations may also impact on whether the plantings (or proposed type of plantings) are suitable for a particular location.
- 4.2. At times, locations have been identified where residents have turned part of a nature strip into a garden without permission.
 - 4.2.1. In most cases however, after a period, such food gardens are returned to grass due to lack of maintenance by the resident.
 - 4.2.2. Where landscaping on nature strips has occurred the residents see it as an extension of their gardens and continue to maintain it with little or no intervention from the City.
- 4.3. Research was undertaken with many Councils across Australia with mixed feedback received:
 - 4.3.1. Positive outcomes identified in the research included enhanced community spirit and sense of pride, neighbourhood participation, production of food, helping residents to eat healthy, educational for children.
 - 4.3.2. Some negative outcomes identified included public liability issues for the Council, damage to infrastructure and services, impediments to pedestrian access, loss of clearance zones between kerbs, footpaths and driveways, height of plantings leading to obstruction of view for drivers, poaching of produce, lack of resident maintenance, and subsequent detriment of visual amenity or increased community risk.
- 4.4. Councils around the country have experienced a wide range of challenges. In response, councils have developed a range of guidelines to suit their particular environment.
 - 4.4.1. Most councils require an application for a permit to be submitted, with some charging a fee to cover costs.
 - 4.4.2. Some councils charge a security bond. This is to cover costs associated with the reinstatement of the nature strip should the resident not comply with the permit or moves property without reinstating the nature strip.
 - 4.4.3. Some councils require permit holders to have their own public liability insurance.

- 4.4.4. Most councils have minimum clearance zones from the garden bed to the footpath and kerb
- 4.4.5. In all cases renters require the property owner's permission.
- 4.5. The city has an established system where occupation licences can be obtained for the use of footpaths.

It is considered this framework would be suitable to be extended for use of landscaping of nature strips.

5. Proposal and Implementation

- 5.1. It is proposed that residents wishing to landscape or produce food on their nature strips apply for an occupational licence for the use of the nature strip.
- 5.2. The application will require residents to provide the following evidence in order for an application to be assessed:
 - 5.2.1. Public liability insurance of \$20 million noting the City of Hobart as an interested party and noting the nature strip on the certificate of currency;
 - 5.2.2. Proof of consent from next door neighbours;
 - 5.2.3. The proposed landscape plan of the nature strip with all plantings and landscaping (species selection etc) to be detailed for approval;
 - 5.2.4. A copy of the Dial Before You Dig results to identify any services underground.
- 5.3. The application process will also need to ensure that any approved plantings maintains:
 - 5.3.1. Traffic safety;
 - 5.3.2. Pedestrian access and safety;
 - 5.3.3. Protection of above and underground assets and services;
 - 5.3.4. Consideration of local heritage requirements;
 - 5.3.5. Does not contravene any by-laws, legislation or regulations; and
 - 5.3.6. Indemnity against the City for any resulting public liability claims.

- 5.4. If a license is granted for the production of food it is proposed that only raised planter boxes be permitted to ensure:
 - 5.4.1. There is no contamination of existing soil; and
 - 5.4.2. Any set backs are maintained.
- 5.5. Fruit trees are not permitted as falling fruit may increase the risk to people walking along the footpath.
- 5.6. It is proposed that delegation to determine applications rest with the General Manager.

6. Strategic Planning and Policy Considerations

- 6.1. Goal 4 of the City of Hobart Strategic Plan 2015-2025 seeks
Strong, Safe and Healthy Communities

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. Fees and charges applicable to occupation licences will apply.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. Costs may also be incurred if Council is required to remove noncompliant gardens and reinstate the nature strip.
- 7.3. Asset Related Implications
 - 7.3.1. The introduction of a permit process will provide a mechanism to protect the above and underground assets and services.

8. Legal, Risk and Legislative Considerations

- 8.1. The presence of privately maintained food gardens on the nature strips presents public liability risk to the City.
 - 8.1.1. It is accordingly proposed that applicants attain \$20M (\$20,000,000) public liability insurance noting the nature strip is included on the policy with the City of Hobart as an interested party.
- 8.2. The provision of a permit application process further ensures the potential risks to the local community and the City are mitigated and controlled.
- 8.3. Consultation has occurred with the Officers of the City Infrastructure Division who have 'ownership' the City's road reservation network, and with the City Planning Division who administer the City's occupation licences.

9. Social and Customer Considerations

- 9.1. Allowing residents to have Food Gardens on Nature strips can give the community a sense of pride and bring the community together. Encourage healthy eating and physical activity.

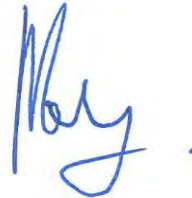
10. Delegation

- 10.1. The matter is referred to the Parks and Recreation and City Infrastructure Committees for determination by the Council.

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



Peter Kerstan
PROGRAM LEADER PARKS AND RESERVES



Shannon Avery
ACTING MANAGER PARKS AND RECREATION



Glenn Doyle
DIRECTOR PARKS AND CITY AMENITY

Date: 2 March 2018
File Reference: F18/7292

**6.3 Salamanca Pedestrian Works - Concept Design for Stakeholder
Engagement
File Ref: F18/19399; R0817**

Report of the Director City Infrastructure and the Director City Planning of
16 March 2018 and attachments.

Delegation: Council

REPORT TITLE: SALAMANCA PEDESTRIAN WORKS - CONCEPT DESIGN FOR STAKEHOLDER ENGAGEMENT**REPORT PROVIDED BY:** Director City Infrastructure
Director City Planning**1. Report Purpose and Community Benefit**

- 1.1. This report introduces a concept plan for upcoming stages of the Salamanca Pedestrian Works Project.
- 1.2. The purpose of the report is to obtain endorsement from the Council on the concept plan being the subject of public consultation.
- 1.3. The community benefits of the concept proposal are that:
 - 1.3.1. It would provide a level, comfortable, and accessible pedestrian connection between the footpath on the south side of Salamanca Place and the PW1 forecourt, the Parliamentary Lawns, and Morrison Street.

2. Report Summary

- 2.1. The first stage of the Inner City Action Plan project to upgrade the Salamanca Place precinct was completed in 2017, with the widening and upgrading of the Salamanca Place southern footpath between Gladstone Street and Montpelier Retreat.
- 2.2. The next stages of this planned work focuses on connecting the attractors on the southern side of Salamanca Place, to the city and waterfront, and the upgrading of the public spaces in the Salamanca Lawns.
- 2.3. An initial engagement with key stakeholders has been undertaken. This engagement focused on key users and stakeholders who may be aware of any potential flaws with the initial concept. No significant concerns were identified with the concept, although some modifications have been made as a result of comments received during this initial engagement.
- 2.4. Based on the work undertaken to date, the overall concept appears feasible, and it is now proposed that the concept plans be made available for public comment, and additional targeted engagement be undertaken with stakeholders.
- 2.5. A further report, detailing the results of the public consultation, and making recommendations for future staging and implementation of the works is proposed to be provided after a period of public consultation.

3. Recommendation

That:

1. ***The concept plans for Stages 2 and 3 of the Salamanca Pedestrian Works Project, generally shown on the Figure 'Concept Plan' dated 6 March 2018 and marked as Attachment A to the report presented to the 21 March 2018 City Infrastructure Committee meeting, be used for community engagement.***
2. ***A further report describing the results of the public consultation and making recommendations for future staging and implementation of the Salamanca Pedestrian Works Project, be prepared and presented to the City Infrastructure Committee.***

4. Background

- 4.1. This report introduces a concept plan for upcoming stages of the Salamanca Pedestrian Works Project, and seeks the Council's endorsement for this concept being used for community engagement.
- 4.2. A report on the first stage of the Salamanca Pedestrian Works was reported to the September 2016 City Infrastructure Committee and on 10 October 2016 the Council resolved:

"That

1. *Subject to detailed design and planning approval, the footpath widening component first stage of the Salamanca Pedestrian Works, as shown as Stage 1 on Figure 1, Salamanca Pedestrian Works draft 12.09.2016 in Attachment D, be constructed utilising the \$500,000 available in the approved works program for the 2016-17 financial year.*
2. *The alignment of the pedestrian zones and potential areas for outdoor dining on the widened footpath be subject to a workshop and further report that considers:*
 - (i) *The implications for traders with outdoor dining, traders without outdoor dining; and*
 - (ii) *The implications for pedestrians, including those with disabilities.*
3. *The Council's Access Advisory Committee and other relevant stakeholders be consulted in relation to any potential access issues, prior to the workshop being conducted.*
4. *The design of the Stage 2 works at the intersection of Salamanca Place and Montpelier Retreat, along with the identification of a future funding source for those works, be the subject of a further report."*

- 4.3. This report addresses Part 4 of the resolution of 10 October 2016, and also introduces a concept plan for the wider reconstruction works in this part of the Salamanca Precinct.
- 4.4. Parts 1 to 3 inclusive of the 10 October 2016 resolution have been separately completed.
- 4.5. It should be noted that there has previously been a number of reports / reviews undertaken of the potential reconstruction of the road and footpath network in the subject precinct. A summary of these reports was most recently reported to the City Infrastructure Committee on 24 August 2016.
- 4.6. That report identified six separate reports / studies that had identified the potential closure of this link, from 1983 to 2015. The report was received and noted.
- 4.7. Similarly, there have been a number of reviews and reports on the potential upgrading of pedestrian facilities at the crossing of Montpelier Retreat on the Salamanca Place southern footpath.
- 4.8. The most recent report on that subject, considered by City Infrastructure Committee on 9 December 2015, discussed the feasibility of a number of pedestrian crossing options at this location. The report concluded that the most significant benefits for pedestrians at this crossing point could be obtained by removing the southbound one-way link road through the Salamanca Lawns connecting Morrison Street to Montpelier Retreat, and concluded that the consideration of the detail of the design of this pedestrian crossing would be undertaken as part of the wider Salamanca Pedestrian Works project.
- 4.9. The number of separate reviews and reports undertaken on these matters over a number of years are indicative that upgrades to the infrastructure in this area is desirable.
- 4.10. The Hobart Inner City Action Plan, developed after receipt of the Gehl Architects report '*Hobart 2010 – Public Spaces and Public Life – A City with People in Mind*' identified the upgrading of infrastructure on Salamanca Place and the Morrison / Castray Esplanade connection as one of the priority projects.
- 4.11. The first stage of this work was completed in 2017, with the widening and upgrading of the Salamanca Place southern footpath between Gladstone Street and Montpelier Retreat.
- 4.12. The next stages of this planned work focuses on connecting the southern side of Salamanca Place to the city and waterfront, and the upgrading of the public spaces in the Salamanca Lawns.
- 4.13. The significant drivers of the overall planned project to upgrade pedestrian facilities in the Salamanca precinct are to:
 - 4.13.1. Improve the pedestrian crossing facility on the Salamanca Place southern footpath across Montpelier Retreat;

- 4.13.2. Simplify the road network in the area connecting Morrison Street – Castray Esplanade – Gladstone Street – Salamanca Place, and provide high quality pedestrian connections linking the southern side of Salamanca Place, the Salamanca Lawns, Princes Wharf and the Hobart Waterfront, the Parliamentary Lawns, and the CBD via Murray Street and Morrison Street.
- 4.13.3. Improve access to and through this area for people with disabilities.
- 4.13.4. Improve operational safety and efficiency for the Salamanca Market, by reducing the number of level changes and providing additional flexible areas that can be utilised by the Salamanca Market and other festivals.
- 4.13.5. Improve operational safety and efficiency for events such as the Taste of Tasmania that incorporate the use of this area.
- 4.14. After considering these matters, a concept plan has been developed. The concept plan forms **Attachment A** to this report.
- 4.15. In summary, the proposed concept includes:
 - 4.15.1. Closure of the existing southbound one-way road connecting Morrison Street to Montpelier Retreat, and the reconstruction of that space connecting the Tasman Fountain area to the Salamanca Lawns with a flat hardstand area that can be used for multiple future purposes, including car parking, Salamanca Market space and special event space;
 - 4.15.2. The 2010 Gehl Architects report identified about 80,000 weekly pedestrian movements across these intersections. This number is likely to have significantly increased over the last 8 years since that work was undertaken;
 - 4.15.3. Conversion of the existing two lane northbound one-way road connecting Gladstone Street to Morrison Street, to a two-way road;
 - 4.15.4. Reconstruction of the intersection of Salamanca Place / Montpelier Retreat, and the southern footpath on Salamanca Place between Montpelier Retreat and Kennedy Lane, in the same style as has been recently installed on Salamanca Place between Gladstone Street and Montpelier Retreat, to provide a high quality trip free and accessible space for pedestrians;
 - 4.15.5. Reconstruction and re-alignment of Castray Esplanade to form a conventional 't-intersection' with Morrison Street;
 - 4.15.6. Installation of five step free 'zebra' style pedestrian priority crossings at the following locations:
 - (i) Across Castray Esplanade, east of Morrison Street;
 - (ii) Across Salamanca Place east of Montpelier Retreat;

- (iii) Across Salamanca Place west of Montpelier Retreat;
 - (iv) Across Montpelier Retreat south of Salamanca Place;
 - (v) Across Salamanca Place east of Gladstone Street; and
- 4.15.7. Reconstruction of surfaces to eliminate level changes between footpaths and road surfaces in large parts of the area, resulting in a largely step free environment for the Salamanca Market and other special events.
- 4.16. Details of the matters considered during the development of the concept design are detailed in the 'User Review – Salamanca Pedestrian Works – Stage 2 and 3 Footpath – February 2018' that forms **Attachment B** to this report.
- 4.17. Initial engagement with key stakeholders has been undertaken. This engagement focused on key users and stakeholders who may be aware of any potential flaws with the proposed concept. The initial engagement with stakeholders and the feedback received is documented and summarised in the Stakeholder Feedback Report that forms **Attachment C** to this report. No significant issues were identified with the concept, although some modifications have been made as a result of comments received during this initial engagement.
- 4.18. Based on the work undertaken to date, the overall concept appears feasible, and importantly can meet the increasing need for improved pedestrian movement across the Cove.

5. Proposal and Implementation

- 5.1. It is proposed that the concept plans be made available for public comment, and additional targeted engagement be undertaken with stakeholders.
- 5.2. It is proposed that the results of this engagement process would be the subject of a further report to Committee seeking endorsement for a final concept plan following the engagement process. The report would also include detail on the proposed installation of street trees, surface materials, and street furniture (seating, bicycle parking, drinking fountain, landscaping features and barrier systems for preventing vehicular intrusion etc.).
- 5.3. Once the Committee has endorsed the final concept plan, a development application for the works would be lodged and the detailed design of the project undertaken.
- 5.4. A total of \$3.5 million funding has been identified for the project as follows:
- 5.4.1. \$500k in the 2018/19 financial year Capital Works Program for construction of Stage 2 works.
 - 5.4.2. \$500k in the 2018/19 financial year Capital Works Program for construction of Stage 3 works.

- 5.4.3. \$1,000k in the 2019/20 financial year Capital Works Program for construction of Stage 3 works.
- 5.4.4. \$1,500k in the 2020/21 financial year Capital Works Program funding request for construction of Stage 3 works.
- 5.5. It is proposed that a more detailed construction estimate be included in the report following the proposed engagement process.
- 5.6. This discussion of potential staging would also identify other potential future upgrade works in the precinct, including:
 - 5.6.1. Upgrading the Salamanca Place southern footpath between Kennedy Lane and Wooby's Lane;
 - 5.6.2. Upgrading the pedestrian connection on the northern side of Salamanca Place between Montpelier Retreat and 'The Silo's';
 - 5.6.3. Upgrading the footpaths on Montpelier Retreat between Salamanca Place and Kirksway Place; and
 - 5.6.4. Upgrading street lighting.
- 5.7. Construction of the project utilising the funds identified is planned to commence in February 2019.

6. Strategic Planning and Policy Considerations

- 6.1. Strategic objective 2.2 from the Capital City Strategic Plan is relevant in considering this proposal:

"A people focused city with well designed and well managed urban and recreational spaces."

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. There is funding available in the current financial year Capital Works Program for the design and planning work for the project.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. There is \$1,000k allocated in the Capital Works Program for the 2018/19 financial year for the Stage 2 and Stage 3 components of the project.
 - 7.2.2. There is \$1,000k allocated in the Capital Works Program for the 2019/20 financial year for the Stage 3 components of the project.
 - 7.2.3. Currently there is \$1,500k allocated in the Capital Works Program funding request for the 2020/21 financial year for the Stage 2 and Stage 3 components of the project.

7.3. Asset Related Implications

7.3.1. The project would result in a significant asset write-off. This will be documented in a further report.

8. Community and Stakeholder Engagement

8.1. There has been initial engagement with key stakeholders during the preparation of the concept plans for the proposed work. This is discussed in the Stakeholder Feedback Report forming **Attachment C** to this report.

8.2. The recommendation of this report is that the proposed concept plan be the subject of further community and stakeholder engagement.

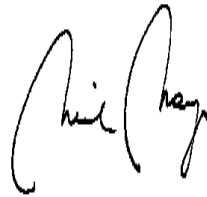
9. Delegation

9.1. This report responds to a resolution of the Council and as such, it is appropriate that the matter be considered by the Council.

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



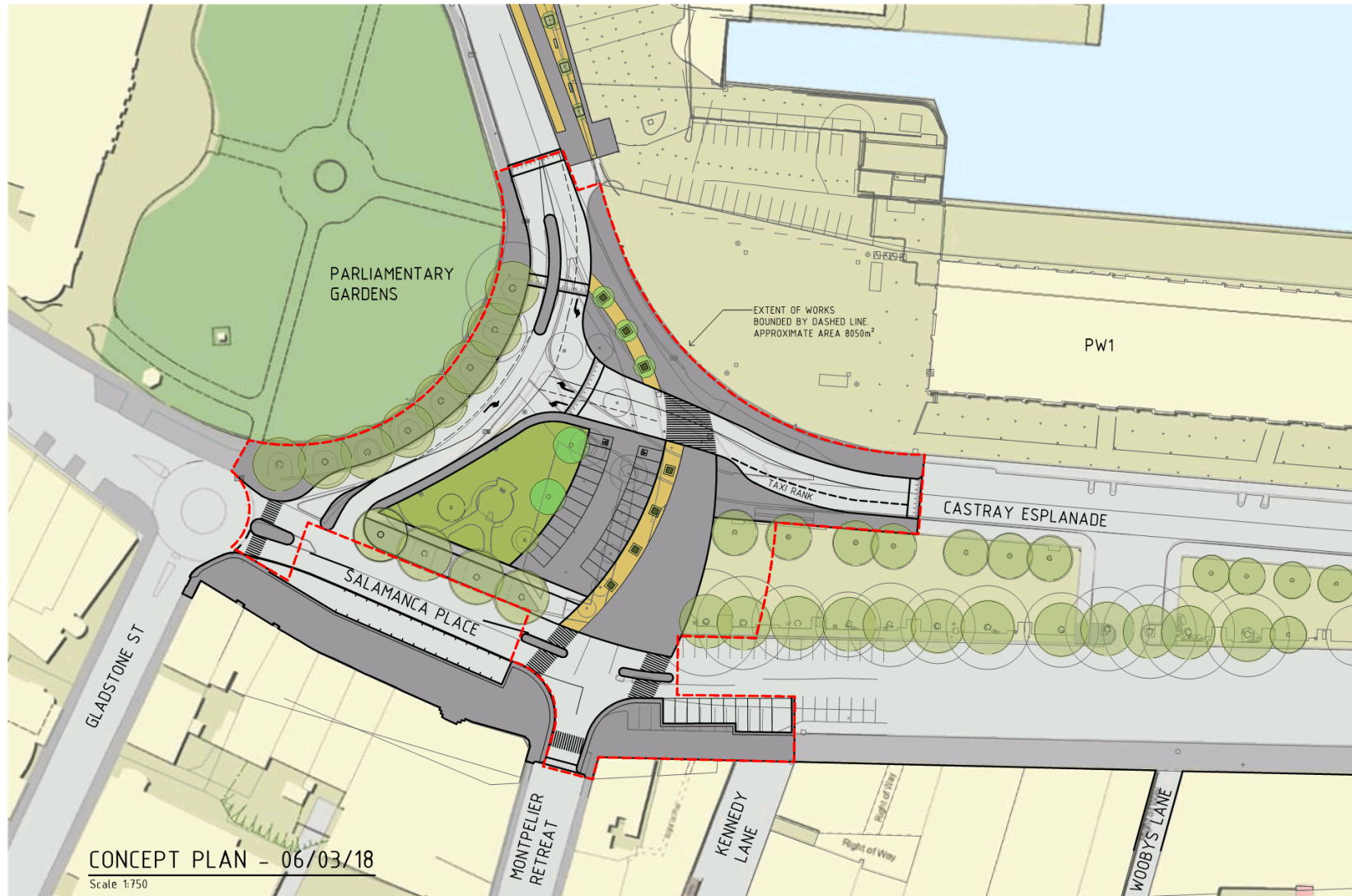
Mark Painter
DIRECTOR CITY INFRASTRUCTURE



Neil Noye
DIRECTOR CITY PLANNING

Date: 16 March 2018
File Reference: F18/19399; R0817

Attachment A: Concept Plan - Salamanca Pedestrian Works ↓
Attachment B: User Review - Salamanca Pedestrian Works - Stage 2 & 3
Footpath - February 2018 ↓
Attachment C: External Stakeholder Feedback Report ↓



REV	REVISION/ ISSUE DESCRIPTION	DATE
A	FOR REVIEW	06/03/18



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PROJECT DESCRIPTION	AP16 - SALAMANCA PEDESTRIAN WORKS - STAGE 2 & STAGE 3 - PLANNING STAGE	DRAWN	RF: NUMBER
DRAWING TITLE	CONCEPT PLAN	RU	RFS17-0098
CLIENT	MARK PAINTER - DIRECTOR CITY INFRASTRUCTURE	DISCIPLINE	Planning/Engineering/Working Drawing.dwg
		SHEET SIZE	A3
		DATE	06/03/18
		SCALE	1:750
		SHEET NUMBER	CP01
		REVISION	A



User Review
Salamanca Pedestrian Works – Stage 2 & 3
Footpath
February 2018

Version 1.04 – 6 March 2018

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12. Appendix A – Crash History Summary Table Summary Table A

13. Appendix B – Pedestrian Movement Data B

1. Introduction

This review provides background material on the initial concept for the upgrading of the intersection of Salamanca Place / Montpelier Retreat, and the upgrading of the area bounded by Salamanca Place, the Parliamentary Lawns, and the Princes Wharf Forecourt.

2. Investigation Scope

The review consists of a discussion of the following:

- A review of the opportunities for improving the pedestrian crossing facilities in the project area through improved surface treatments and kerb realignment
- An analysis of the road safety impacts, for pedestrians and vehicular traffic, of the proposed alterations
- An analysis of the pedestrian amenity benefits that will be achieved by the proposed alterations;
- An analysis of the impact, if any, on parking of the proposal
- An analysis of the anticipated impact of the proposal on frontage properties, the Salamanca Market, and the operators of public events.
- An analysis of the anticipated impact of the proposal on street trees and the Salamanca Lawns.

It should be noted that the scope of this report only considers the matters as described above.

The concept plan, 'Concept Plan – Parking Mode – Salamanca Pedestrian Works – Stage 2 and 3 14/12/2017' included in the consultation with key stakeholders shows the area, and the proposed concept being considered. That plan has been reproduced at Figure 2.1.

In this Review:

- **Stage 1** – Refers to the widening of the southern footpath of Salamanca Place (between Gladstone Street and Montpelier Retreat), which was constructed in 2017.
- **Stage 2** – Refers to the widening of the footpaths at the intersection of Salamanca Place / Montpelier Retreat, and the southern footpath of Salamanca Place (between Montpelier Retreat and Kennedy Lane).
- **Stage 3** – Refers to the reconstruction of the roads, parking areas, footpaths and lawn areas in the area bounded by Salamanca Place, the Parliamentary Lawns, and the Princes Wharf Forecourt.

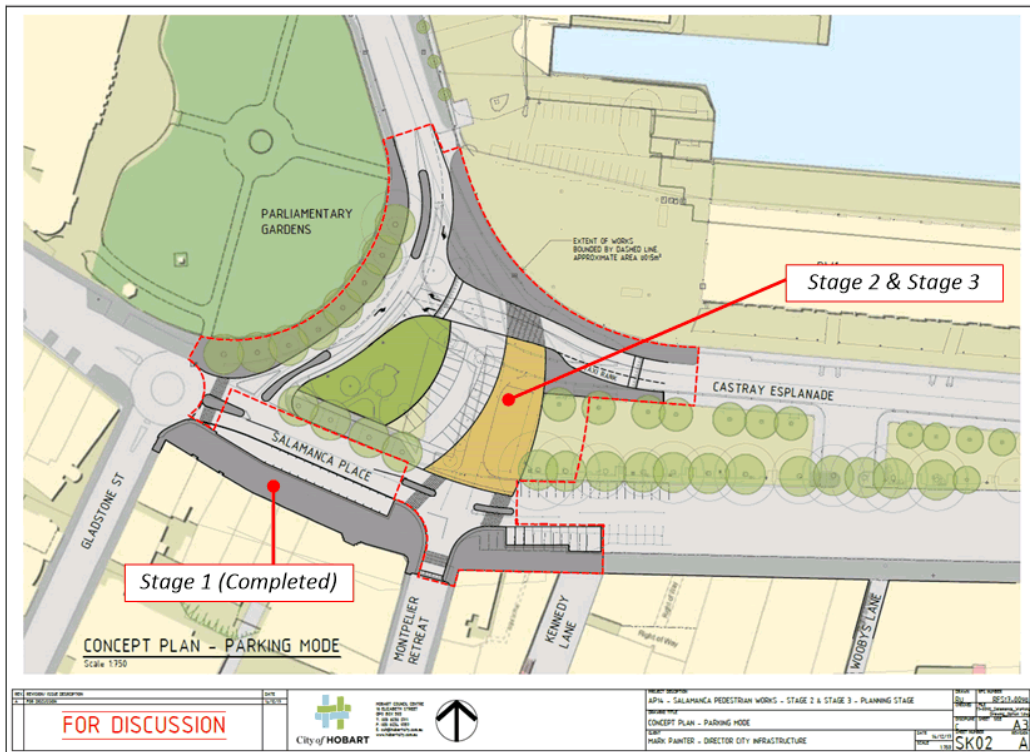


Figure 2.1 – Salamanca Pedestrian Works (Stage 2 and Stage 3) Concept Plan

3. Review of Crash History

The Department of State Growth maintains a database of all crashes reported to and recorded by the Tasmanian Police on streets in Tasmania from the year 2000 to the present. A review was undertaken of this database to determine the history of crashes in the vicinity of the subject site. The full listing of the crash details is available in Appendix A.

It should be noted that in April to July 2004, the intersection of Salamanca Place and Montpelier Retreat was upgraded to improve pedestrian safety, following a history of crashes resulting in injuries to pedestrians. Kerb bulbings were constructed to reduce pedestrian crossing distances and improve the sight distance available for pedestrians and drivers when crossing. Since the construction of those works, there has only been 1 reported crash involving a pedestrian at this intersection, which occurred in November 2004, and did not result in injury.

In Figure 3.1, the recent crash history for the work area Place has been summarised for the last 6 years. For each section, the figure shows:

- The number of recorded crashes involving a pedestrian (crashes recorded as type 100 to 109);
- The number of recorded crashes involving vehicles parking or manoeuvring (crashes recorded as type 140-149, 160-169);
- The number of recorded crashes involving any other movement type (all other recorded crash types);

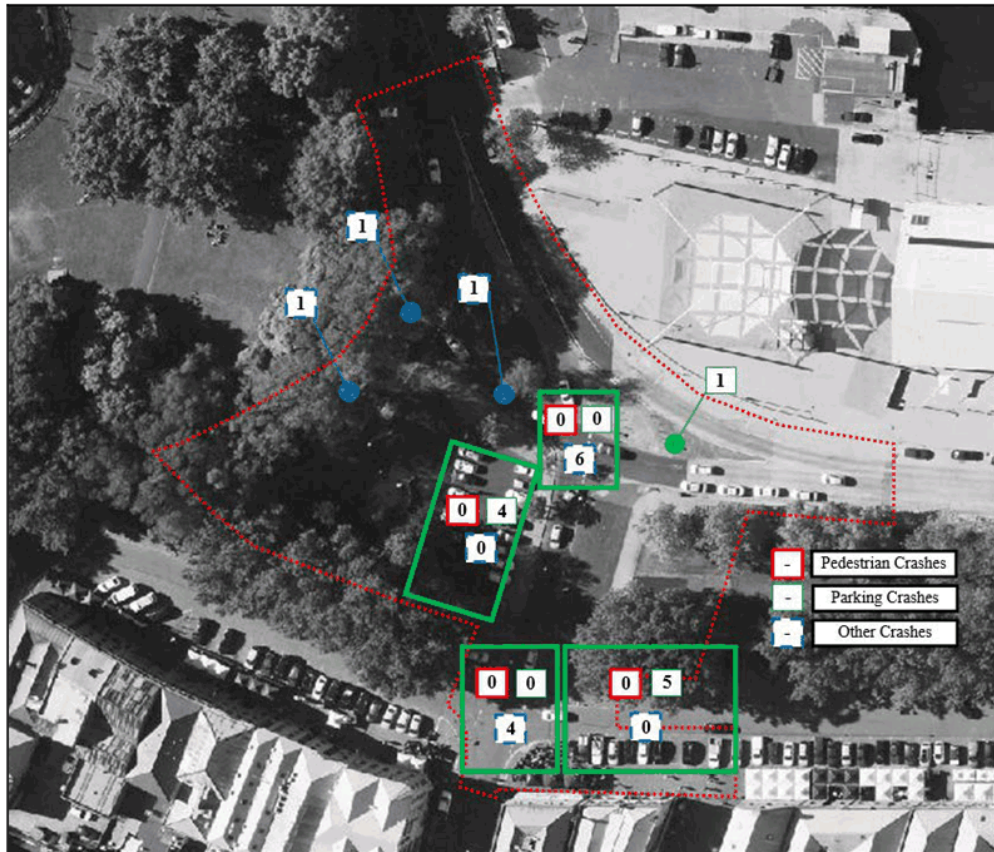


Figure 3.1 – All recorded crashes (Project Area), 1/7/2011 to 31/12/2017

Overall, in the last 6.5 years, the historical rate of crashes in the works area is 3.69 total crashes per year, comprised of:

- 3.23 property damage crashes per year;
 - 1.69 crashes per year involving vehicles parking or manoeuvring;
 - 0.0 crashes per year involving pedestrians;
 - 1.54 other crashes per year (typically cross traffic or rear end crashes at intersections);

- 0.46 injury crashes per year;
 - 0.0 crashes per year involving vehicles parking or manoeuvring;
 - 0.0 crashes per year involving pedestrians;
 - 0.46 other crashes per year (typically cross traffic or rear end crashes at intersections);

The three injury crashes reported were:

- In March 2012, two vehicles collided at the intersection of Castray Esplanade and Montpelier Retreat when a westbound vehicle failed to 'give-way' to a southbound vehicle, resulting in minor injuries;
- In February 2015, a motorcyclist at the intersection of Castray Esplanade and Montpelier Retreat was struck by a vehicle and suffered serious injuries;
- In August 2017, a motorcyclist turning right from Castray Esplanade into Morrison Street lost control and crashed, resulting in minor injuries.

At the intersection of Salamanca Place / Montpelier Retreat, there have been 5 reported crashes in the last 6.5 years. This includes:

- 3 crashes, where a through vehicle on one approach on the intersection strikes a through vehicle on another approach;
- 1 crash, where a vehicle waiting at the holding line on the Salamanca Place west approach reversed into another vehicle;
- 1 crash, where a westbound vehicle on Salamanca Place approaching the Montpelier Retreat intersection struck the rear of another vehicle;

At the intersection of Castray Esplanade / Montpelier Retreat, there have been 6 reported crashes in the last 6.5 years. This includes:

- 5 crashes, where a westbound vehicle on Castray Esplanade failed to 'give-way' to a southbound vehicle on Montpelier Retreat. One of these crashes resulting in minor injuries, the other four in property damage only.
- 1 crash, where a westbound bicycle rider on Castray Esplanade turning left onto Montpelier Retreat was struck from behind by another westbound vehicle resulting in property damage;

In the 'Tasman Fountain' car park, there have been 4 reported crashes in the last 6.5 years. This includes:

- 4 crashes, involving vehicles manoeuvring into and out of parking spaces colliding with another vehicle, resulting in property damage.

4. Impact on the Movement of Vehicular Traffic

The concept design would be expected to have the following main impacts on the movement of vehicular traffic:

General Comments:

- Vehicles travelling south on Morrison Street towards Sandy Bay Road, that would previously typically have continued across Salamanca Place via Montpelier Retreat will find this manoeuvre more difficult due to the closure of the southbound traffic lane through the Salamanca Lawns. These vehicles will instead continue south on the proposed two-way section of Morrison Street connecting to Salamanca Place east of the Gladstone Street / Salamanca Place roundabout. This would likely increase the amount of southbound traffic on Gladstone Street, and reduce the amount of southbound traffic on Montpelier Retreat.
- The reconstruction of the Morrison Street / Castray Esplanade intersection, and the conversion to two-way traffic of the curved section of Morrison Street along the frontage of the Parliamentary Lawns will allow northbound traffic on Morrison Street to turn right into Castray Esplanade (this movement is currently not possible).

Passenger Cars:

- No additional matters outside of the General Comments above.

Taxi's:

- The existing 'Taxi Rank' on Castray Esplanade is proposed to be retained.
- No additional matters outside of the General Comments above.

Buses:

- No additional matters outside of the General Comments above.

Heavy Vehicles:

- The road layout has been designed to allow a 12.5 metre design vehicle (a long rigid truck) to undertake all turning movements.
- The road layout has also been designed to allow oversized trucks with appropriate permits in place potential access to Princes Wharf and Salamanca Place.
- No additional matters outside of the General Comments above.

Motorbikes:

- No additional matters outside of the General Comments above.

Bicycles:

- The concept plan maintains the space for the significant Morrison Street – Castray Esplanade cycling link connecting Battery Point to the Hobart CBD along the northern side of Castray Esplanade.
- The introduction of 'zebra' style pedestrian crossings has the potential to be a barrier for cyclists riding on footpaths, as they cannot legally be used by a cyclist. Careful design will be required to ensure that cyclists on the Morrison Street – Castray Esplanade cycling link have access to the cycling parking facilities that will be included in the area between the Tasman Fountain and the Salamanca Lawns.

5. Provision of Pedestrian Priority Crossing Facilities

Council has previously considered reports about improving pedestrian crossings in the works area.

The most often considered location has been the pedestrian crossing facility at Montpelier Retreat on the southern side of Salamanca Place.

This crossing currently consists of footpath bulbings with kerb ramps. Pedestrians are required to select gaps in vehicular traffic on Montpelier Retreat and cross a distance of about 7.5 metres.

Previous investigation has concluded that:

- There have been no recorded crashes resulting in injury to pedestrians at this location since the intersection was upgraded in 2004. The only crash reported involving a pedestrian occurred in late 2004, and did not result in injury (it involved a vehicle reversing out of a parking space striking a pedestrian). With high volumes of pedestrians crossing at this location, the history of crashes demonstrates that the current situation is performing very well, from a safety perspective.
- The average delay to pedestrians waiting to cross has been estimated at about 2.75 seconds, based on the crossing distance and volume of vehicular traffic. Utilising pedestrian level of service (LOS) assessment, this would correspond to LOS 'A', and be defined as 'Excellent'.
- As a pedestrian, it seems apparent when using the existing crossing point, that it is an awkward and at times uncomfortable point for pedestrians to cross. At the crossing point, a pedestrian must essentially look for gaps in four separate streams of vehicular traffic:
 - Northbound traffic on Montpelier Retreat;
 - Southbound traffic on the one-way link through the Salamanca Lawns;
 - Eastbound traffic on Salamanca Place turning right into Montpelier Retreat;

- Westbound traffic on Salamanca Place turning left into Montpelier Retreat;
- While the low traffic volumes result in very small delays to pedestrians, the acting of looking in each direction at these various potential streams of traffic, particularly with large numbers of parked vehicles and other restrictions to a pedestrians sight distance, results in an uncomfortable crossing.

On the conventional measures of safety (risk of injury) and amenity (delay waiting to cross), it is apparent that the existing pedestrian crossing is very safe and can be used by pedestrians with little delay. It would however seem evident that there would be benefits to the community in improving the comfort of the crossing for pedestrians.

The proposal has the potential to significantly improve this crossing.

It is considered that the most significant improvements to pedestrian amenity at this crossing would be achieved by removing the southbound link for vehicular traffic between Morrison Street and Montpelier Retreat that runs through the centre of the Salamanca Lawns and through the Salamanca Place / Montpelier Retreat intersection.

This would remove a traffic movement through the intersection that has priority over pedestrians, and simplify the operation of intersection for pedestrians and road users.

The removal of this traffic movement from the intersection is a key part of this proposal.

It should also be noted that the proposal also includes the provision of a number of pedestrian priority crossings. The concept includes the provision of “zebra” style crossings at five locations in the works area.

These “zebra” style crossings provide pedestrians with priority over vehicular traffic when crossing a street, and would be expected to significantly improve pedestrian amenity and comfort.

The proposed “zebra” crossings would provide a continuous, pedestrian priority, level path of travel for pedestrians moving between Morrison Street and the southern side of Salamanca Place.

The proposal includes the provision of a new pedestrian crossing point across Salamanca Place immediately east of the Salamanca Place / Gladstone Street roundabout. This new pedestrian crossing point would allow pedestrians moving between the Parliamentary Gardens and the southern side of Salamanca Place to cross Salamanca Place comfortably.

The installation of “zebra” crossing facilities can potentially have negative impacts on both pedestrian safety and vehicular congestion.

To best cater for the safety of pedestrians, vehicle drivers on the approach to a zebra crossing have to have sufficient sight distance available to clearly see a pedestrian about to step onto the crossing point. This is essential to ensure that drivers can see a pedestrian in time to come to a stop before the pedestrian steps onto the crossing.

This will require the upgrading of streetlighting, including the placement of a number of new lighting poles. It will also require the careful consideration of the placement of other street furniture and on-street parking, so as to ensure that drivers approaching pedestrian crossings can observe pedestrians about to step onto crossings.

The installation of "zebra" crossings also has the potential to introduce congestion and delays to vehicular traffic, should the volumes of pedestrians be so high as to have a near continuous stream of pedestrians at a crossing point.

The engineering consultants GHD were commissioned to undertake modelling of the proposed road and pedestrian network. This modelling included using predicted vehicular traffic volumes for the redesigned network for the year 2026. The analysis also included a scenario with normal (non priority) pedestrian crossings, and a scenario with 'zebra (pedestrian priority) crossings.

In summary, the modelling analysis indicated that:

- The performance of the Salamanca Precinct for both vehicular and pedestrian traffic was adequate for both current and estimated future traffic volumes.
- The analysis of the performance of the Salamanca road network shows that both the pedestrian and vehicular performance is adequately catered for in each of the scenarios. As such the pedestrian crossings are not necessary from a pedestrian performance perspective, however if implemented for another reason, would not significantly impact vehicular traffic.

6. Road Safety Impacts of Proposal

In the last 6.5 years there have been three reported crashes resulting in injury to road users in the proposed project area.

Of these three casualty crashes, two involved injuries to motorcyclists, and one involved an injury to a car occupant.

There have been no reported injuries to pedestrians in this period.

Overall, an average of 3.7 crashes a year have been recorded, with 1.7 of these crashes each year involving vehicles parking or manoeuvring into or out of parking spaces.

Only 0.46 crashes resulting in injury have been recorded each year.

Given the very high volumes of pedestrians, cyclists, and motor vehicle traffic that shares this space, this low rate of conflict is not a cause for concern.

While it is speculation, it would seem reasonable that this good safety history would be a result of the typically very low speed of traffic in the area, and the high level of awareness of both drivers and pedestrians.

Stage 2 – The concept design for works at the intersection of Montpelier Retreat and Salamanca Place would be considered unlikely to have a significant beneficial impact on road safety (in terms of the risk of injury), as the recent history of the intersection is free of any recorded crashes resulting in injury.

The proposal would be expected to improve the sight distances available for pedestrians and road users, and provide clearer paths for pedestrians seeking to cross at the intersection. This would be expected to significantly improve the perceived safety (or comfort) of the intersection for road users, particularly for pedestrians.

It should be noted that it is possible for improvements in perceived safety and comfort for road users to lead to an increased risk of injury, if that increased comfort leads to increased speeds, or less caution by road users.

Overall, the most significant safety benefit of the proposal would be expected to not be a typical road safety matter, but rather a reduction in the overall risk and number of trips / falls for pedestrians, particularly on Salamanca Market days that will result from the removal of a number of raised kerb lines and traffic islands.

The widening of the footpath between Kennedy Lane and Montpelier Retreat would result in narrower traffic lanes for through vehicles in this section of Salamanca Place. It would also increase the difficulty for drivers manoeuvring into and out of parking spaces in that section.

A similar narrowing of the traffic lanes was undertaken on Salamanca Place between Kennedy Lane and Wooby's Lane in November 2013.

Prior to the November 2013 narrowing, this section of Salamanca Place recorded 2.30 crashes per year. In the approximately 2.6 years from the completion of the narrowing in December 2013 to July 2016, 7 crashes have been recorded, an annual rate of 2.60 crashes per year.

While this data suggests that the similar narrowing of the traffic lanes in Stage 2 will not generate a significant increase in the rate of crashes recorded, it is considered likely that there will be an increase in the number of crashes involving vehicles moving into and out of parking spaces. This type of crash is unlikely to result in any injury, unless an unprotected road user (a pedestrian or cyclist / motorcyclist) is involved.

Stage 3 – The concept design for the reconstruction of the various road and footpath areas in this stage would similarly be considered unlikely to have a significant beneficial impact on road safety (in terms of the risk of injury), as the recent history of this area does not indicate any significant pattern of crashes resulting in injury.

Similarly to the proposed Stage 2 works, the proposal would be expected to provide clearer paths for pedestrians seeking to move through the area, and would also simplify the current unusual road layout in the area. This would be expected to significantly improve the perceived safety (or comfort) of this space for road users, particularly for pedestrians.

Again, it should be noted that it is possible for improvements in perceived safety and comfort for road users to lead to an increased risk of injury, if that increased comfort leads to increased speeds, or less caution by road users.

The most significant safety benefit of the proposal would be expected to not be a typical road safety matter, but rather a reduction in the overall risk and number of trips / falls for pedestrians, particularly on Salamanca Market days and during special events such as the 'Taste of Tasmania' that will result from the removal of a number of raised kerb lines and traffic islands.

The conversion of the two-lane one-way section of Morrison Street running northbound from Salamanca Place to Murray Street along the frontage of the Parliamentary Gardens to a two-way road will introduce a new intersection on Salamanca Place east of the existing Salamanca Place / Gladstone Street roundabout. This new intersection will require careful design to ensure that it operates safely and appropriately.

A concept design road safety audit for the proposal has been prepared by engineering consultants GHD. The road safety audit identified a number of potential risks, and suggested potential actions. These will be addressed during the next design phase.

The safety audit identified only one 'intolerable' risk:

- This relates to the proposed lack of any level change between the road surface on Castray Esplanade and the primary pedestrian path across the Salamanca Lawns. The audit raised concerns that some drivers may continue to drive through this pedestrian area if there is no separation / delineation. It was recommended in the audit that material surface treatment and the use of bollards be considered to

ensure drivers remain on the carriageway. This will be included in the next stage of design and resolve this matter.

The safety audit identified five 'high' risks:

- Four of these related to the installation of zebra crossings as a part of the project;
- One of these related to the design of the new intersection of Morrison Street / Gladstone Street and its proximity to the Salamanca Place / Gladstone Street roundabout.

The safety audit identified ten 'moderate' and one 'low' risk:

- Four of these relate to the installation of zebra crossings as a part of the project;

Overall, the main safety risks identified during the road safety audit relate to the proposed installation of 'zebra' crossings as a part of the project.

7. Pedestrian Amenity Benefits

The main constraints on pedestrian amenity that the current pedestrian paths in the area provide can be summarised as:

- Lack of pedestrian priority at road crossing points;
- Lack of routes corresponding with pedestrian desire lines;

Pedestrian Level of Service (LOS)

Table 3.3 of the AustRoads Research Report 'Guide Information for Pedestrian Facilities' provides basic guidance for pedestrian level of service on a walkway. The LOS is ranked from LOS 'A' to LOS 'F', with LOS 'A', the highest LOS, being described as:

"At a walkway LOS A, pedestrians move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely. Pedestrian Space > 5.6sqm/pedestrian, Flow Rate < 16 pedestrians/min/m."

Indicative surveys of the number of pedestrians crossing Montpelier Retreat on the southern footpath of Salamanca Place undertaken in March 2012 showed peak pedestrian volumes during the lunchtime period on weekdays of 671 pedestrians per hour (11.18 pedestrians per minute).

A clear pedestrian width of 1.8m and pedestrian volume of 11.18 pedestrians per minute would result in a Flow Rate of 6.2 pedestrians per metre per minute, which would correspond to Level of Service A.

This would indicate that there is not currently a crowding issue for pedestrians on the footpath.

Stage 2 – The concept design for works at the intersection of Montpelier Retreat and Salamanca Place would be considered likely to provide a significant beneficial impact on pedestrian comfort. The proposal would be expected to improve the sight distances available for pedestrians and road users, and provide clearer paths for pedestrians seeking to cross at the intersection. This would be expected to significantly improve the perceived safety (or comfort) of the intersection for road users, particularly for pedestrians.

In particular, the proposal would be expected to significantly improve the comfort of the pedestrian crossings across Salamanca Place at the Montpelier Retreat intersection, by providing level and accessible crossing points and allowing pedestrians to cross more directly on their desire line than is currently possible.

The reconstruction of the Salamanca Place footpath between Montpelier Retreat and Kennedy Lane would provide amenity benefits to pedestrians through the reconstruction of the surface to provide a smoother and more level surface. This would be of particular benefit to pedestrians with disabilities, who report difficulties with the current style of paver used on the Salamanca footpath.

Stage 3 – The concept design for the reconstruction of the road segments connecting Castray Esplanade – Morrison Street to Salamanca Place is focused on simplifying the task for pedestrians moving through this space. It aims to match pedestrian paths to pedestrian desire lines, and to provide those pedestrians with priority over moving vehicles.

Figure 7.2 shows the existing layout in this space, with indicative pedestrian desire lines shown in solid red lines. Dashed red lines show where the formal pedestrian crossing facilities are located.

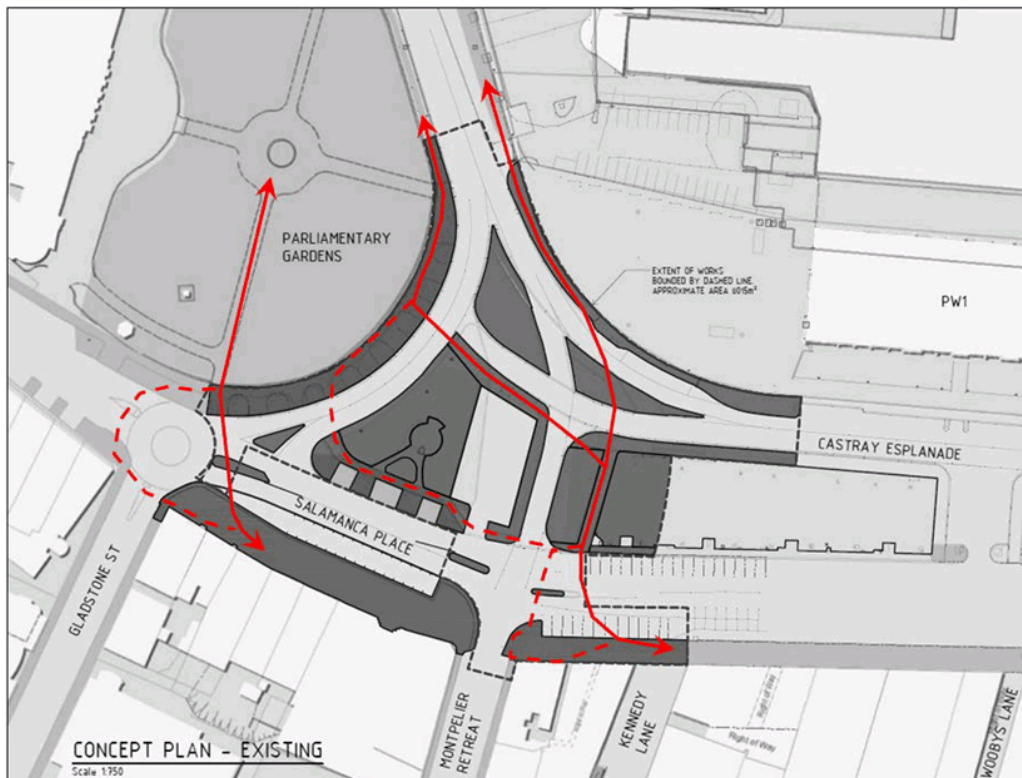


Figure 7.2 – Existing Conditions – Primary Pedestrian Routes

To further indicate the way that pedestrians currently utilise the space, Figure 7.3 shown the paths taken by 358 individual pedestrians observed utilising the area during late January / early February 2018. These individual pedestrian paths are shown in Figure 7.3.

More detailed summaries of the routes taken by pedestrians observes walking through the area are contained in Appendix B of this report.

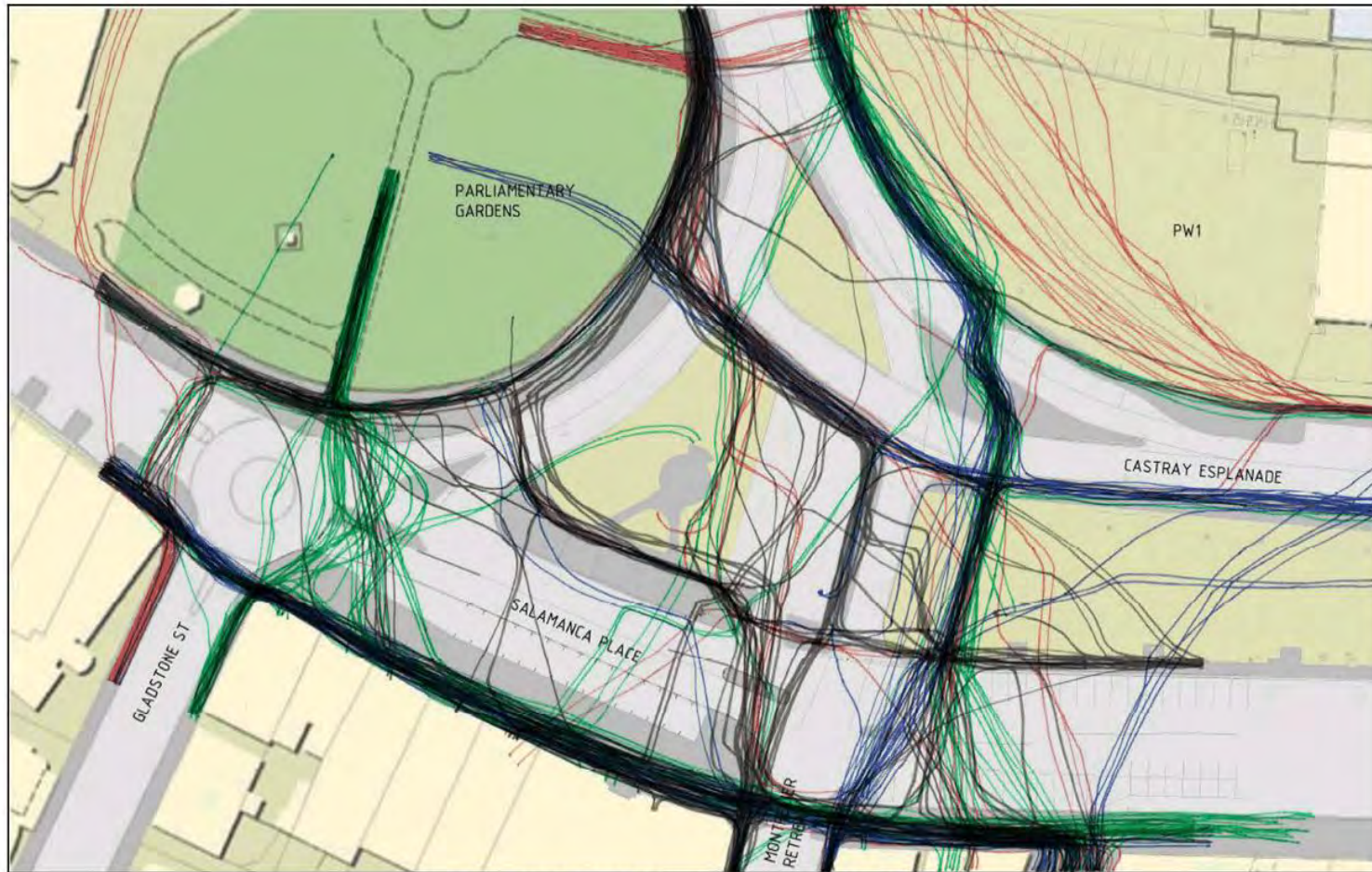


Figure 7.3 – Observed Pedestrian Paths - Existing Conditions

Figure 7.4 shows the concept layout in this space, with indicative pedestrian desire lines shown in solid blue lines.

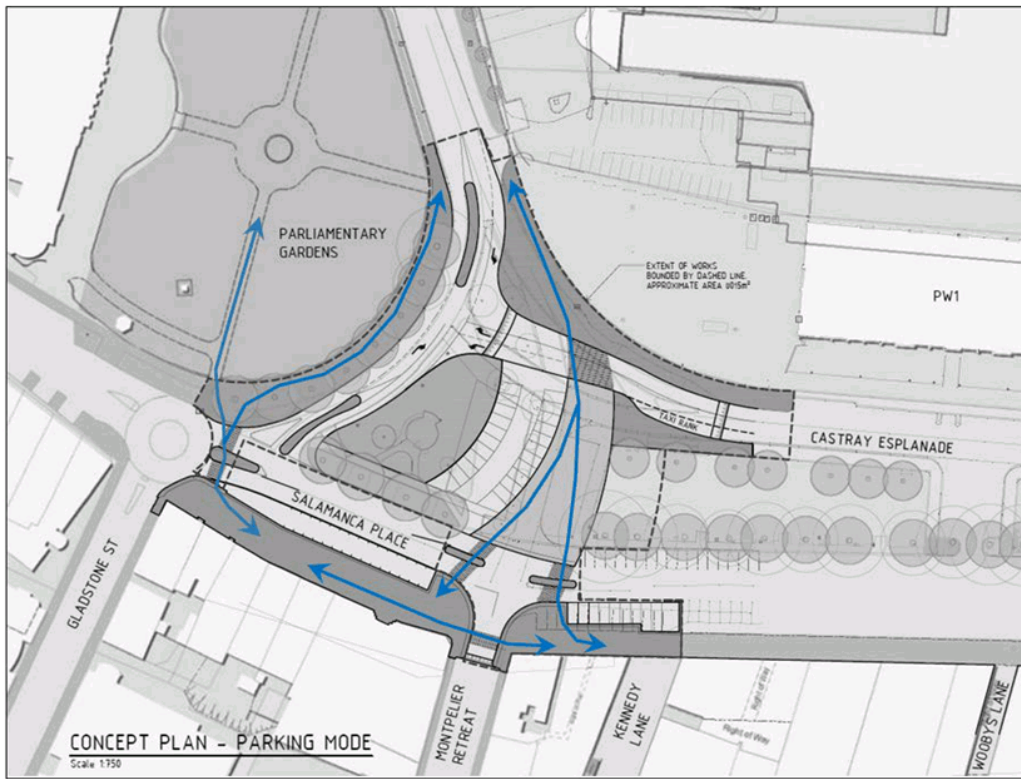


Figure 7.4 – Proposed Conditions – Primary Pedestrian Routes

The layout as proposed matches well the typical pedestrian desire lines in the area, with the exception of priority crossings for pedestrians across Morrison Street between Murray Street and Salamanca Place which are not provided.

8. On Street & Off Street Parking Impacts

The concept plan includes the following changes to the existing car parking supply:

- The removal of 3 parking spaces (1/2P metered) along the frontage of ‘The Whaler’ immediately east of the intersection of Salamanca Place / Montpelier Retreat;
- The reconstruction of the existing off-street car park (21 by ‘2P metered’ spaces) located immediately east of the Tasman Monument to ensure that these spaces comply with Australian Standard dimensions and make them more suitable for public use. It is proposed that this car park be increased from the current 21 parking spaces to 24 parking spaces (including two new accessible parking spaces).

Overall, the proposal would result in the removal of the 3 car parking spaces located in front of ‘The Whaler’, and the addition of 3 additional car parking spaces in the car park

adjacent to the Tasman Fountain. There would be no net loss of car parking spaces as a result of the works.

The removal of parking along the frontage of 'The Whaler' and 'Salamanca Fresh' has been reduced from an original proposal of five spaces to three spaces following feedback received from the Waterfront Business Community during the previous consultation undertaken in 2016.

The removal of these three spaces is considered important to improve the pedestrian connection between the Salamanca Lawns and the southern side of Salamanca Place.

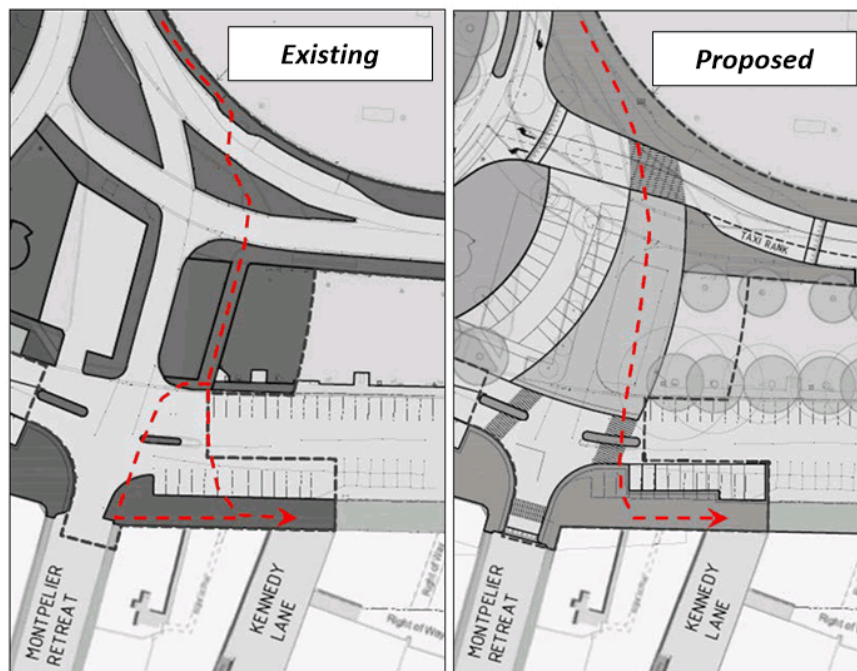


Figure 8.1 – Pedestrian Paths – Salamanca Place at Montpelier Retreat

Figure 8.1 shows the benefit of removing these three parking spaces on the pedestrian path for those moving between Kennedy Lane and Morrison Street. The 'Existing' image on the left of the figure shows the existing layout, with the pedestrian path shown in red. The majority of pedestrians crossing Salamanca Place between Montpelier Retreat and Kennedy Lane, rather than taking the intended path immediately east of Montpelier Retreat, tend to take the more direct route between the Salamanca Lawns and Kennedy Lane. This results in pedestrians walking through parked cars to access Salamanca Place. The 'Proposed' image on the right shows that with the portion of the Lawns reconstructed, and the footpath bulbing on the south side of Salamanca Place extended, the pedestrian path will be very close to the pedestrian desire line. This would be expected to result in almost all pedestrians crossing at the crossing point, rather than walking in between parked cars.

The existing loading zone / heavy vehicle parking spaces for service vehicles would be retained.

Additional bicycle parking and motorbike parking would be considered during the detailed design process. There will be sufficient space on the reconstructed hardstand area east of the Tasman Monument to provide a significant number of additional bicycle spaces to service the precinct.

9. Impacts on Frontage Properties and Salamanca Market

Frontage Properties – Salamanca Place

The proposal would have no direct impacts on frontage properties. The main impact of the footpath widening would be to alter the space on the footpath available to be licensed to businesses for outdoor dining.

Currently the only business with an occupation licences for outdoor dining on the Salamanca Place footpath proposed to be reconstructed is 'The Whaler' at 39 Salamanca Place.

Figure 9.1 summarises the existing licenced area for 'The Whaler', and the changes that could potentially occur if the footpath were to be widened. The figure assumes that the proposed widened footpath would be utilised for outdoor dining in a similar way to the outdoor dining area at Irish Murphy's, with a 2.4m pedestrian path between the dining area and the building line. It is proposed that a 2.4m clear pedestrian path be provided between the outdoor dining area and kerb line, to allow the smooth and comfortable movement of pedestrians between the two upgraded pedestrian crossing points across Salamanca Place and Montpelier Retreat, and between the Salamanca pedestrian crossing point and the entrance to Salamanca Square and the retail businesses on Salamanca Place to the east of Kennedy Lane.

Figure 9.2 below shows the concept layout for the use of this footpath space.

Licence holder	Existing licence area (m ²)		Proposed licence area (m ²) – with 2.4m walkway	
	Sunday to Friday	Saturday	Sunday to Friday	Saturday
The Whaler	68	60	58	32

Figure 9.1 – Occupation licence for outdoor dining – potential changes to available areas

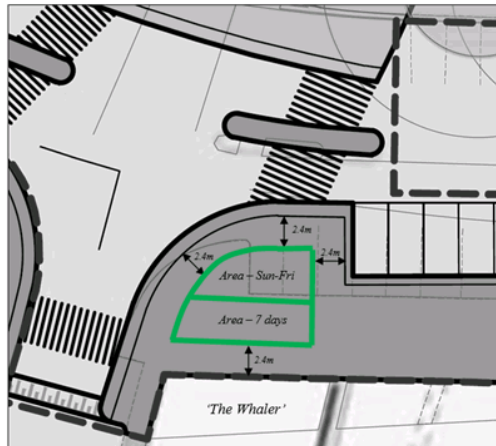


Figure 9.2 – Indicative Occupation Licence for Outdoor Dining – 'The Whaler'

Frontage Properties – Parliamentary Gardens & Princes Wharf #1 Forecourt

The proposal would have no direct impact on the Parliamentary Gardens or the Princes Wharf #1 Forecourt other than to improve the ability of pedestrians to move between those spaces and Salamanca Place.

Frontage Properties - Salamanca Market

The proposal should have no significant negative impact on Salamanca Market stallholders. The removal of raised kerb lines, which creates trip hazards for market users during the market, should assist in improving conditions for pedestrians and stallholders during the market.

It will be necessary for a number of removable bollards to be installed to ensure that parked cars do not encroach onto the footpath areas after footpaths are widened and the kerb removed. These bollards will need to be removed and re-installed each market day by the Salamanca Market Crew.

The large hardstand area east of the Tasman Monument would be able to continue to be used for Market Stalls, as the current car park in this space is, with the added benefit that there would be no kerbs or wheel stops to be managed.

10. Impacts on Salamanca Lawns & Street Trees

The project area includes sections of the 'Salamanca Lawns', the grassed area surrounding the 'Tasman Fountain', and a grassed area that forms part of the road reserve where Castray Esplanade intersects with Morrison Street.

There are also a number of street trees in the project area, both in the 'Salamanca Lawns' and on the highway reservations.

Figure 10.1 shows the locations of existing grassed areas and existing street trees.

Those trees indicated in red on Figure 10.1 are listed as 'significant' in that they are included in the heritage listing in the Sullivans Cove Planning Scheme. Those trees indicated in green are not listed.



Figure 10.1 – Existing Grassed Areas and Street Trees

The proposed alterations include the following significant changes:

- The removal of the existing grassed area located on the Salamanca Lawns between the existing southbound link road connecting Castray Esplanade to Salamanca Place, and the footpath across the Salamanca Lawns.
 - It is proposed that this grassed area would be replaced with a level flexible paved area connecting the reconstructed parking area next to the Tasman Fountain to the Salamanca Lawns;
 - This grassed area has proven very difficult for the City of Hobart to maintain to a suitable high standard, given the high loads of pedestrian and special event activities that utilise this space each year;
 - Its removal and replacement with a hard stand area is supported by the City of Hobart Parks and City Amenity Division.
- The removal of the existing grassed area located on the Castray Esplanade / Morrison Street road reserve.
 - It is proposed that this grassed area would be replaced with a level flexible paved area connecting the reconstructed parking area next to the Tasman Fountain to the Salamanca Lawns;
 - This grassed area has proven very difficult for the City of Hobart to maintain to a suitable high standard, given the high loads of pedestrian and special event activities that utilise this space each year;

- Its removal and replacement with a hard stand area is supported by the City of Hobart Parks and City Amenity Division.

Figure 10.2 shows the proposed alterations to grassed areas and street trees. In addition to the two significant changes to grassed areas described above:

- It is proposed to remove a small triangle of grassed area in the southeast corner of the grassed area surrounding the Tasman Fountain. This section of grass is difficult to maintain in good condition, and it is proposed that this be included in the hardstand area as part of the reconstructed parking space.
- It is proposed to remove an approximately 1.2m wide strip of grass on the eastern side of the grassed area surrounding the Tasman Fountain. This grassed area is in good condition, but it is proposed that a narrow paved strip be provided that can be both used by pedestrians, and will make the operations of lawn maintenance easier for Council staff.

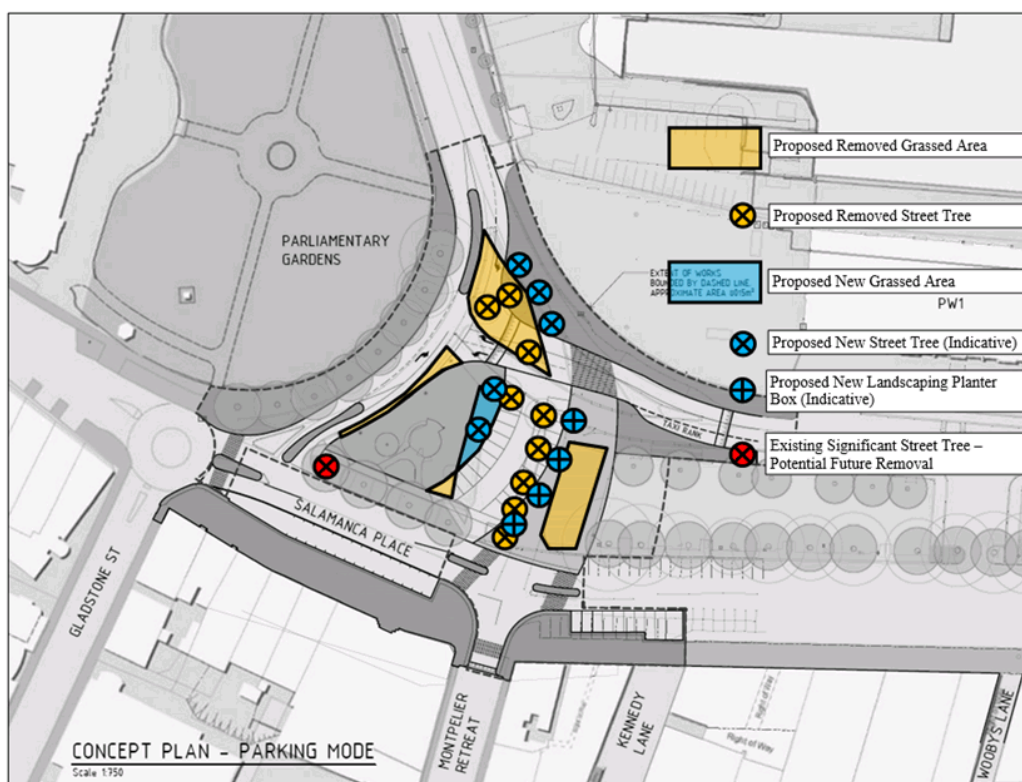


Figure 10.2 – Proposed Alterations to Grassed Areas and Street Trees

The existing grassed areas proposed to the removed are also shown in Figure 10.3.

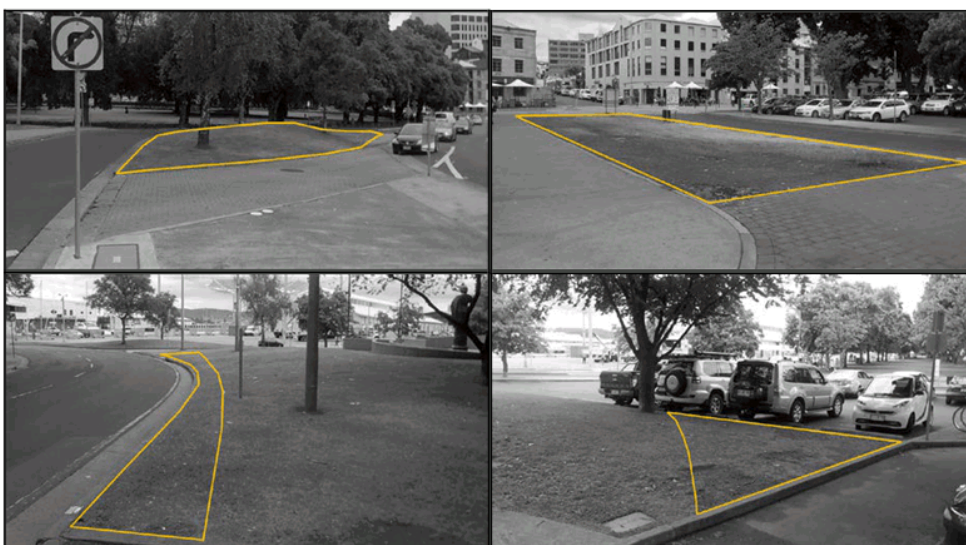


Figure 10.3 – Proposed Grassed Areas to be Removed

Nine existing street trees (three birch and six horse chestnut) are proposed to be removed. These trees are shown in Figure 10.4 and Figure 10.5.

None of these nine street trees are considered to be significant, in that none of these trees are included in the various heritage listings of street trees.

However, the City of Hobart strongly supports the installation and retention of street trees and as such any proposed removal of existing street trees would need to be carefully considered.

The views of officers of the Parks and City Amenity Division has been sought on the proposed removal of these trees. In summary, the views could be summarised as:

- The six horse chestnut trees were all planted at the same time, but range in condition from poor to average. Compared to other street trees in the area, they offer a comparatively low level of amenity to the public, and if their removal would be seen as necessary to deliver an overall project that increases public amenity, then their removal could be supported.
- The three birch trees are in good condition, and offer a much higher level of amenity to the public than do the horse chestnut trees. Their removal could only be supported if it were the considered view of Council that the overall project was of such significance that this removal was necessary.
- The installation of new street trees as a part of the project would go a long way towards mitigating the loss of the nine existing street trees. Parks and City Amenity have found that the street trees installed in raised platforms on the eastern side of Morrison Street between Murray Street and Princes Wharf as part of the 2016 Morrison Street upgrade have proved healthy and able to be maintained to date, and would be supportive of this style of installation being continued southwards to Castray Esplanade.

The trees proposed to be removed have been assessed using the City of Melbourne public tree valuation method. That method assigns these trees with the following amenity value:

- The six horse chestnut trees – Combined amenity value - \$51,373;
- The three birch trees – Combined amenity value - \$91,003.

By way of comparison, the large plane tree at the intersection of Salamanca Place and Gladstone Street (one of the row plane trees on the southern side of the Salamanca Lawns), has an assessed amenity value of \$131,196.

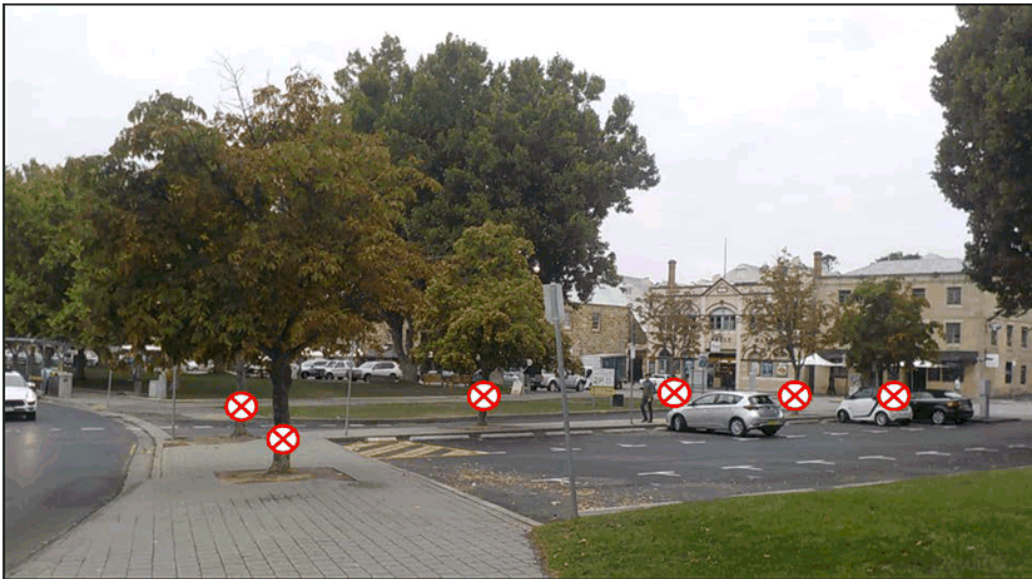


Figure 10.4 – Six Horse Chestnut Trees Proposed to be Removed



Figure 10.5 – Three Birch Trees - Proposed to be Removed



Figure 10.6 – Existing Raised Street Trees – Morrison Street

It is envisaged that the new design will include the installation of a number of new street trees to continue the row of new trees installed on Morrison Street in 2016 towards Salamanca Place. It is also envisaged that additional street trees will be installed in the

reconstructed areas in the space connecting the Dutch Fountain and the Salamanca Lawns.

The concept plan includes the installation of five new street trees. These street trees would be planted such that they would in time grow to offer significantly more amenity and canopy than the nine existing street trees that would be removed.

The new design is also expected to include the use of landscaping planter boxes as a means of softening the large hardstand area between the Tasman Fountain and the Salamanca Lawns.

At this stage in the design process, the positions and style of trees have not been able to be considered in great detail. The style and positioning of additional trees will need to be considered in relation to the way the new space would be used, the position of underground services, the need to provide barriers to restrict out of control vehicles.

This would need to be determined in the next stage of the planning works, after general support for the re-alignment of the road and pedestrian routes through the space has been obtained.

It should be noted that the removal of one significant street tree (a large plane tree at the intersection of Salamanca Place and Gladstone Street has been considered in the preparation of this concept design.

The removal of this tree (shown in red in Figure 10.2) would have permitted the new two-way section of Gladstone Street – Morrison Street to intersect with Salamanca Place with more physical separation from the roundabout at Salamanca Place / Gladstone Street, which would in turn make the new intersection easier to navigate for road users.

The City of Hobart's Parks and City Amenity Division have identified that this particular tree is in good health, and is also a tree of great significance, as it forms part of the National Trust and Tasmanian Heritage Register listed row of plane trees along the southern side of the Salamanca Lawns.

The concept design now includes the retention of this tree, and it is proposed that consideration of the removal of this tree only occur in the event that retaining the tree would place at risk the closure of the southbound link through the Salamanca Lawns, which would in turn place significant risk on the overall ability for the project aims to be achieved.

The traffic modelling has been updated to include the retention of this heritage tree. The modelling suggests that this will be feasible.

This element of the design is however considered to be the most likely to create issues for users of the area, with the close proximity of the two intersections, and the inability to provide a separate left and right turn lane for southbound traffic seeking to enter Salamanca Place from Morrison Street potentially causing future congestion and delays.

Given the obvious significance of the row of plane trees, it is not proposed to seek the removal of the street tree at the Salamanca Place / Morrison Street intersection.

It should be noted however that while the traffic modelling predicts that the intersection as designed in the concept will be functional, there is the potential for road users to have

difficulty navigating the layout. As such, there is a possibility that in the future this intersection may need to be reconstructed (including the removal of the subject tree). This possibility would only be pursued in the event that there was a significant demonstrated problem at the intersection post construction.

11. Conclusions

The initial concept plan includes significant changes to the way the pedestrians, motor vehicle users and event stakeholders will utilise the project area.

Overall, the current concept plan appears to provide a functional layout that will satisfactorily provide for the movement of vehicular traffic (including heavy vehicles), as well as providing significant improvements to pedestrian amenity and comfort.

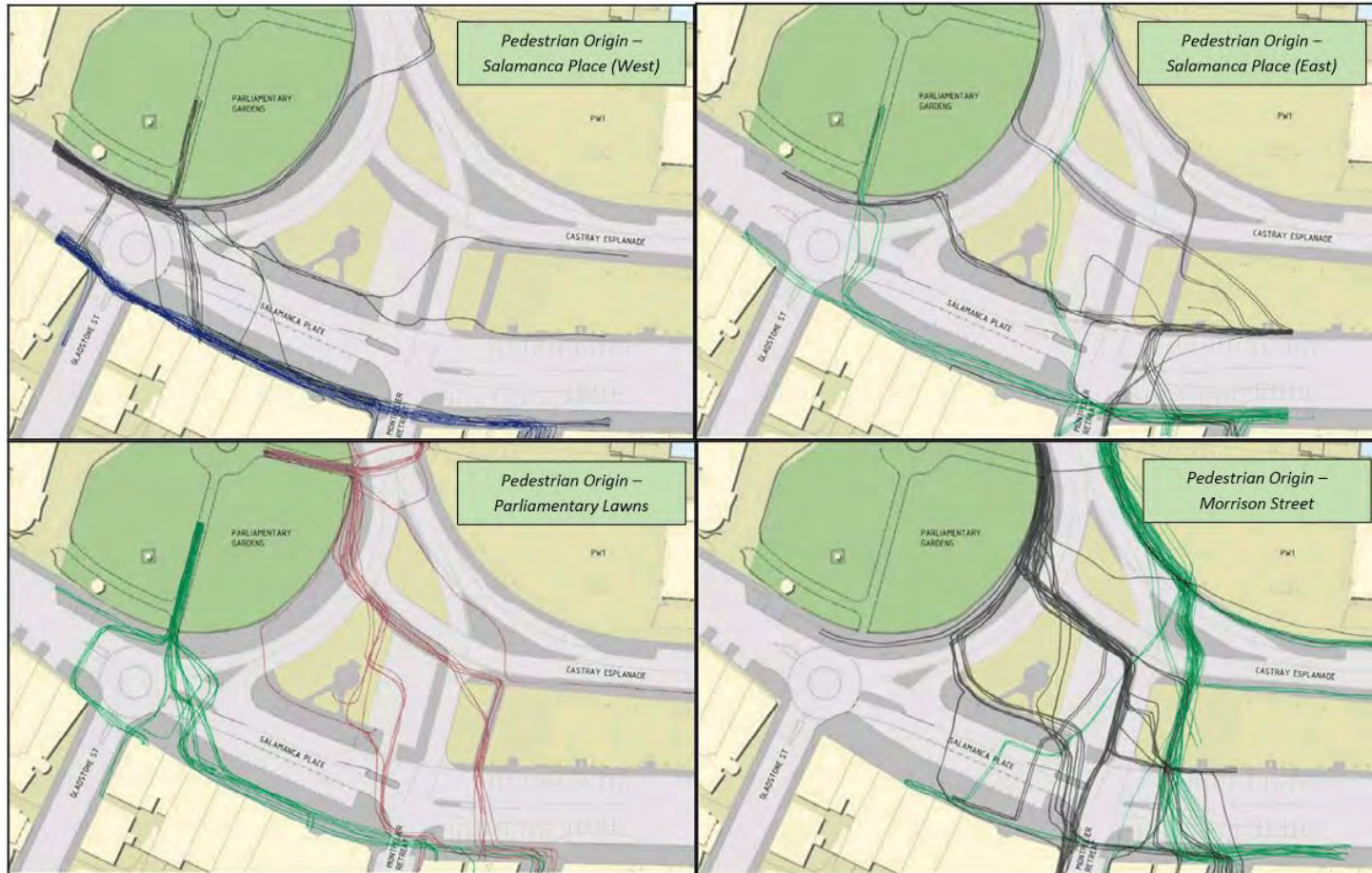
There are a number of road safety concerns relating to the proposed installation of a number of pedestrian priority 'zebra' crossings, and these will need to be carefully considered in the detailed design process.

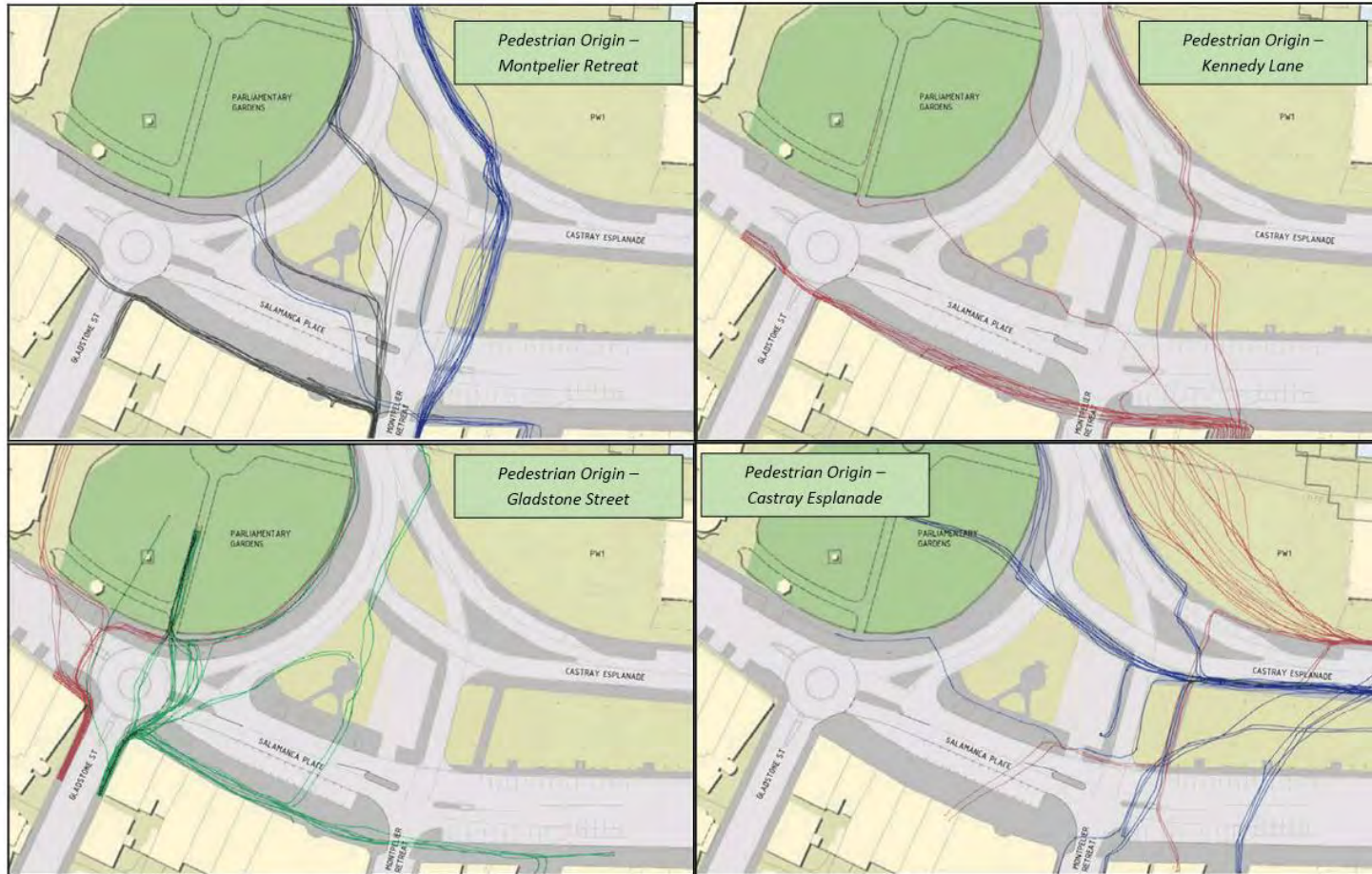
12. Appendix A – Crash History Summary Table Summary Table

	Years	'Parking' Crashes - DCA 140's & 160's			'Pedestrian' Crashes - DCA 100's			'All Other' Crashes			Total Crash Rate (per Year)		
		Property Damage	Injury	Total	Property Damage	Injury	Total	Property Damage	Injury	Total	Property Damage	Injury	Total
Salamanca Place / Montpelier Retreat Intersection													
1/1/2000 to 1/4/2004 (prior to 2004 Upgrade)	4.3	1	0	1	0	2	2	1	1	2	0.47	0.71	1.18
1/8/2004 to 31/12/2017 (post 2004 Upgrade)	13.4	7	1	8	1	0	1	9	0	9	1.27	0.07	1.34
<i>Last 6.5 Years (1/7/2011 to 31/12/2017)</i>	6.5	1	0	1	0	0	0	4	0	4	0.77	0.00	0.77
Salamanca Place (Between Montpelier Retreat and Kennedy Lane)													
1/1/2000 to 31/12/2017	18.0	23	2	25	0	1	1	1	1	2	1.33	0.22	1.56
<i>Last 6.5 Years (1/7/2011 to 31/12/2017)</i>	6.5	5	0	5	0	0	0	0	0	0	0.77	0.00	0.77
Tasman Fountain Car Park													
1/1/2000 to 31/12/2017	18.0	9	0	9	0	0	0	0	0	0	0.50	0.00	0.50
<i>Last 6.5 Years (1/7/2011 to 31/12/2017)</i>	6.5	4	0	4	0	0	0	0	0	0	0.62	0.00	0.62
Castray Esplanade / Montpelier Retreat													
1/1/2000 to 31/12/2017	18.0	1	0	1	0	1	1	18	4	22	1.06	0.28	1.33
<i>Last 6.5 Years (1/7/2011 to 31/12/2017)</i>	6.5	0	0	0	0	0	0	4	2	6	0.62	0.31	0.92
Other Castray Esplanade - Gladstone Street - Morrison Street													
1/1/2000 to 31/12/2017	18.0	2	0	2	0	0	0	7	2	9	0.50	0.11	0.61
<i>Last 6.5 Years (1/7/2011 to 31/12/2017)</i>	6.5	1	0	1	0	0	0	2	1	3	0.46	0.15	0.62
All Areas													
1/1/2000 to 31/12/2017	18.0	43	3	46	1	4	5	36	8	44	4.44	0.83	5.28
<i>Last 6.5 Years (1/7/2011 to 31/12/2017)</i>	6.5	11	0	11	0	0	0	10	3	13	3.23	0.46	3.69
Total Crash Rate (1/1/2000 to 31/12/2017)	18.0	2.40	0.17	2.57	0.06	0.22	0.28	2.01	0.45	2.46	4.44	0.83	5.28
Total Crash Rate (Last 6.5 Years)	6.5	1.69	0.00	1.69	0.00	0.00	0.00	1.54	0.46	2.00	3.23	0.46	3.69

Note: Data extracted from database on 9 January 2018. A pedestrian safety project was constructed at Montpelier Retreat / Salamanca Place in 2004.

13. Appendix B – Pedestrian Movement Data







City of HOBART

Attachment C

External Stakeholder Feedback Report

PROJECT : AP14 - Salamanca Pedestrian Works (2018-19)
DATE : 23 February 2018
OFFICER : **SENIOR ENGINEER – ROADS AND TRAFFIC**

1. OVERVIEW

- 1.1. This stakeholder feedback report documents the feedback received from external stakeholders on the initial concept plan for the upgrading and reconstruction of the intersection of Salamanca Place and Montpelier Retreat, and the area bounded by Salamanca Place, the PW1 forecourt, and the Parliamentary Gardens.

2. COMMUNICATION OBJECTIVES

- 2.1. The communications objectives were:
- (i) To communicate to directly affected key stakeholders the initial concept proposal;
 - (ii) To allow directly affected stakeholders to have input into the initial concept design before it is reported to Committee and Council for endorsement;
 - (iii) To ensure that any issues potentially fatal to the concept that the key stakeholders may be aware of are captured; and
- 2.2. To ensure that any concerns / opportunities / benefits that directly affected stakeholders may have about the initial concept design can be captured, and addressed prior to the reporting of the initial concept design to Committee and Council.

3. STAKEHOLDERS CONTACTED

- 3.1. Advice about the proposal, in the form of a letter and copies of concept plans was provided to the following stakeholders:
- 3.1.1. Frontage businesses (two) and property owners (two) on Salamanca Place between Montpelier Retreat and Kennedy Lane;
 - 3.1.2. Metro Tasmania – via emailed letter;
 - 3.1.3. Salamanca Market Stallholders Association - via emailed letter and presentation at meeting on 30 January 2018;

- 3.1.4. Department of State Growth - via emailed letter;
 - 3.1.5. Parliament of Tasmania - via emailed letter;
 - 3.1.6. Tasmanian Ports Corporation – via emailed letter;
 - 3.1.7. TM Management Group (operators of PW1 site) - via emailed letter; and
 - 3.1.8. Waterfront Business Community - via emailed letter.
- 3.2. A copy of the letter and plans provided to the key stakeholders is available in Section 7.

4. STAKEHOLDER FEEDBACK RECEIVED

- 4.1. Written feedback was received from 3 stakeholders, in alphabetical order:
 - 4.1.1. Metro Tasmania;
 - 4.1.2. Department of State Growth; and
 - 4.1.3. Tasmanian Ports Corporation.
- 4.2. The written feedback received is provided in Section 7 of this report (note the Tasmanian Ports Corporation response is not attached, as it is a simple statement that “TasPorts has no issue with the proposed roadworks around the Salamanca / Morrison Street area”).
- 4.3. A meeting was held with representatives of the Waterfront Business Community at their request.
- 4.4. A meeting was held with representatives of the Salamanca Market Stallholders Association at their request.

5. SUMMARY OF FEEDBACK RECEIVED AND RESPONSE

- 5.1. The issues raised in the feedback have been summarised below. It should be noted that the written verbatim feedback is provided in Section 7 of this report.

Metro Tasmania

- 5.2. Metro advise that they do not foresee any issues with the current proposed plans for development. They ask that if any additional changes to the Gladstone Street intersection develop, that they be involved in further consultation.

Department of State Growth

- 5.3. The officer comment from the Department of State Growth expressed some concern about the closeness of the proposed intersection of Morrison Street / Salamanca Place and the Salamanca Place / Gladstone Street roundabout, specifically that the close proximity may cause issues with right turning vehicles.

- 5.4. The suggestion was made that consideration could be given to closing the Morrison Street connection between Gladstone Street and Castray Esplanade, and converting the existing one-way section of Montpelier Retreat between Castray Esplanade and Salamanca Place to two-way traffic as an alternative.
- 5.5. In response to the matters raised above, the comments are:
- 5.5.1. The close proximity of the proposed intersection of Morrison Street / Salamanca Place and the Salamanca Place / Gladstone Street roundabout is due to a strong desire to retain the plane tree close to this intersection. The plane tree forms part of the heritage listed row of trees along the northern side of Salamanca Place. It is acknowledged that this intersection layout is not ideal.
- 5.5.2. The alternative suggestion, that consideration be given to closing the curved section of Morrison Street and widening and converting the Morrison Street to Montpelier Retreat link as a two way connection, while resolving the potential issues at the Gladstone Street end would place much more vehicular traffic through the Montpelier Retreat / Salamanca Place intersection, and would reduce the quality of the Morrison Street to Salamanca Place pedestrian connection.
- 5.6. The close proximity of the proposed intersection of Morrison Street / Salamanca Place and the Salamanca Place / Gladstone Street roundabout is something that will need to be carefully considered during the design process. While this issue could be resolved by the removal of one of the plane trees forming the heritage listed row, this would only be considered reasonable if the retaining of the tree resulted in unacceptable conditions for road users.

Salamanca Market Stallholders Association

- 5.7. Overall, the view of the members of the Stallholders Association present at the meeting with officers would be described as overall supportive of the proposal at this early stage.
- 5.8. The matters discussed at the meeting included:
- (i) A need to ensure that Stallholders will be able maintain suitable access to load and unload their stalls through the reconstructed area;
 - (ii) The availability of parking for patrons in the surrounding area; and
 - (iii) The potential implications of hostile vehicle mitigation measures.
- 5.9. In response to the matters raised above, the comments are:
- 5.9.1. The need to retain flexible access for Stallholders is noted. It is proposed that the reconstructed space will be kerb free, with removable bollards. As such it will be able to be utilised by the Salamanca Market largely without constraint.

- 5.9.2. Parking during the Salamanca Market is outside the scope of this project.
- 5.9.3. The provision of furniture capable of preventing out of control vehicles from entering the various event spaces (Salamanca Market, Taste of Tasmania et al), will need to be considered as part of the detailed design.
- 5.10. It is proposed that the provision of furniture capable of preventing out of control vehicles from entering the various event spaces (Salamanca Market, Taste of Tasmania et al) will need to be considered as part of the detailed design.

Tasmanian Ports Corporation

- 5.11. Advised that "TasPorts has no issue with the proposed roadworks around the Salamanca / Morrison Street area".

Waterfront Business Community

- 5.12. Overall, the view of the members of the Waterfront Business Community present at the meeting with officers would be described as supportive of the proposal at this early stage, but concerned about the potential impact any further loss of parking may have. The Waterfront Business Community appeared concerned that there have been a series of previous reductions in parking in the area as part of other works, and as such there is a cumulative impact on the availability of parking for customers at their businesses. Overall it appeared very important to the members of the Waterfront Business Community present that the overall supply of parking not be further reduced as a part of this project.
- 5.13. The matters discussed at the meeting included;
 - 5.13.1. The potential to adjust the proposed parking area adjacent to the Fountain, to increase its capacity from the currently proposed 21 spaces;
 - 5.13.2. The potential to adjust the parking controls on the existing 'Bus Zone' on Montpelier retreat at Salamanca Place to create additional '1/4P' parking spaces;
 - 5.13.3. Consideration of making alterations to the existing 30 minutes time limited spaces on Salamanca Place between Montpelier Retreat and Kennedy Lane to increase turnover of parking. This could be by reducing the time limit to 20 minutes, and using the parking space sensors to ensure turnover; and
 - 5.13.4. Consideration to widening the proposed 'zebra' crossing across Montpelier Retreat so that more pedestrians can cross inside the marked crossing.

5.14. In response to the matters raised above, the comments are:

- 5.14.1. The proposed parking area adjacent to the Fountain will be reviewed with the intent of having its layout adjusted to increase the available parking supply from 21 to 24 spaces (if practical).
- 5.14.2. It will be feasible to convert the existing 'Bus Zone' on Montpellier Retreat immediately south of Salamanca Place to 2 by 1/4P parking spaces.
- 5.14.3. It would be feasible to alter the parking controls on the existing parking spaces on Salamanca Place between Montpellier Retreat and Kennedy Lane.
- 5.14.4. The widening of the marked 'zebra' crossing proposed across Montpellier Retreat is supported.

6. SUMMARY OF RESPONSE AND ACTIONS

6.1.1. The following alterations / actions are proposed following the stakeholder engagement:

- (i) The close proximity of the proposed intersection of Morrison Street / Salamanca Place and the Salamanca Place / Gladstone Street roundabout be noted, and carefully considered during the design process.
- (ii) The provision of furniture capable of preventing out of control vehicles from entering the various event spaces (Salamanca Market, Taste of Tasmania et al) be considered as part of the detailed design.
- (iii) In relation to parking supply in the project area.
 - (a) Investigate altering the design of the carpark adjacent to the fountain, to increase the supply of parking from 21 spaces to 23 spaces;
 - (b) Investigate removing the existing 'Bus Zone' on Montpelier Retreat, and replacing it with 2 by '1/4P' parking spaces; and
 - (c) The above two alterations, if feasible, would result in the net gain of one parking spaces in this stage of the project after three on-street spaces are removed to facilitate the pedestrian crossing across Salamanca Place east of Montpelier Retreat.
- (iv) Increase the width of the 'zebra' markings on proposed crossing of Montpelier Retreat from the current 3.0 metres to 6.0 metres.

7. ATTACHED DOCUMENTATION LIST

- Example of letter and plans circulated to stakeholders (F18/980).
- Written feedback received:
 - Metro Tasmania (F18/7160);
 - Department of State Growth (F18/17115);



Enquiries to: Owen Gervasoni
 ☎: 62382128
 ✉: coh@hobartcity.com.au
 Our Ref: R0817
 og:OCG

4 January 2018

EXAMPLE LETTER

Dear Sir/Madam

SALAMANCA PRECINCT – PEDESTRIAN IMPROVEMENTS

Over the last two years, the City of Hobart have undertaken several upgrades to improve pedestrian amenity on the Hobart waterfront. The most significant of these upgrades have been:

- The widening and upgrading on the footpaths on Morrison Street between Elizabeth Street and Murray Street / the PW1 forecourt area;
- The widening and upgrading of the footpath on the southern side of Salamanca Place between Montpelier Retreat and Gladstone Street.

We are commencing work on planning the next stages of these works and having identified you as a key stakeholder, we would welcome the opportunity to meet with you to discuss the project as we start this process.

The next stage of the work will focus on the intersection of Salamanca Place and Montpelier Retreat, and the area bounded by Salamanca Place, the PW1 forecourt, and the Parliamentary Gardens.

The aim of the works is to re-construct this area to provide high quality pedestrian connections through and across the space and to better design the infrastructure to suit the use of this area for events (including the Taste Festival, Dark Mofo and the Salamanca Market).

Hobart Council Centre T 03 6238 2711
 16 Elizabeth Street F 03 6234 7109
 GPO Box 503 E coh@hobartcity.com.au
 Hobart 7001, Tasmania W hobartcity.com.au

ABN 39 055 343 428 | Hobart City Council



Attached to this letter are:

- A plan showing the project area and the existing conditions;
- A preliminary concept plan showing the potential reconstruction of the roadways in the area;
- A table that summarises the main changes between the existing conditions and the concept plan (in terms of areas of grass, amount of parking etc).

The concept plan is in two parts:

Parking Mode - where part of a proposed hardstand area on the Salamanca Lawns next to the Tasman Monument is utilised for parking; and

Event Mode - when that area is used for other activities (for example Salamanca Market Stalls).

The preliminary work undertaken to date has focused on simplifying the road network in the area and importantly improving the pedestrian connection between Castray Esplanade and Salamanca Place. The concept plans attached is a design that shows the curved section of Morrison Street that runs along the front of the Parliamentary Gardens being converted to two-way traffic and closing the one-way lane road that connects Morrison Street to Montpelier Retreat through the centre of the Salamanca Lawns.

The closure of this one-way link is considered critical to simplifying the intersection of Montpelier Retreat and Salamanca Place and allowing the provision of a high quality pedestrian space connecting Morrison Street to Salamanca Place.

The preliminary concept design focuses on the development of a functional road network that:

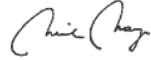
- Continues to allow heavy vehicle and Metro bus access through the area;
- Does not cause congestion and delays onto the surrounding arterial road network;
- Provides high quality pedestrian connections;
- Maintains parking supply to support local businesses.

To assist City of Hobart officers in the development of these initial concept plans, we would like to hear your comments on the proposal. Comments can be made via email to coh@hobartcity.com.au and it would be appreciated if they could be received by 2 February 2018.

Our officers are also available to meet with you to discuss the proposal. Should you wish to arrange a meeting, please contact the City's Senior Engineer Roads and Traffic, Owen Gervasoni, who will arrange a suitable time. Mr Gervasoni can be contacted on 6238 2128 or via email gervasonio@hobartcity.com.au.

As key stakeholders, you will have further opportunity to comment on the proposal during the formal consideration process by the Council. If you have any questions, please contact the City's Senior Engineer Roads and Traffic, Owen Gervasoni.

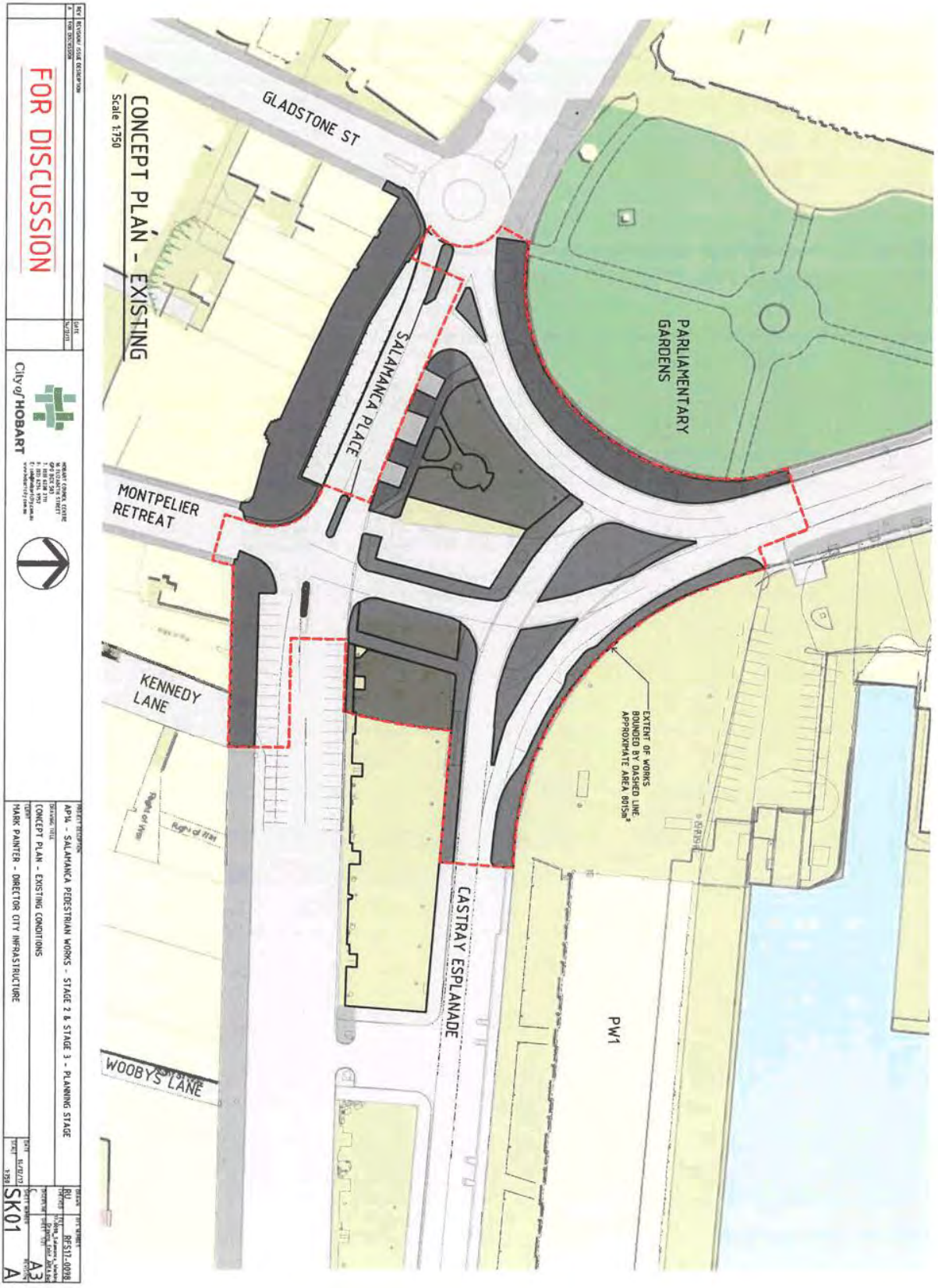
Yours faithfully

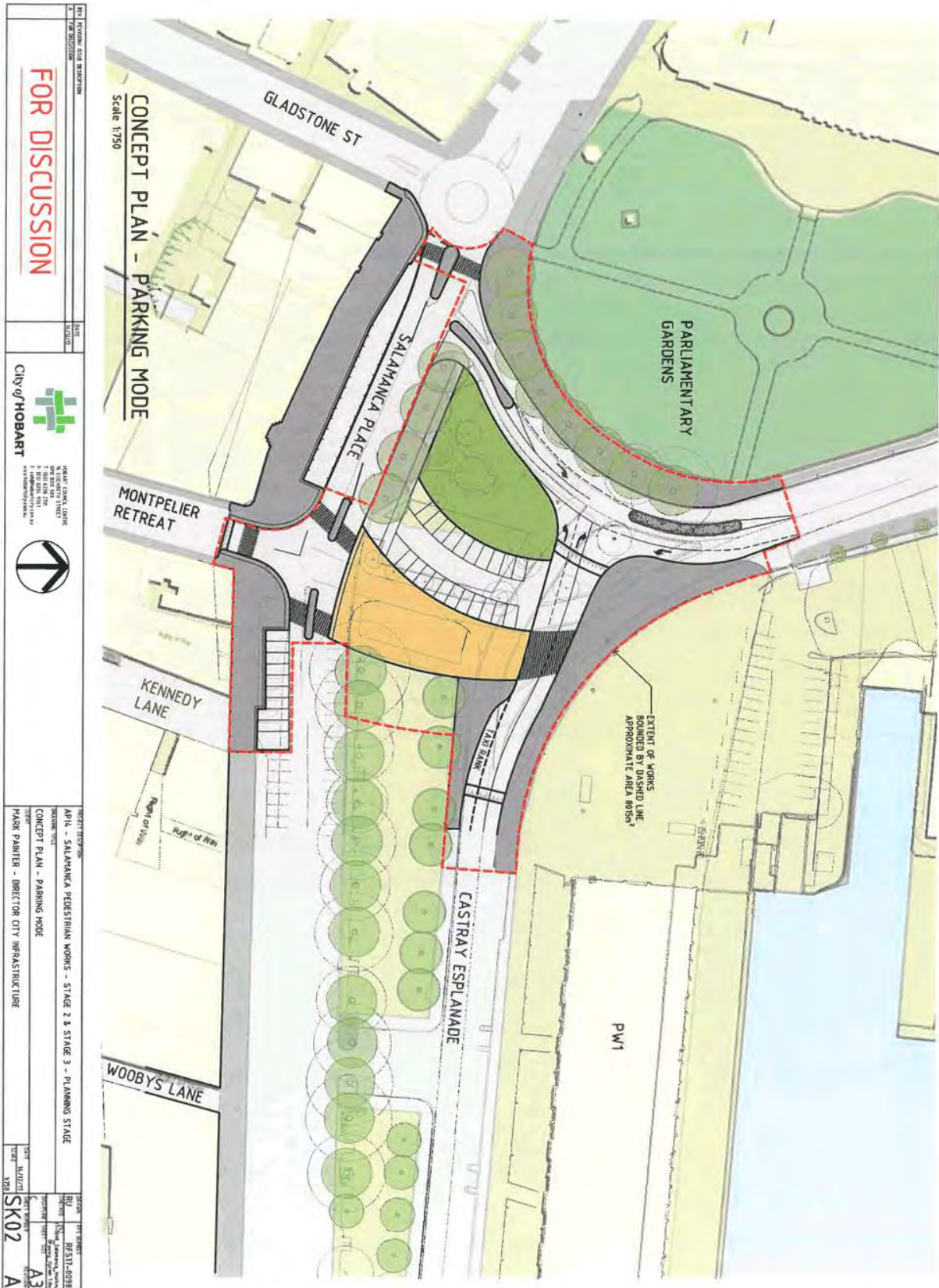


(Neil Noye)

DIRECTOR CITY PLANNING

Attachment(s)	Plan - Existing Conditions Concept Plan – Parking Mode Concept Plan – Event Mode Table 1 - Stage 2 and 3 - Existing and Proposed Comparison
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FOR DISCUSSION



PROJECT REFERENCE: AP14 - SALAMANCA PEDESTRIAN WORKS - STAGE 2 & STAGE 3 - PLANNING STAGE

PROJECT TITLE: CONCEPT PLAN - PARKING MODE

MARK PAINTER - DIRECTOR, CITY INFRASTRUCTURE

DATE: 17/03/2018

SCALE: 1:750

PROJECT NO: SK02

REVISION: A

DRAWN BY: RJA
 CHECKED BY: JCS
 APPROVED BY: JCS
 DATE: 17/03/2018

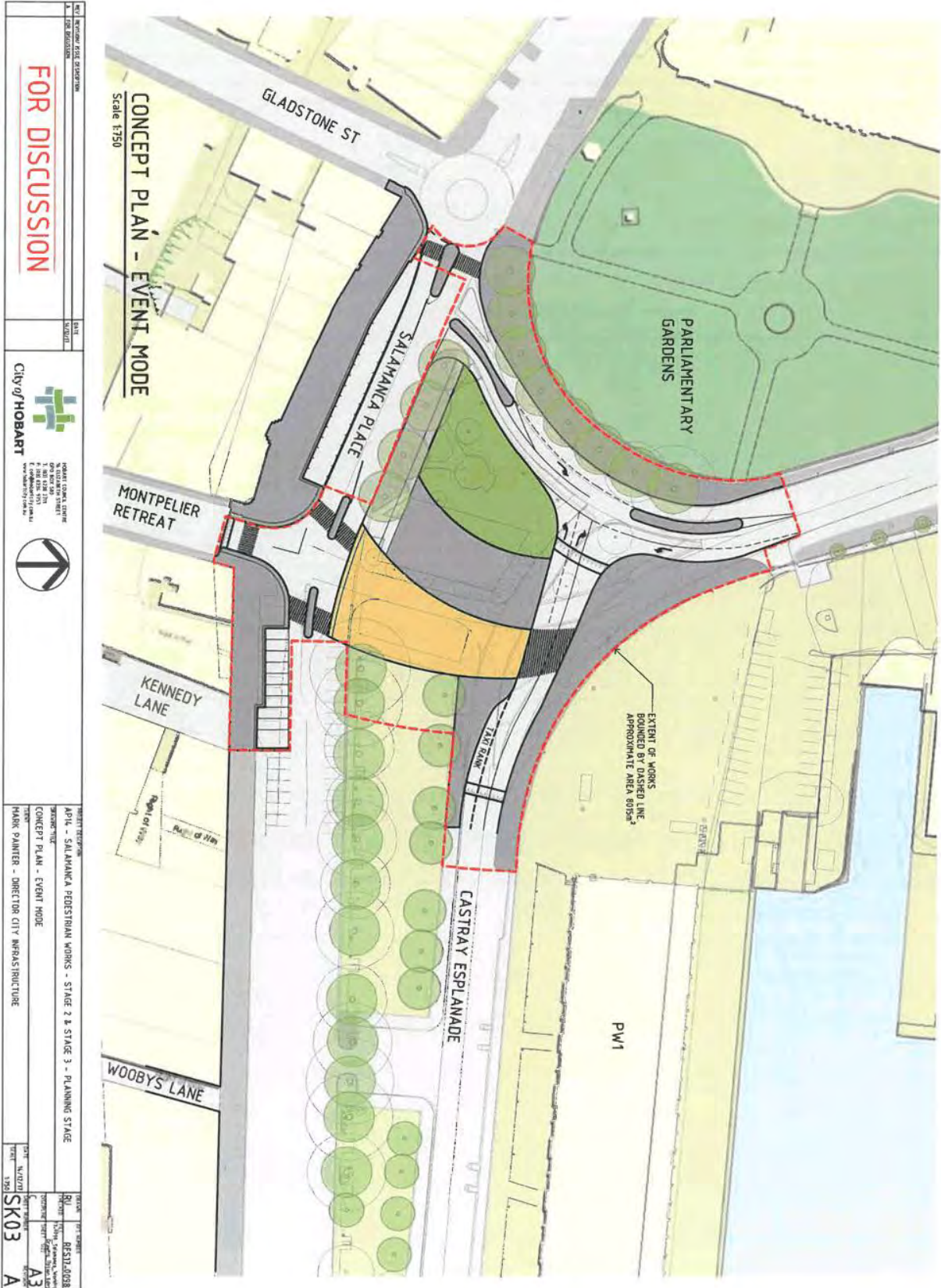


Table 1
Salamencia Pedestrian Walkway
Stage 2 & 3 - Existing & Proposed Comparison

Option	Plan Date	Approximate Area (%)			Trees		Loading	Number of Parking Spaces			
		Grass	Road & Parking Services	Hard Paved Footpaths (incl. Streetlights)	Established	Proposed		Car	Bicycle	Motor Bike	
				TOTAL AREA							
Existing	14/12/2017	17%	53%	30%	100%	28	0	2	38	10	0
Concept	14/12/2017	14%	55%	31%	100%	17*	0	2	36	10	0

*Note: The area shown for the concept do not include potential new areas of landscaping and planting and new trees that will be installed in the new stage 2 and 3 areas.



20 January 2018

Mr Neil Noye
Director City Planning
City of Hobart
16 Elizabeth St
HOBART TAS 7000



Dear Neil

Thank you for contacting Metro in regard to the development concept plans for the Salamanca Precinct.

At the present, Metro does not routinely operate services in the waterfront area. For special events passengers are collected in the northern end of Salamanca Place near the Supreme Court. Reviewing the concept plans provided, it does not appear our accessibility to this area will be impacted, as our services are routed to travel via Gladstone Street into Salamanca Place.

Metro does not therefore foresee any issues with the current proposed plans for development. Should any additional changes to the Gladstone Street intersection develop, it would be appreciated if Metro could be involved in further consultation.

Yours Sincerely

Megan Morse
Chief Executive Officer



From: Howatson, Donald (StateGrowth) [mailto:Donald.Howatson@stategrowth.tas.gov.au]
Sent: Monday, 22 January 2018 3:30 PM
To: Gervasoni, Owen <gervasonio@hobartcity.com.au>
Subject: RE: Salamanca Precinct – Pedestrian Improvements - State Growth - 19/1/2018

Owen,

Tried to phone.

I had a look at the concept plan. I am thinking that the Salamanca / Gladstone and Salamanca / Morrison junctions are too close together, and there would be issues with the right turn into Morrison and the right turn out of Morrison.

This could be addressed by making the Morrison – Montpelier link two-way and closing off the road between the parliamentary gardens and the Tasman monument (sketch attached). This would provide better access to the proposed development in Montpelier and also discourage 'rat-running' traffic passing through the Cove between Gladstone and Morrison.

Happy to discuss.

Thanks, Donald.

Donald Howatson | Manager Traffic Safety
Traffic Engineering | Department of State Growth
76 Federal Street, North Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Phone: (03) 6166 3327
www.stategrowth.tas.gov.au

**6.4 Hill Street, West Hobart - Consideration of Representations
Regarding the Proposed Road Hump
File Ref: F18/21732**

Report of the Manager Traffic Engineering and the Director City Infrastructure of 15 March 2018 and attachments.

Delegation: Council

REPORT TITLE: HILL STREET, WEST HOBART - CONSIDERATION OF REPRESENTATIONS REGARDING THE PROPOSED ROAD HUMP**REPORT PROVIDED BY:** Manager Traffic Engineering
Director City Infrastructure**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to provide the Council with the results of advertising a proposal to install a road hump north of Pine Street in Hill Street, West Hobart. The road hump forms part of a pedestrian (wombat) crossing to be trialled in this location.
- 1.2. Approval is sought to write to the Transport Commission seeking approval of a road hump on Hill Street, West Hobart.

2. Report Summary

- 2.1. The Council has previously considered reports on pedestrian improvements in Hill Street, West Hobart at its meetings of 7 September 2015, 7 March 2016, 3 April 2017 and 2 October 2017.
- 2.2. The community engagement and statutory advertising has been undertaken for the proposed pedestrian (wombat) crossing trial, including the road hump associated with this type of crossing.
- 2.3. The road hump was also advertised in the Mercury newspaper on Saturday 20 January 2018 and Saturday 3 February 2018. The closing date for receipt of representations was Monday 19 February 2018.
- 2.4. Eleven (11) representations were received in response to the advertised proposal. These included two representations objecting to the proposed road hump, and nine representations in support of the road hump (and associated pedestrian (wombat) crossing).
 - 2.4.1. The emergency services (including Tasmania Police, Tasmanian Ambulance Service, Tasmania Fire Service and the State Emergency Services) and Metro Tasmania have been contacted directly to provide feedback on the proposed road hump. Responses were received from Tasmania Police, the State Emergency Services and Metro Tasmania – they were generally supportive of the proposal.
- 2.5. It is proposed that an application be made to the Transport Commission for permission to install one road hump (as part of a pedestrian (wombat) crossing) in Hill Street on the northern side of the Pine Street roundabout in West Hobart.

- 2.6. If the Transport Commission approves the application then the trial of a pedestrian (wombat) crossing would be implemented in Hill Street, in accordance with the Council's resolution of 2 October 2017 at a cost of \$65,000. These works are proposed to commence towards the end of the 2017-2018 financial year.

3. **Recommendation**

That:

1. ***An application be made to the Transport Commission requesting approval for the installation of one road hump in Hill Street on the northern side of the Pine Street roundabout, as part of the trial of a new pedestrian (wombat) crossing.***
2. ***Subject to receiving permission from the Transport Commission to install a road hump, the pedestrian (wombat) crossing trial proceed in the 2017-2018 financial year.***
3. ***Those people who made representations in relation to the proposed road hump be advised of the Council's decision.***

4. **Background**

- 4.1. The Council has previously considered reports on pedestrian improvements in Hill Street, West Hobart at its meetings of 7 September 2015, 7 March 2016, 3 April 2017 and 2 October 2017. A copy of the resolutions of these four meetings is included as **Attachment A** to this report.
- 4.2. The results of the community engagement and a report investigating the feasibility of a wombat crossing in Hill Street were presented to the City Infrastructure Committee at its meeting held on 20 September 2017 and then considered by the Council at its meeting held on 2 October 2017, where it was resolved, inter alia, that:
- “The findings of the Midson Traffic Report (marked as Attachment C to item 6.6 of the Open City Infrastructure Committee agenda of 20 September 2017) be endorsed and the following recommendations be adopted:*
- (i) *A trial implementation of a wombat crossing across Hill Street (on the northern side of the Pine Street roundabout) be undertaken, subject to further consultation with directly impacted property owners, residents and businesses and all statutory advertising and approvals.”*
- 4.3. In relation to resolution (i) above, the community engagement and statutory advertising has been undertaken for the proposed pedestrian (wombat) crossing trial, including the road hump associated with this type of crossing.

- 4.4. The road hump was also advertised in the Mercury newspaper on Saturday 20 January 2018 and Saturday 3 February 2018. The closing date for receipt of representations was Monday 19 February 2018.
- 4.5. On 2 February 2018, letters about the proposed pedestrian (wombat) crossing trial including the road hump were delivered to all residents, businesses and property owners of Hill Street (between Hamilton Street and Pine Street) and all properties adjacent to the Pine Street roundabout. The letter included a copy of the advertisement. A copy of the letter is included at **Attachment B** to this report.
- 4.6. Eleven (11) representations were received in response to the advertised proposal. These included two representations objecting to the proposed road hump, and nine representations in support of the road hump (and associated pedestrian (wombat) crossing). A copy of the representations are included as **Attachment C** to this report.
- 4.7. **Representations Objecting to the Proposal**
- 4.7.1. Two representations were received against the proposal to install a road hump in Hill Street. The following table outlines the concerns raised in those representations.

It is not acceptable for either a road hump or a zebra crossing to be installed at an intersection, within a roundabout traffic control and on a street carrying over 10,000 veh/day.
The Transport Commission standard that road humps not be installed on a road carrying more than around 4,000 veh/day.
It is not acceptable for road humps to be installed in isolation; they are installed as part of an overall traffic management plan extending over a street length, not just in one spot.
Road humps and wombat crossings are also not to be installed at intersections; their appropriate location is away from any intersection.
A road hump at an intersection with a roundabout control complicates the decision making required by drivers, particularly when also needing to give way to pedestrians, it would impose more vehicle stop / starting and increase potential for rear end collisions with drivers who are not alert to the situation.
There would have been more pedestrians in this area a few years ago therefore, I would question the need to now reverse the priority to pedestrians, and whether there really is such a high pedestrian movement to require a change.
If pedestrian numbers are sufficiently high to justify a higher order crossing facility based on Transport Commission warrants, there are other more appropriate measures available to address the situation which do not adversely impact on safety and efficiency.
The wombat crossing is completely wrong for the proposed location so

much so that even a trial could not be justified.
It is not necessary to have a raised zebra crossing. The pedestrian traffic islands in the centre of the road which allow people to cross first one lane of traffic and then another are sufficient and could be retrofitted with a painted crossing on both side if deemed necessary.
It is not necessary to eventually introduce a 40 km/h speed limit in West Hobart.
Requests further evaluation of the Mellifont Street / Arthur Street / Hill Street intersection and access into and out of the Hill Street Grocer car park.

- 4.7.2. These technical concerns were all addressed in the feasibility assessment undertaken by Midson Traffic and considered by the Council at its meeting on 2 October 2017. The Midson Traffic report recognised many of these limitations and that the location of a pedestrian (wombat) crossing in close proximity to a roundabout. The Midson Traffic report stated:

“Zebra crossings and wombat crossings are a relatively unusual pedestrian crossing facilities in Tasmania compared with other States. The majority of zebra crossings in the Hobart municipality are located within car parking areas (i.e. shopping centre car parks, University of Tasmania, etc), or slip lanes (Brooker Avenue). There is therefore a road safety risk associated with the installation of new zebra or wombat crossing facilities in Hobart’s urban road network due to a lack of driver awareness and unfamiliarity. Any installation of zebra crossings, particularly wombat crossings at a roundabout (as there are no comparable installations in Tasmania), should therefore be considered with a degree of caution.

It is recommended that any installation of a new zebra or wombat crossing facility in the Hobart urban area should be initially undertaken with a trial in a mid-block road location that has high pedestrian crossing volumes and low vehicle speeds. The installation of wombat crossings at the leg of a roundabout (i.e. a relatively complex environment) would not normally be considered an appropriate location for such a trial.”

- 4.7.2.1. Following the submission of their report Midson Traffic advised that a trial of a wombat crossing at the Hill Street / Pine Street / Lansdowne Crescent roundabout is feasible and that the site contains a number of attributes that provide a level of safety.
- 4.7.3. It is also recognised that the trial pedestrian (wombat) crossing location in Hill Street (north of the Pine Street roundabout) is one of three sites to be considered – and that subject to the trial

being successful, two additional pedestrian (wombat) crossings will be implemented on the Hill Street corridor and would therefore provide a traffic calming scheme in line with normal local area traffic management considerations.

- 4.7.4. A number of traffic surveys have been completed and the VicRoads warrants for the installation of a pedestrian (zebra) crossing are met in the Hill Street location north of the Pine Street roundabout.

4.8. Representations Supporting the Proposal

- 4.8.1. Nine representations were received in support of the proposal to install a road hump in Hill Street. These representations provide the following comments in support of the road hump (and associated wombat crossing). The following table outlines the concerns raised in those representations.

<p>The wombat crossing (in association with the other changes being made) will moderate traffic flow along Hill Street, will assist in the slowing down of traffic on this busy street and will support the eventual introduction of a 40 km/hr speed limit in this residential area.</p>
<p>The wombat crossing will give legal priority to pedestrians crossing the street and this will help children and older residents to cross.</p>
<p>This improvement, and the other changes included in this package, is long overdue. A number of businesses, schools and aged care facilities wrote to the Council on 5 August 2016 requesting “the Hobart City Council consider the most appropriate placement of non-signalised crossings that allow for right of way to pedestrians along Hill Street in the context of providing the necessary traffic infrastructure to implement the new 40 km/h zone”.</p>
<p>As a parent of children who’ve attended Lansdowne Crescent Primary School for the past eight years and I am looking forward to the new crossing enabling them to walk to school safely every day.</p>
<p>Members of the Hobart City Council City Infrastructure team joined the West Hobart community and Lansdowne Crescent Primary School parents and friends in a count of students crossing Hill Street on 16 March 2017. These numbers of vehicles and pedestrians more than satisfy the minimum requirement accepted by the Department of State Growth for installation of a proper pedestrian crossing (i.e. zebra crossing).</p>
<p>Through traffic on Hill Street can seem aggressive and relentless, and to some degree forms a barrier cutting the suburb in half. Giving priority to pedestrians over cars will make it much easier for athletic and alert people to cross the road. For elderly people wanting to cross the road (e.g. to access the pharmacy) or children on the way to school, a wombat crossing would greatly increase their safety and comfort.</p>
<p>The Lansdowne Crescent footpath provides long unbroken stretches of</p>

<p>safe walking for school children, dog walkers and elderly, but is virtually unreachable from east of Hill Street during rush hour.</p>
<p>Already it is hard to imagine 60 km/h traffic in West Hobart streets (although I do remember it because 3 kids were killed when their car hit a tree on Lansdowne Crescent when I first moved to the suburb). In future years it will seem bizarre and negligent of Council if they fail to proceed with traffic calming actions now.</p>
<p>The installation of this crossing, along with other changes being made at this time will improve the safety and usability of the street for pedestrians and make it easier for children, the elderly and less mobile to cross Hill Street. This is most important close to the school and residential facilities for the elderly, now that the street has become so busy.</p>
<p>As someone who walks and cycles most places, I've seen and experienced the myriad challenges faced by pedestrians and cyclists around Hobart. It is plainly obvious that we prioritise cars over other transport modes. This gives car drivers an undeserved sense of entitlement and regularly leads to dangerous treatment of other road users. Non-drivers have just as much a right to a safe and comfortable trip around Hobart as do car drivers. If the streets were friendlier to other road users, you'd have fewer people driving and more people walking. This would lead to reduced vehicle flow on our clogged roads and improved health outcomes.</p>
<p>Enforced zebra crossings are great because, at busy roundabouts, most car drivers don't give way. You sometimes have to wait for minutes to cross and typically, when you can, you have to run.</p>
<p>Whilst I am 100% in support of making it safer for pedestrians, I have concerns with humps and their impact on bike riders. Riders feel holes and bumps more than car drivers. What is needed is a flat bike lane on each side of the hump (between the footpath and the hump). It would be great if that could be considered as part of this trial.</p>
<p>This is a really good move for the health and safety of our city.</p>

4.8.2. There continues to be good community support for improved pedestrian crossings across Hill Street in West Hobart.

4.9. **Feedback from Emergency Services and Metro Tasmania**

4.9.1. The emergency services (including Tasmania Police, Tasmanian Ambulance Service, Tasmania Fire Service, the State Emergency Services) and Metro Tasmania have been contacted directly to provide feedback on the proposed road hump. Responses were received from Tasmania Police, the State Emergency Services and Metro Tasmania – they were generally supportive of the proposal. Copies of the letters from these stakeholders are included in **Attachment D** to this report.

5. Proposal and Implementation

- 5.1. Section 31 of the *Local Government (Highways) Act 1982*, requires the Council to submit copies of any representations together with the Council's comments to the Transport Commissioner, in order to seek approval for the road humps.
- 5.2. It is proposed that an application be made to the Transport Commission for permission to install one road hump (as part of a pedestrian (wombat) crossing) in Hill Street on the northern side of the Pine Street roundabout in West Hobart.
- 5.3. If the Transport Commission approves the application then the trial of a pedestrian (wombat) crossing would be implemented in Hill Street, in accordance with the Council resolution of 2 October 2018 at a cost of \$65,000. These works are proposed to commence towards the end of the 2017-2018 financial year.

6. Strategic Planning and Policy Considerations

- 6.1. The review of Local Area Traffic Management in Hill Street, West Hobart supports the Council's Capital City Strategic Plan 2015-2025 through Goal 2 – Urban Management.
- 6.2. In particular, reference is made to its support through Strategic Objective 2.1 and its underpinning strategies, that is:
 - “2.1 *A fully accessible and connected city environment.*
 - 2.1.2 *Enhance transport connections within Hobart.*
 - 2.1.3 *Identify and implement infrastructure improvements to enhance road safety.”*

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. As resolved by the Council on 2 October 2017, the trial of a wombat crossing in Hill Street on the northern side of the Pine Street roundabout will be funded to \$65,000 from funds allocated within the current Annual Plan.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. None are foreseen.
- 7.3. Asset Related Implications
 - 7.3.1. None are foreseen.

8. Legal, Risk and Legislative Considerations

- 8.1. Section 31 of the *Local Government (Highways) Act 1982* the approval of the Transport Commission must be obtained before road humps can be installed in Hill Street, West Hobart.

- 8.2. This approval can only be gained if the corporation advertises its intention to make an application under Section 31, and seeks written representations on the matter, which it then considers and comments on.

9. Community and Stakeholder Engagement

- 9.1. The intention to install a road hump in Hill Street has been advertised in the Mercury newspaper. A letter has also been delivered to nearby residents and businesses advising them of the proposal. A total of eleven (11) representations have been received as detailed in Section 3 of this report.
- 9.2. Emergency services and Metro Tasmania have also been contacted about the proposed road hump and they are generally supportive of the project.

10. Delegation

- 10.1. This is a matter for the Council to determine.

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



Angela Moore
MANAGER TRAFFIC ENGINEERING



Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 15 March 2018
File Reference: F18/21732

- Attachment A: Summary of Hill Street Council Resolutions ↓
Attachment B: Letter to Hill Street Residents ↓
Attachment C: Representations (Contact Details Redacted for Privacy Reasons) ↓
Attachment D: Correspondence from Emergency Services and Metro Tasmania ↓

1.

Council Meeting, 7 September 2015**Item 14, Hill Street/Arthur Street, West Hobart – Traffic Issues**

- “That:*
1. *A review of the traffic issues identified in the report attached to Supplementary item 13 of the City Infrastructure Committee agenda of 26 August 2015, in relation to the new ‘Hill Street Grocer’ store in Hill Street, West Hobart, be conducted in six months time.*
 2. *A report be prepared on options for safer pedestrian crossings in Hill Street, West Hobart.*
 3. *The Council investigate a 40 km per hour speed limit for all residential areas within the Hobart municipal area.*
 4. *The following notes of discussion arising from the West Hobart Residents’ Traffic Committee, meeting conducted on 19 August 2015 be received and noted:-*
 - (i) *Recognising that pedestrian safety is the priority, the West Hobart Local Area Traffic Committee (LATC) ask Council, as a matter of urgency, to develop a safe traffic plan for West Hobart based on the “West Hobart safe traffic zone” map produced by the West Hobart Environment Network, as tabled at the LATC meeting, including:*
 - (a) *A suite of traffic calming measures that include defined and safe pedestrian crossings (such as wombat and zebra designs); and*
 - (b) *A reduction in speeds to 40 km per hour for Lansdowne Crescent, Hill Street and Arthur Street.*
 - (ii) *The LATC also requests that such a plan be developed in consultation with relevant community groups, including on-site consultation with residents at Lawrenny Court. The LATC also recognises that the development and implementation of such a plan within a reasonable timeframe, will require additional Council resourcing.”*

Council Meeting, 7 March 2016**Item 13, West Hobart Local Area Traffic Investigation**

- “That:*
1. *The recommendations of the consultant report titled West Hobart Local Area Traffic Investigation – Final Report, marked as Attachment A to item 5 of the Open City Infrastructure Committee agenda of 24 February 2016, be supported in-principle and the following actions be undertaken:*
 - (i) *A workshop be convened with stakeholders in relation to the West Hobart pedestrian environment.*

1.

- (ii) *The Department of State Growth be requested to establish Statewide warrants for the installation of pedestrian crossings within Tasmania.*
 - (iii) *The Council write to the Department of State Growth requesting that consideration be given to the installation of an unsupervised children's crossing in Hill Street in the 40km/h zone near Caldew Park.*
 - (iv) *Median lanes and median islands be installed in Hill Street between Allison Street and Patrick Street and between Hamilton Street and Warwick Street, in 2016/2017 following the development of concept designs and community engagement.*
 - (v) *A review be undertaken following the installation of the median islands and pedestrian crossings in Hill Street.*
 - (vi) *Concept design development and consultation be undertaken with directly affected residents in 2016/2017 to provide more generous pedestrian crossings in Hill Street where refuge islands are already provided.*
2. *The West Hobart Resident Traffic Committee, Lansdowne Crescent Primary School, The Friends School, Taroona High School, Lawrenny Court, businesses along Hill Street and those people who participated in the consultation conducted by MRCagney, be advised of the Council's decision.*

Council Meeting, 3 April 2017**Item 27, Pedestrian Crossings in Hill Street, West Hobart - Concept Design**

- "That:*
- 1. *Community engagement be undertaken based on the concept design marked as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda of 29 March 2017.*
 - 2. *The General Manager work with the schools and interested businesses to lobby the Transport Commissioner for the provision of adult crossing guards at the Hill Street / Lansdowne Crescent / Patrick Street and the Hill Street / Lansdowne Crescent / Pine Street intersections.*
 - 3. *Further investigation, including advice from the Transport Commissioner be undertaken to install improved pedestrian crossings at the Hill Street / Lansdowne Crescent / Patrick Street and Hill Street / Lansdowne Crescent / Pine Street intersections taking into consideration sight distance, bus turning and property constraints and in accordance with the Australian Standard. Options to be investigated include:*
 - (i) *Wombat crossings at the above roundabouts; and/or*
 - (ii) *Replacing the Hill Street / Lansdowne Crescent / Patrick Street roundabout with traffic signals.*

1.

- (iii) *Lobbying DIER for a 40 km per hour speed limit from the Hill Street/Arthur Street intersection, through to Patrick Street.*
 - (iv) *Taking note of the need for implementing safe bicycle infrastructure.*
4. *A further report be provided, detailing the results of the community engagement and recommending a design to be implemented in Hill Street, incorporating consideration of the consultation and the feedback from MRCagney and Victoria Walks.*
 5. *A further report be provided to the Council's Community, Culture and Events Committee in relation to a possible event and community art project for West Hobart.*
 6. *The line markings at the Hill Street roundabouts be painted as a matter of urgency."*

Council Meeting, 2 October 2017**Item 20, Hill Street Pedestrian Improvement Project**

- "That:*
1. *The revised concept design for pedestrian crossing points, median lane and bicycle lanes (marked as Attachment D to item 6.6 of the Open City Infrastructure Committee agenda of 20 September 2017) be implemented.*
 2. *The Transport Commissioner be requested to consider a 40 km/h speed limit for Hill Street (between Molle Street and Arthur Street) following the implementation of this project.*
 3. *The findings of the Midson Traffic Report (marked as Attachment C to item 6.6 of the Open City Infrastructure Committee agenda of 20 September 2017) be endorsed and the following recommendations be adopted:*
 - (i) *A trial implementation of a wombat crossing across Hill Street (on the northern side of the Pine Street roundabout) be undertaken, subject to further consultation with directly impacted property owners, residents and businesses and all statutory advertising and approvals.*
 - (ii) *Results of the trial, including recommendations on the installation of two additional wombat crossing in Hill Street (at both Warwick Street and Patrick Street), be the subject of a further report.*
 - (iii) *Further surveys of pedestrians and pedestrian types over a longer period (i.e. one school week) be done at the Patrick Street roundabout and the results forwarded to the Transport Commissioner for consideration of a children's crossing and adult crossing guard.*

1.

- (iv) *Traffic signals not be implemented at the Arthur Street / Hill Street or Patrick Street / Lansdowne Crescent / Hill Street intersections at this time.*
4. *The required funding for the installation of wombat crossings at Warwick Street and Patrick Street (if not trialled) be listed for consideration in the 2018-19 Annual Plan, with installation contingent on a successful trial and future resolution of Council.*
5. *The Transport Commissioner be requested to provide assistance as may be required with the implementation of an awareness and education campaign regarding the use of wombat crossings.*
6. *Midson Traffic be requested to provide a briefing to the community on the outcomes of its report.*
7. *A media release be issued by the Lord Mayor and the Chairman of the City Infrastructure Committee.*



Enquiries to: Angela Moore
 ☎: 6238 2804
 ✉: coh@hobartcity.com.au
 Our Ref: R0568
 OCG:SJB
 F18/9823
 Your Ref:

2 February 2018

The Resident
 Hill Street – Pine Street – Lansdowne Crescent, West Hobart

Dear Sir/Madam

'ROAD HUMPS' IN HILL STREET, WEST HOBART

You may be aware that the City of Hobart is planning a trial of a new pedestrian crossing across Hill Street in the vicinity of 111 Hill Street, West Hobart.

The type of pedestrian crossing being considered is called a "wombat" crossing. Basically, this is a type of "zebra" crossing (the white painted strips that go across a road and gives pedestrians legal priority over vehicle traffic), but with the road surface raised so that vehicle traffic goes over a road hump on approach to the crossing to slow vehicles down.

To install a 'road hump' on a road, the City is legally required to advertise its intention to apply to the Transport Commission for permission to install a road hump.

The advertisement for this was placed in the 'Local Government Business News' section of The Mercury newspaper on 20 January and for 3 February 2018. For your information, I have attached a copy of the advertisement text.

This letter is intended to make sure that you are aware of the proposal, and have the opportunity to comment should you wish to do so.

Please note that in the advertisement, representations need to be made in writing by Monday, 19 February 2018.

If you would like to discuss this matter further, please contact the City's Manager Traffic Engineering, Angela Moore via the telephone number and email address provided at the top of this letter from 7 February 2018.

If you would like to discuss this matter prior to 7 February 2018, please contact me directly on telephone 6238 2128.

Yours faithfully

(Owen Gervasoni)
ACTING MANAGER TRAFFIC ENGINEERING

Attachment: Advertisement Text – Road Hump in Hill Street

Hobart Town Hall
 50 Macquarie Street
 HOBART TAS 7000

Hobart Council Centre
 16 Elizabeth Street
 HOBART TAS 7000

City of Hobart
 GPO Box 503
 HOBART TAS 7001

T 03 6238 2711
 F 03 6234 7109
 E coh@hobartcity.com.au
 W hobartcity.com.au

CityofHobartOfficial
 ABN 39 055 343 428
 Hobart City Council

**ROAD HUMPS IN HILL STREET,
WEST HOBART**

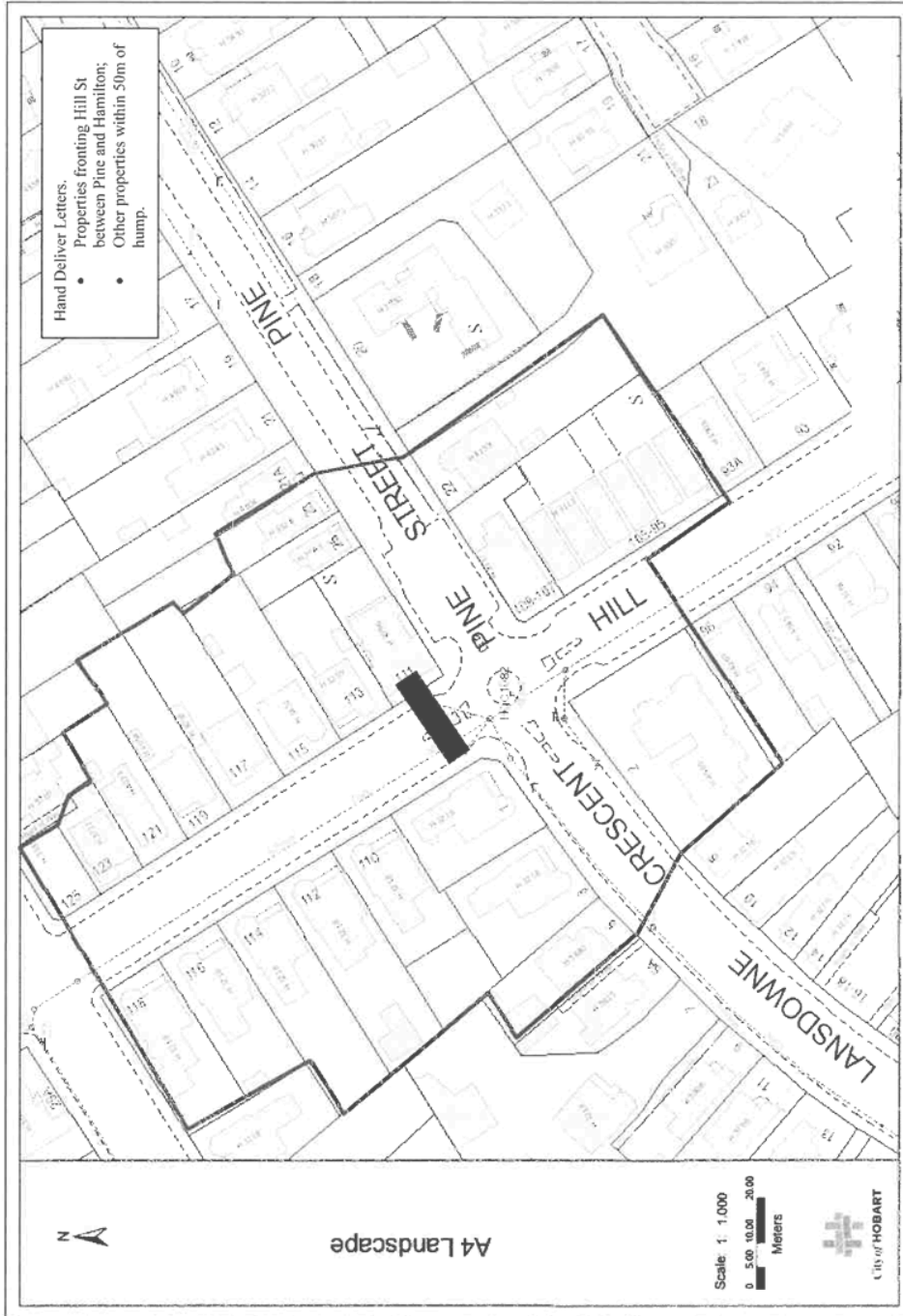
Pursuant to Section 31 of the *Local Government (Highways) Act 1982*, notice is given that the Council intends to apply to the Transport Commission for permission to install one road hump in Hill Street, West Hobart (in the vicinity of 111 Hill Street). The road hump is required as part the trial of a 'wombat' pedestrian crossing.

Any person wishing to make a representation with respect to this matter should do so in writing, addressed to the Manager Traffic Engineering, City of Hobart, GPO Box 503, Hobart 7001. Representation must be received by Monday 19 February 2018.

(N. D. Heath)
GENERAL MANAGER

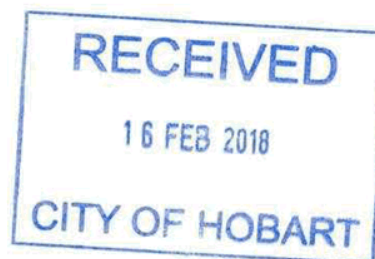
Publications	The Mercury
Date of Insertion	Saturday 20 January 2018 Saturday 3 February 2018

TRIM link to: Manager Traffic Engineering, Angela Moore
Acting Manager Traffic Engineering, Owen Gervasoni



14 February 2018

Manager Traffic Engineering
City of Hobart
GPO Box 503
HOBART TAS 7001



PROPOSED WOMBAT CROSSING – HILL STREET

I refer to the public notice of the proposed installation of a wombat crossing in Hill Street at the Lansdowne Crescent intersection.

I wish to express my opposition to this traffic control measure being installed in this location.

It is not acceptable for either a road hump or a zebra crossing to be installed at an intersection, within a roundabout traffic control and on a street carrying over 10,000 vehicles/day.

It was part of the Transport Commission standard that road humps not be installed on a road carrying more than around 4,000 vehicles/day. I am not aware that this standard has changed.

The traffic volume on Hill Street is far greater than this and will clearly further increase into the future.

It is also not acceptable for road humps to be installed in isolation; they are installed as part of an overall traffic management plan extending over a street length, not just one spot.

Road humps and wombat crossings are also not to be installed at intersections; their appropriate location is away from any intersection.

A road hump at an intersection with a roundabout control complicates the decision making required by drivers, particularly when also needing to give way to pedestrians, it would impose more vehicle stop/starting and increase potential for rear end collisions with drivers who are not alert to the situation.

There would have been more pedestrians in this area a few years ago, therefore I would question the need to now reverse the priority to pedestrians, and whether there really is such a high pedestrian movement to require a change.

If pedestrian numbers are sufficiently high to justify a higher order crossing facility based on Transport Commission warrants, there are other more appropriate measures



available to address the situation which do not adversely impact on safety and efficiency.

I believe that the wombat crossing is completely wrong for the proposed location so much so that even a trial could not be justified.

Yours sincerely

A black rectangular redaction box covering the signature of the sender.

Moore, Angela

From: [REDACTED]
Sent: Sunday, 18 February 2018 2:38 PM
To: Records Unit
Subject: For the attention of the Manager of Traffic Engineering, regarding the proposed Wombat crossing in Hill Street West Hobart

Dear Sir or Madam -

I do not support the installation of a Wombat crossing (i.e. a pedestrian Zebra crossing with a road hump) in the vicinity of 111 Hill Street, West Hobart.

I do not believe it is necessary to have a raised Zebra crossing. The pedestrian traffic islands in the centre of the road (I don't know the name for these) which allow people to cross first one lane of traffic and then another are, in my opinion, perfectly sufficient, and could be easily retrofitted with a painted crossing on both sides if deemed necessary. I would like to see more of these devices used within West Hobart, either with or without the Zebra lines.

Furthermore, I know that a group representing some residents are hoping for the eventual introduction of a 40 km per hr speed limit in this residential area. I do not believe that this is necessary. What is necessary is further evaluation of the Mellifont/Arthur/Hill Street intersection in the vicinity of the Hill Street Grocer. Uncaring and inconsiderate motorists wishing to enter and exit their car park have made this area unsafe for both traffic and pedestrians, despite some improvements blocking certain manoeuvres such as a right turn into Arthur Street from the car park exit.

Thank you for your attention.

[REDACTED]
[REDACTED]

Moore, Angela

From: [REDACTED]
Sent: Monday, 19 February 2018 3:53 PM
To: Records Unit
Cc: Heath, Nick
Subject: Fw: Wombat crossing - Hill Street

Attention: traffic engineer

[REDACTED]
[REDACTED]

I refer to your request for comments on the proposed wombat crossing on Hill Street

I fully support the installation of a Wombat crossing (i.e. a pedestrian zebra crossing with a road hump) in the vicinity of 111 Hill Street, West Hobart.

This Wombat crossing, in association with the other changes being made at the same time which will moderate traffic flow along Hill Street, will assist in the slowing down of traffic on this busy street and will support the eventual introduction of a 40 km per hr speed limit in this residential area. It will give legal priority to pedestrians crossing the street here, and this will help children and older residents to cross. This improvement, with the other changes included in this package, is long overdue. (see background below).

My children have attended Lansdowne Crescent Primary School for the past eight years and I am looking forward to the new crossing enabling them to walk to school safely every day.

Yours sincerely

[REDACTED]

Background

On 5 August 2015, the (listed below) 13 businesses, 6 schools and Lawrenny Court and Hamilton Place Residential Facilities for the Elderly located along Hill St and Lansdowne Crescent [sent letters to the Hobart City Council on this issue](#).

They requested that "the Hobart City Council consider the most appropriate placement of non-signalised crossings that allow for right of way to pedestrians along Hill St in the context of providing the necessary traffic infrastructure to implement the new 40 km/h zone."

On [18 November 2016 a community workshop](#) held at Lansdowne Crescent PS- "Walk This Way" - highlighted some good ideas on how to make West Hobart more walkable. Residents and schools reps at the workshop also came away convinced by the additional data and examples presented that the Council's plans for Hill Street should include:

1. zebra crossings (which give pedestrians a legal priority under our current Road Rules)
2. located at the two intersections at either end of Lansdowne Crescent
3. and preferably on raised tables for additional protection.

Members of the Hobart City Council City Infrastructure team joined the West Hobart community and Lansdowne Crescent Primary School parents and friends in a [count of students crossing Hill St on 16 March 2017](#). These numbers of vehicles and pedestrians more than satisfy the minimum requirement accepted by the Department of State Growth for installation of a proper Pedestrian Crossing (i.e. zebra crossing).

It is wonderful to see that the raised traffic crossing is now happening, and I urge Council to install it as soon as possible to assist students crossing to school.

The local businesses and stakeholder signatories to the 2015 letter to Council:

1. Hill St Grocer
2. Hill St Gourmet Meats
3. West Hobart Amcal Pharmacy
4. Melt Café
5. Staley & Son Framers

6. Christians Automotive
7. Island Tyres
8. Verde Karen Wagner Design
9. Hill St Express/ West Hobart Post Office
10. Marquis Hotel/ West Hobart Fine Wines
11. Paesano Pizza
12. Lansdowne Café
13. Lansdowne Physiotherapy
14. Lansdowne Crescent Primary School
15. Taroona High School
16. The Friends' School
17. St Virgils College Junior School
18. Guildford Young College
19. St Mary's College
20. Lawrenny Court and Hamilton Place Residential Facilities for the Elderly

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Moore, Angela

From: [REDACTED]
Sent: Sunday, 18 February 2018 9:39 AM
To: Records Unit
Subject: re Road Hump, Hill Street, West Hobart, attention Manager Traffic Engineering

I fully support improved pedestrian crossings in Hill St West Hobart. This is a really good move for the health and safety of our city.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Moore, Angela

From: Heath, Nick <heathn@hobartcity.com.au>
Sent: Monday, 19 February 2018 8:05 AM
To: Painter, Mark; Moore, Angela
Subject: Fwd: Road Hump Hill Street West Hobart

Nick Heath | General Manager
T: [03 6238 2710](tel:0362382710) | M: [0407 405 965](tel:0407405965)

Begin forwarded message:

From: [REDACTED]
Date: 18 February 2018 at 9:27:59 pm AEDT
To: <heathn@hobartcity.com.au>
Subject: Road Hump Hill Street West Hobart

heathn@hobartcity.com.au

I fully support the installation of a Wombat crossing (i.e. a pedestrian zebra crossing with a road hump) in the vicinity of 111 Hill Street, West Hobart.

This Wombat crossing, in association with the other changes being made at the same time which will moderate traffic flow along Hill Street, will assist in the slowing down of traffic on this busy street and will support the eventual introduction of a 40 km per hr speed limit in this residential area. It will give legal priority to pedestrians crossing the street here, and this will help children and older residents to cross. This improvement, with the other changes included in this package, is long overdue.

Sent from my iPhone

Moore, Angela

From: [REDACTED]
Sent: Sunday, 18 February 2018 10:06 AM
To: Records Unit
Cc: Heath, Nick
Subject: Road Hump In Hill Street, West Hobart - c/- Manager Traffic Engineering

To whom it may concern,
I support the trial of a 'Wombat' pedestrian crossing in the vicinity of 111 Hill Street, West Hobart (near the Pine Street roundabout).
As someone who walks and cycles most places, I've seen and experienced the myriad challenges faced by pedestrians and cyclists around Hobart.
It is plainly obvious that we prioritise cars over other transport modes. This gives car drivers an undeserved sense of entitlement and regularly leads to dangerous treatment of other road users.
Non-drivers have just as much a right to a safe and comfortable trip around Hobart as do car drivers. If the streets were friendlier to other road users, you'd have fewer people driving and more people walking. This would lead to reduced vehicle flow on our clogged roads and improved health outcomes.
Enforced zebra crossings are great because, at busy roundabouts, most car drivers don't give way. You sometimes have to wait for minutes to cross and typically, when you can, you have to run.
Whilst I am 100% in support of making it safer for pedestrians, I have concerns with humps and their impact on bike riders. Riders feel holes and bumps more than car drivers. What is needed is a flat bike lane on each side of the hump (between the footpath and the hump). It would be great if that could be considered as part of this trial.
Kind regards,
[REDACTED]
[REDACTED]

Moore, Angela

From: [REDACTED]
Sent: Sunday, 18 February 2018 12:38 PM
To: Records Unit
Cc: Heath, Nick
Subject: Attn: Manager Traffic Engineering Re: Wombat Crossing West Hobart

To Whom it may concern:

As a resident of West Hobart, I fully support the installation of a wombat crossing in the vicinity of 111 Hill Street, West Hobart.

I believe the installation of this crossing, along with other changes being made at this time will improve the safety and usability of the street for pedestrians and make it easier for children, the elderly and less mobile to cross Hill Street. This is most important close to the school and residential facilities for the elderly, now that the street has become so busy.

Thank you for your time.
Kind regards,

[REDACTED]

Moore, Angela

From: [REDACTED]
Sent: Saturday, 17 February 2018 5:49 PM
To: Heath, Nick
Cc: Painter, Mark; Moore, Angela
Subject: Submission Hill Street Road Hump
Attachments: Road hump advert 3 Feb 2018[4].jpg

Dear Nick

I am currently working overseas but have been sent an electronic copy of the Advertisement concerning the proposed road hump in the vicinity of 111 Hill St.

I would like to send this electronic submission in lieu of a hard-copy letter.

I support the proposed road hump and congratulate the Hobart City Council for taking this step which will ideally be in place during the first school term of this year.

As you will recall on 5 August 2015, the following 13 businesses, 6 Schools and Lawrenny Court and Hamilton Place Residential Facilities for the Elderly located along Hill St and Lansdowne Crescent sent letters to the Hobart City Council on this issue.

They requested that “the Hobart City Council consider the most appropriate placement of non-signalised crossings that allow for right of way to pedestrians along Hill St in the context of providing the necessary traffic infrastructure to implement the new 40 km/h zone.”

Members of the Hobart City Council City Infrastructure team joined the West Hobart community and Lansdowne Crescent Primary School parents and friends in a count of students crossing Hill St on 16 March 2017. It is wonderful to see that the raised traffic crossing is now happening.

With best regards,

[REDACTED]

1. Hill St Grocer
2. Hill St Gourmet Meats
3. West Hobart Amcal Pharmacy
4. Melt Café
5. Staley & Son Framers

6. Christians Automotive

7. Island Tyres

8. Verde Karen Wagner Design

9. Hill St Express/ West Hobart Post Office

10. Marquis Hotel/ West Hobart Fine Wines

11. Paesano Pizza

12. Lansdowne Café

13. Lansdowne Physiotherapy

14. Lansdowne Crescent Primary School
15. Taroona High School
16. The Friends' School
17. St Virgils College Junior School
18. Guildford Young College
19. St Mary's College
20. Lawrenny Court and Hamilton Place Residential Facilities for the Elderly

Moore, Angela

From: [REDACTED]
Sent: Saturday, 17 February 2018 8:35 PM
To: Records Unit
Cc: Heath, Nick
Subject: Road hump in Hill Street, West Hobart - submission

Att: Manager Traffic Engineering

I fully support the installation of a Wombat crossing (i.e. a pedestrian zebra crossing with a road hump) in the vicinity of 111 Hill Street, West Hobart.

This Wombat crossing, in association with the other changes being made at the same time which will moderate traffic flow along Hill Street, will assist in the slowing down of traffic on this busy street and will support the eventual introduction of a 40 km per hr speed limit in this residential area. It will give legal priority to pedestrians crossing the street here, and this will help children and older residents to cross. This improvement, with the other changes included in this package, is long overdue.

Thankyou for progressing this installation, I hope that implementation proceeds quickly so that the children walking to school will be assisted as soon as possible.

Thankyou
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Moore, Angela

From: [REDACTED]
Sent: Sunday, 18 February 2018 5:02 PM
To: Records Unit
Subject: Hill St Wombat Crossing

To whom it may concern,

I fully support the installation of a Wombat crossing (i.e. a pedestrian zebra crossing with a road hump) in the vicinity of 111 Hill Street, West Hobart.

This Wombat crossing, in association with the other changes being made at the same time which will moderate traffic flow along Hill Street, will assist in the slowing down of traffic on this busy street and will support the eventual introduction of a 40 km per hr speed limit in this residential area. It will give legal priority to pedestrians crossing the street here, and this will help children and older residents to cross. This improvement, with the other changes included in this package, is long overdue.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Moore, Angela

From: [REDACTED]
Sent: Sunday, 18 February 2018 6:40 PM
To: Records Unit
Cc: Heath, Nick
Subject: Road Hump in Hill Street, West Hobart

Attention: Manager Traffic Engineering

I fully support the construction of a road hump on Hill St.

Through-traffic on Hill St can seem aggressive and relentless, and to some degree forms a barrier cutting the suburb in half. Giving priority to pedestrians over cars will make it much easier for athletic and alert people to cross the road. For elderly people wanting to cross the road (eg to access the pharmacy) or children on the way to school, a wombat crossing would greatly increase their safety and comfort.

The Lansdowne Crescent footpath provides long unbroken stretches of safe walking for school children, dog walkers and elderly, but is virtually unreachable from east of Hill St during rush hour.

Already it is hard to imagine 60 kmph traffic in West Hobart streets (although I do remember it because 3 kids were killed when their car hit a tree on Lansdowne Crescent when I first moved to the suburb.) In future years it will seem bizarre and negligent of council if they fail to proceed with traffic calming actions now.

Your Sincerely

[REDACTED]
[REDACTED]
[REDACTED]

Moore, Angela

From: Nelson, Mark (SES) <Mark.Nelson@ses.tas.gov.au>
Sent: Wednesday, 21 February 2018 8:22 AM
To: Moore, Angela
Subject: RE: Proposed Wombat Crossing (including Road Hump) - Hill Street, West Hobart

Hi Angela

Thanks for advising me of the mentioned road works.

Any traffic control measures installed generally do not impact on SES operations. As long as our larger trucks still have passage there should be no issues.

It sounds like a worthwhile initiative.

Regards

Mark Nelson, ESM, BSc.
Regional Manager (South)
State Emergency Service
Ph: (03) 6173 2713
Mb: (03) 0418 142 083
Fx: (03) 6234 9767

1/28 Bathurst Street, Hobart, TAS 7000
GPO Box 1290, Hobart TAS 7001

Flood and Storm Emergencies Call [132 500](tel:132500)



From: SES General Mailbox (SES)
Sent: Monday, 19 February 2018 2:16 PM
To: Nelson, Mark (SES) <Mark.Nelson@ses.tas.gov.au>
Subject: FW: Proposed Wombat Crossing (including Road Hump) - Hill Street, West Hobart

Hi Mark

Please see email below.

Thanks

Karen

From: Moore, Angela [<mailto:moorea@hobartcity.com.au>]
Sent: Monday, 19 February 2018 2:02 PM
To: SES General Mailbox (SES) <ses@ses.tas.gov.au>
Subject: Proposed Wombat Crossing (including Road Hump) - Hill Street, West Hobart

Attn: Regional Manager South, State Emergency Service

Dear Mr Nelson

Please find attached a letter that was recently sent to residents in Hill Street advising them of a proposed wombat crossing to be trialled in Hill Street, West Hobart.

It is recognised that road humps can impact on the ability for emergency services (particularly larger vehicles, such as fire appliances) to move quickly around the road network and I would like to give you (along with police, fire and ambulance) the opportunity to provide any feedback on the proposed installation of a new pedestrian crossing (and associated road hump).

It would be appreciated if any feedback you might have (either in support of the installation, opposed to the installation, or neutral) be provided back to me by COB next Monday (26 February 2018) to allow for this information to be included in report to the March 2018 City Infrastructure Committee, prior to requesting approval of the device from the Transport Commissioner.

Please feel free to contact me should you (or your delegate) wish to discuss the proposal.

Yours sincerely,

Angela Moore
Manager Traffic Engineering | City Infrastructure



City of **HOBART**

16 Elizabeth Street, Hobart, Tasmania, Australia, 7000 | hobartcity.com.au
Telephone (03) 6238 2804 | Mobile 0408 102 146

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Moore, Angela

From: Stolp, Joanne (DPEM) <joanne.stolp@police.tas.gov.au>
Sent: Friday, 23 February 2018 7:12 PM
To: Lawson, Justin (DPEM)
Cc: Moore, Angela
Subject: Re: Proposed Wombat Crossing (including Road Hump) - Hill Street, West Hobart

Hi Angela

Great to meet you. No concerns from me either.

Kind regards, Jo

Joanne Stolp
Inspector - Hobart Division
Southern District

Coordinator - Tasmania Police Negotiation Unit

Department of Police, Fire & Emergency Management
Police | TFS | SES | FSST

Phone 61 3 61732391
joanne.stolp@police.tas.gov.au | www.dpfem.tas.gov.au

On 23 Feb 2018, at 5:52 pm, Lawson, Justin (DPEM) <Justin.Lawson@police.tas.gov.au> wrote:

Hi Angela,

Certainly nothing from me. It all seemed pretty straight forward.

Regards

Justin

A/Inspector
Southern District Support

On 23 Feb 2018, at 17:23, Moore, Angela <moorea@hobartcity.com.au> wrote:

Dear Jo and Justin

Thanks for taking the time to meeting this morning to discuss the proposed wombat crossing and pedestrian improvement project the City of Hobart is trying to implement in Hill Street, West Hobart.

I just wanted to confirm that you had no concerns in relation to the proposed road hump (associated with the "wombat" pedestrian crossing) in Hill Street immediately north of the Pine Street roundabout.

Yours sincerely,

Angela Moore | Manager Traffic Engineering | City Infrastructure
(03) 6238 2804 | 0408 102 146

From: Moore, Angela [<mailto:moorea@hobartcity.com.au>]
Sent: Monday, 19 February 2018 1:31 PM
To: Jo Stolp <joanne.stolp@police.tas.gov.au>; 'Ward, John (DPEM)' <John.Ward@police.tas.gov.au>
Subject: Proposed Wombat Crossing (including Road Hump) - Hill Street, West Hobart

Dear Jo and John


Please find attached a letter that was recently sent to residents in Hill Street advising them of a proposed wombat crossing to be trialled in Hill Street, West Hobart.

It is recognised that road humps can impact on the ability for emergency services (particularly larger vehicles, such as fire appliances) to move quickly around the road network and I would like to give you (along with fire, ambulance and SES) the opportunity to provide any feedback on the proposed installation of a new pedestrian crossing (and associated road hump).

It would be appreciated if any feedback you might have (either in support of the installation, opposed to the installation, or neutral) be provided back to me by COB next Monday (26 February 2018) to allow for this information to be included in report to the March 2018 City Infrastructure Committee, prior to requesting approval of the device from the Transport Commissioner.

Please feel free to contact me should you (or your delegate) wish to discuss the proposal.

Yours sincerely,

Angela Moore
Manager Traffic Engineering | City Infrastructure
< >
16 Elizabeth Street, Hobart, Tasmania, Australia, 7000 | hobartcity.com.au
Telephone (03) 6238 2804 | Mobile 0408 102 146

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February 20 2018

Ms Angela Moore
Manager Traffic Engineering
City of Hobart

Via email to moorea@hobartcity.com.au

Dear Angela

Re: Road hump in Hill Street, West Hobart

Thank you for your email of February 19 proposing the trial of a 'wombat' pedestrian crossing in Hill Street West Hobart.

Metro has no objections to design of the proposed wombat crossing or the bus stop platform, however, in keeping with our previous discussions, we would ask that Council note the following points:

1. Metro is progressing towards having a 100% wheelchair-accessible fleet by the year 2022, and any traffic calming measures installed on a bus route should consider the lower road clearance of these vehicles. Specifically, any installations above 65mm present a threat of vehicle damage.
2. Metro operates its high-capacity articulated buses on school services between West Hobart and Taroona High School in the morning and afternoon, and the turning arc of these buses should be considered, particularly the positioning of any signage and barriers at the new wombat crossing. Our buses turn into and out of Lansdowne Crescent at the junction with Hill Street.

Additionally, regarding the bus stop platform installation, a curb height of 150mm is required to accommodate wheelchair ramps. Any landscaping will need to be planned for so as not to hinder bus movements or obstruct sight lines.

We would appreciate being kept informed of progress on the construction of these projects so we can advise our bus operators to take extra precautions near work sites as appropriate.

Yours Sincerely,

A handwritten signature in black ink, appearing to read "Megan Morse".

Megan Morse
Chief Executive Officer



**6.5 Hobart Central Bus Interchange Planning Project - Elizabeth Street
Bus Mall Improvement Project
File Ref: F18/24149; 36-20-3**

Memorandum of the Director City Infrastructure and the Manager Traffic Engineering of 16 March 2018 and attachments.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

Hobart Central Bus Interchange Planning Project - Elizabeth Street Bus Mall Improvement Project

Purpose

The purpose of this memo is to advise the Committee of a proposal, developed by the Department of State Growth and Metro Tasmania in consultation with officers from the City of Hobart, to reconfigure the Elizabeth Street Bus Interchange.

The proposed configuration would provide the scope to ultimately renew and expand the waiting and shelter areas for bus passengers, better locate regional services and allow for the redevelopment and improvement of the Elizabeth Street pedestrian corridor.

Background

Planning for the refurbishment of the Elizabeth Street Bus Interchange has been a long term strategic objective of the Council, identified in the Council's 2009 Sustainable Transport Strategy, the 2010 Gehl Report and the Transforming Hobart Capital Works program.

The Council resolved on 21 December 2015 to give in-principle support to *"the further development of a one-way Elizabeth Street Bus Mall, with contra flow bus lanes and displaced bus stops relocated to Collins Street"*.

Work has continued between all parties to address the current Council resolution with Metro Tasmania and the Department of State Growth expressing some concerns about the proposed Collins Street bus departure points. As such work has continued to identify an improved solution.

In the interim the Council has continued to work to improve the current public transport passenger facilities, completely rebuilding the Macquarie Street (Franklin Square) bus shelters in 2016 to provide high quality waiting facilities for bus services to the southern suburbs.

In order to permit the construction of the Hyatt Centric (Palace Hotel) at 28-32 Elizabeth Street, temporary relocation of Metro Tasmania bus departure points were made in late 2017 at the request of the Department of State Growth to facilitate the initial demolition activities.

Proposal by the Department of State Growth

Further work has now been completed by the Department of State Growth and Metro Tasmania in consultation with officers from the City of Hobart to identify an arrangement for the Hobart Central Bus Interchange for the medium term (up to 10 years).

The Department of State Growth has written to the City of Hobart indicating that they have a proposed arrangement for bus departure points for the Hobart Central Bus Interchange. The correspondence received from the Department of State Growth is marked as **Attachment A** to this memorandum.

The proposed configuration would provide the scope to ultimately renew and expand the waiting and shelter areas for bus passengers, better locate regional services and allow for redevelopment and improvement of the Elizabeth Street pedestrian corridor, linking between the waterfront and the city centre.

The proposed configuration is shown in **Attachment B** to this memorandum, and includes:

- (i) Regional services (provided by Tassielink and O'Driscolls coaches) would be relocated from outside 103 Macquarie Street to a new bus departure point on Elizabeth Street adjacent to the Town Hall.
- (ii) The *Airporter* bus service (currently using a ¼ P, taxi and permit vehicle zone outside 21-27 Elizabeth Street in the existing bus mall) would also relocate to a new bus departure point on Elizabeth Street adjacent to the Town Hall.
- (iii) Metro Tasmania services would occupy the current ¼ P, taxi and permit vehicle zone outside 21-27 Elizabeth Street.
- (iv) The bus stop at 103 Macquarie Street would be used by Metro Tasmania services. A section of the existing short term parking and loading zone outside the Colonial Mutual Life Building would be converted to a kerb bulbing to allow for seating and shelter to be provided whilst maintaining an adequate footpath width.
- (v) The Mount Stuart via West Hobart service would continue to circulate through Collins Street, continuing to use the new Liverpool Street bus stop and shelter at the end of the Elizabeth Street Mall. These services would no longer enter the Elizabeth Street bus interchange. A new passenger set-down area would be required in Collins Street.
- (vi) Metro Tasmania services and layover would continue to operate (as existing) on the Macquarie Street and Elizabeth Street edges of Franklin Square.
- (vii) A new short-stay bus layover point would be established on Davey Street adjacent to the Town Hall (between the Council's underground car park access point and Elizabeth Street).

- (viii) Buses would no longer stop on Macquarie Street adjacent to the old Mercury building.

The Department of State Growth has provided a Traffic Impact Statement for the proposal. This is provided as **Attachment C** to this memorandum.

The Department of State Growth has indicated it will pay for a range of capital works associated with the proposed bus stop arrangements (refer **Attachment A**).

The Department of State Growth has accepted responsibility for all stakeholder consultation in relation to the proposal.

The Department of State Growth has the ability to direct, through the Transport Commission, the City of Hobart to change or alter parking arrangements should it desire.

Further Details of the Proposal

Elizabeth Street (Town Hall)

Regional bus services (provided by Tassielink and O'Driscolls coaches) would be relocated from outside 103 Macquarie Street to a new bus departure point located on Elizabeth Street adjacent to the Town Hall.

- (i) Regional services provided by Tassielink travel to Cambridge-Dulcot-Richmond-Campania-Colebrook (one service).
- (ii) Regional services provided by O'Driscolls travel to New Norfolk, Ellendale and Bothwell (several services).

The *Airporter* bus service (currently using a ¼ P, taxi and permit vehicle zone outside 21-27 Elizabeth Street in the existing bus mall) would also relocate to the new bus departure point on Elizabeth Street adjacent to the Town Hall.

The new bus stop adjacent to the Town Hall in Elizabeth Street would include a new bus shelter and seating for waiting passengers. Initial discussions with Heritage and Planning officers at the City of Hobart indicate that a shelter and seating could be provided between the Town Hall building and the City of Hobart parking deck entrance.

The new bus stop would remove the remaining three ¼ P car parking spaces in Elizabeth Street (between Macquarie Street and Davey Street).

103 Macquarie Street

With the regional bus services relocating to Elizabeth Street, the bus stop at 103 Macquarie Street would be used by Metro Tasmania services. The bus stop would need to be extended to allow for use by 19m long buses.

A section of the existing short term parking and loading zone outside the Colonial Mutual Life Building would be converted to kerb bulbing to allow for seating and potentially a shelter to be provided whilst maintaining an adequate footpath width.

The proposal in this location would remove parking to allow for the passenger waiting facilities. However, one long ¼ P parking / loading zone space could be retained.

76 Liverpool Street (Elizabeth Street junction)

The Mount Stuart via West Hobart service would continue to circulate through Collins Street, continuing to use the recently upgraded bus stop and shelter at 76 Liverpool Street (near the end of the Elizabeth Street Mall). These services would no longer need to enter the Elizabeth Street bus interchange.

A new passenger set-down area would be required in Collins Street.

Elizabeth Street and Macquarie Street (Franklin Square)

Metro Tasmania services and layover would continue to operate on the Macquarie Street and Elizabeth Street edges of Franklin Square.

Elizabeth Street Bus Interchange (between Macquarie Street and Collins Street)

All Metro Tasmania services in Elizabeth Street between Macquarie Street and Collins Street would operate from the north-eastern edge (GPO side).

There would be no scheduled Metro Tasmania bus services operating from the south-western edge of Elizabeth Street.

Metro Tasmania services would occupy the current ¼ P, taxi and permit vehicle zone outside 21-27 Elizabeth Street.

The removal of the “saw tooth” and relocation of the kerb line on the GPO side of Elizabeth Street would provide additional space for new high quality passenger waiting facilities. It is noted, however, that since the receipt of this proposal the Department is reassessing the need for the short term removal of the saw tooth kerb.

An opportunity would also be available to remove the existing indented parking bay adjacent to the “Quest Savoy”. A mid-block taxi drop off and pick up location could be accommodated to service both the Quest and the Palace (Hyatt Centric) Hotel.

The ability to then also provide a wide, clear pedestrian corridor along the south-western edge of Elizabeth Street will assist in associated Council plans to improve the connection between the City and the Sullivan’s Cove area.

Other related impacts

A new short-stay layover point for Metro Tasmania buses would be established on Davey Street adjacent to the Town Hall (between the Council's underground car park access point and Elizabeth Street).

This layover area would remove three on-street 1P metered parking spaces.

Reconsideration of the current "No Entry" restrictions for Elizabeth Street northbound at Davey Street is also flagged by the GHD report. This could allow access into the Council parking deck from Davey Street and Macquarie Street.

1. Recommendation**That:**

- 1. The Committee receive and note the Department of State Growth's proposal to reconfigure the Elizabeth Street Bus interchange as generally shown in Attachment B.**
- 2. The General Manager be authorised to undertake further discussions with the Department of State Growth, Metro Tasmania and private bus operators to resolve any residual issues and concerns.**

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.



Mark Painter
DIRECTOR CITY INFRASTRUCTURE



Angela Moore
MANAGER TRAFFIC ENGINEERING

Date: 16 March 2018
File Reference: F18/24149; 36-20-3

Attachment A: Letter from Department of State Growth - Bus Interchange Arrangements ↓
Attachment B: Plan of Proposed Bus Stop Arrangements ↓
Attachment C: Traffic Impact Statement for Proposed Bus Interchange Arrangements ↓

Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref:



Mr Nick Heath
General Manager
Hobart City Council
GPO Box 503
HOBART TAS 7000

Dear Nick

The creation of a temporary bus stop outside of the Mercury building (Bus Stop J) was a temporary measure agreed to by the City of Hobart Council and the Department of State Growth as a means of mitigating the displacement of buses from the Elizabeth Street bus mall in connection with the demolition and construction of the Palace Hotel. From the outset we agreed that an alternate solution was likely to be required prior to the completion of the Palace Hotel.

We have worked together to identify the most expeditious path to putting in place alternate arrangements and have established that the creation of a new bus stop on the Town Hall side of Elizabeth Street adjacent to Franklin Square as the solution. In order to minimise disruption to the travelling public, we have further identified the desirability of undertaking the relatively minor capital works required to execute this change during the April school holidays.

To help secure this outcome, I write now to confirm that over the coming weeks the Department will:

1. finalise for Council the construction drawings required to enable Council to undertake, at the Department's cost, the physical works required to enable the removal of Bus Stop J – these being curb adjustments on the post office side of the existing bus mall, the installation of seating and a shelter for the new bus stop adjacent to the Town Hall and the addition of seating, as required, at the existing bus Stop outside Eyelines on Macquarie Street;
2. provide the archeological statement required by Council to make possible a determination by Council that the physical works do not require planning approval;
3. provide the necessary traffic studies to enable Council to confirm that the traffic implications of this change are manageable; and
4. accept responsibility for the stakeholder consultation required in relation to this bus stop change, including in relation to motor cycle parking, affected businesses and with bus operators.

I hope the above commitments assist you to progress any necessary internal approval and decision making processes as quickly as possible.

Finally, I would like to thank you for Council's on-going assistance with this matter and confirm our desire to separately keep working with your team on medium to long term transport issues that are important to both Council and the Department, including congestion and the medium term development of the bus mall, noting the importance of pedestrian connectivity between the central business district and the Hobart water front as well as the likely increased future need for bus services as greater Hobart continues to grow.

Yours sincerely



Gary Swain
DEPUTY SECRETARY

13 March 2018



NOT TO SCALE



LEGEND

- | | | | |
|---|------------------|---|-------------|
|  | NEW LOADING ZONE |  | SET DOWN |
|  | BUS STOP |  | LANE CLOSED |
|  | BUS LAYOVER ZONE | | |
|  | TAXI RANK | | |



DEPARTMENT OF STATE GROWTH
HOBART BUS MALL
TEMPORARY STOPS ASSESSMENT
PROPOSED BUS STOP ALLOCATION

Job Number 32-1842900
Revision A
Date MARCH 2018

Figure 3.6

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E htbmail@ghd.com W www.ghd.com



Department of State Growth

Hobart Bus Mall Stop Reallocation Traffic Impact Statement

March 2018

This report: has been prepared by GHD for Department of State Growth and may only be used and relied on by Department of State Growth for the purpose agreed between GHD and the Department of State Growth as set out in section 1.2 of this report.

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1. Introduction

1.1 Background

On 10 December 2017, the four bus stops for Metro Tasmania Pty Ltd (Metro)'s eastern shore service were temporarily relocated from the Hobart Bus Mall in Elizabeth Street to two new locations; in Macquarie Street, outside the old-Mercury building (stop 'J'), and on the Elizabeth Street edge of Franklin Square, (stop 'M').

The temporary relocation was required to ensure public safety and effective traffic management during demolition and construction works for the Hyatt (Palace) Hotel at 28-32 Elizabeth Street, which will require the developer to use part of the Elizabeth Street public highway reservation. Construction is anticipated to last for approximately two years.

The proposed locations for the temporary bus stops were the subject of a traffic impact assessment and safety analysis report, which was prepared by GHD on behalf of the Department of State Growth. This report, 'Hobart Bus Mall - Temporary Partial Relocation Proposal Traffic Impact Assessment and Safety Analysis' (June 2017) analysed the implications of the temporary relocation of bus stops as well as additional mitigation measures to reduce impacts on congestion and ensure public safety.

The report was adopted by the proponent, and submitted to City of Hobart (CoH) as a key element of the traffic management plan that was required as a condition of the development approval. At the CoH Council meeting of 2 October 2017, Council endorsed the report's recommendations for the temporary relocation of bus stops and granted the proponent conditional approval to implement lane and road closures within the bus mall.

Circumstances have arisen, however, which mean that stop 'J' cannot remain in its current temporary location and an alternative configuration is required. Various options for relocation of this stop were considered, but rejected due to safety, operational or stakeholder impact concerns. The current option was developed in collaboration between Department of State Growth and Metro, and represents the most feasible alternative to meet current requirements.

1.2 Purpose of this report

The purpose of this report is to outline the expected traffic impacts of the proposed changes in bus operations, and the introduction of new bus stops.

2. Existing Bus Stop Allocation

2.1 Existing Bus Stop Allocation

Figure 2.1 illustrates the current 'temporary relocation' bus stop arrangements at the Hobart interchange, and documents the services that depart from each stop. Services that previously departed from stops A-D in the bus mall were relocated to stop M on Elizabeth Street at Franklin Square, and to stop J on Macquarie Street adjacent to the old Mercury building. Metro has advised that stop 'M' has 41 weekday departures using the single space at Franklin Square, while stop 'J' has 113 weekday departures, with 118 on Fridays, spread over the three spaces on Macquarie Street.

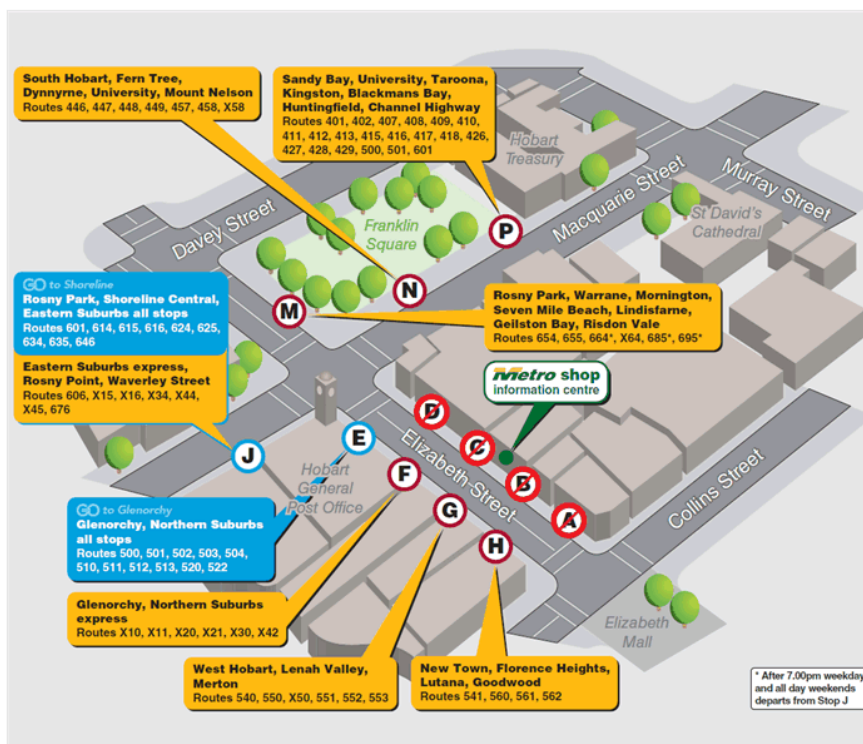


Figure 2.1 Existing Bus Stop Allocation

3. Proposed Arrangement

3.1 Proposed Works

3.1.1 Elizabeth Street at Town Hall

A new bus stop is proposed in Elizabeth Street, adjacent to the Town Hall, situated between Macquarie Street and the entry to the Town Hall car park deck.

A concept for this work is shown in Figure 3.1. There is potential for a shelter at this location subject to a number of factors currently under investigation including:

- DDA compliance requirements;
- Archaeological impacts; and
- Impacts on the Town Hall and associated structures.

3.1.2 Macquarie Street

Adjacent to 103 Macquarie Street

An existing stop adjacent to 103 Macquarie Street, between Trafalgar Place and Elizabeth Street, would be modified to accommodate longer buses (up to 19m articulated) and seating and a shelter (to be confirmed) situated on a widened section of footpath. A concept for this work is shown in Figure 3.2. Some minor modification of kerbs and the splitter island at Trafalgar Place may be required to improve bus access, subject to detailed design. It is expected that bus movements will be clear of the shop awning at 99 Macquarie Street.

Stop J (Old Mercury Building)

The existing temporary bus stop at this location would be removed. It is proposed that this location remain a "no stopping" zone to reduce the impacts of on-street parking activity on the traffic capacity of Macquarie Street. The footpath widening that was installed as part of the current 'temporary relocation' arrangements would be retained.

3.1.3 Bus Mall Sawtooth Kerb

Straightening of the existing sawtooth kerb on the northern side of the Bus Mall (between Collins Street and Macquarie Street) is required to increase capacity and operational flexibility for Metro.

A concept for this work is shown in Figure 3.3. At this stage, no change is proposed to existing shelters or other street furniture.

3.1.4 Collins Street

New kerb zones would be created in Collins Street, between Purdys Mart and Kemp Street, to accommodate a new loading zone and a new bus set-down zone. The loading zone is currently being investigated by Council in response to construction works for a new hotel in Argyle Street, and this current proposal aligns with that intention of Council. Council are also investigating accessible parking options for Collins Street. This could be accommodated between Kemp Street and Argyle Street.

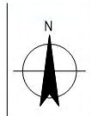
Between Kemp Street and Argyle Street, the left hand lane would be closed (used for accessible parking), such that all traffic turning left into Argyle Street does so from the "right hand" lane (shared with through traffic).

This concept is shown in Figure 3.4.

3.1.5 Davey Street

A new bus layover area is proposed in Davey Street, at the rear of the Town Hall, situated between the entry to the Town Hall underground car park, and Elizabeth Street.

This location is shown in Figure 3.5, and would replace an existing layover area in Elizabeth Street at the Town Hall which is to be converted to a bus stop (see Section 3.1.1).



DEPARTMENT OF STATE GROWTH
HOBART BUS MALL
TEMPORARY STOPS ASSESSMENT
ELIZABETH STREET CONCEPT
GENERAL LAYOUT

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Revision | A
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Figure 3.1

2 Salamanca Square Hobart TAS 7000 Australia T 61 3 6210 0600 F 61 3 6210 0601 E hbamail@ghd.com W www.ghd.com



LEGEND

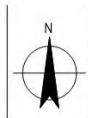
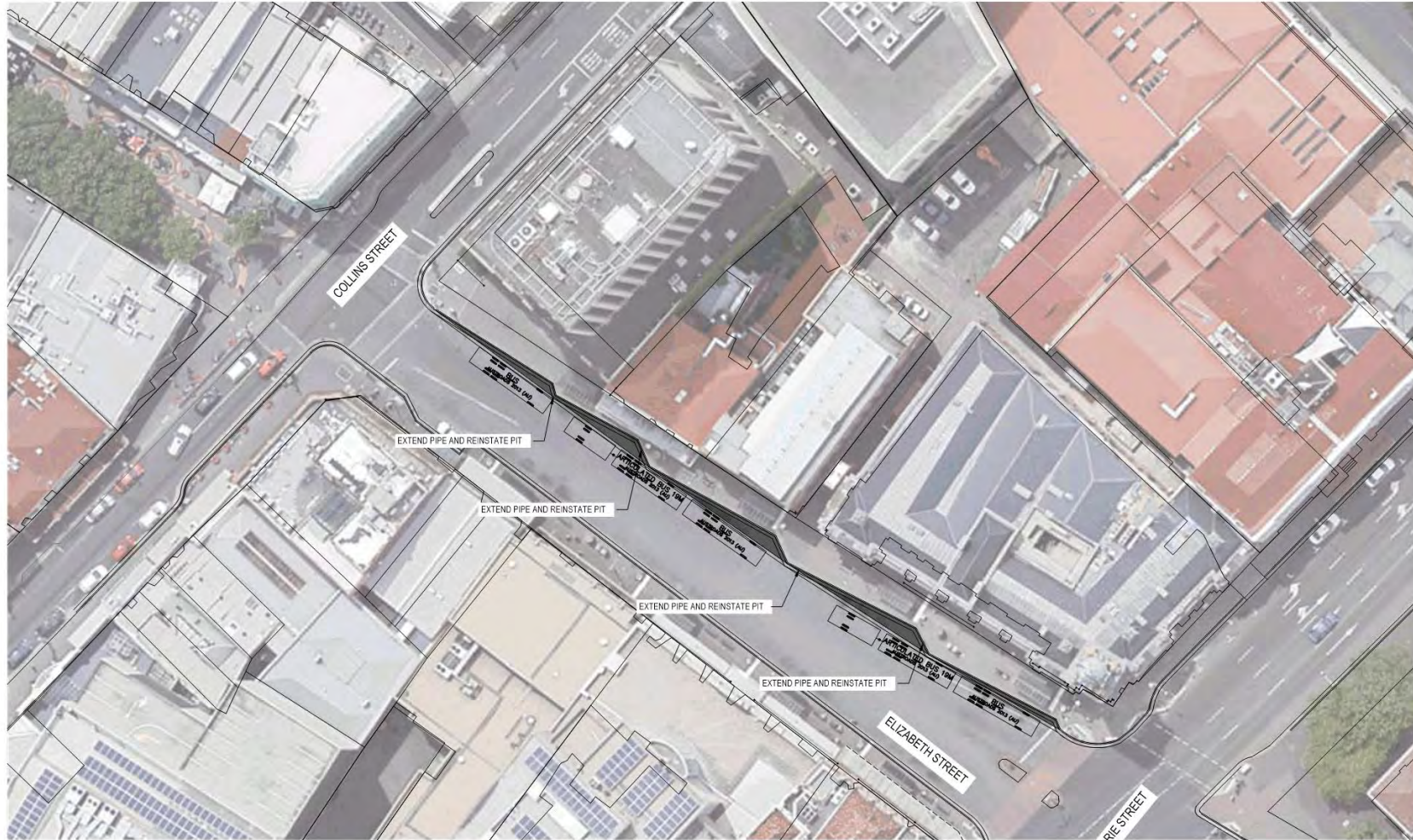
-  NEW LOADING ZONE
-  BUS STOP



DEPARTMENT OF STATE GROWTH
HOBART BUS MALL
TEMPORARY STOPS ASSESSMENT
MACQUARIE ST CONCEPT
GENERAL LAYOUT

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Date | MAR 2018

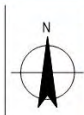
Figure 3.2



DEPARTMENT OF STATE GROWTH
BUS STOP J RELOCATION
ELIZABETH STREET BUS MALL
SAWTOOTH REMOVAL

Job Number 32-1842900
Revision A
Date MAR 2018

Figure 3.3



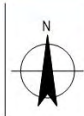
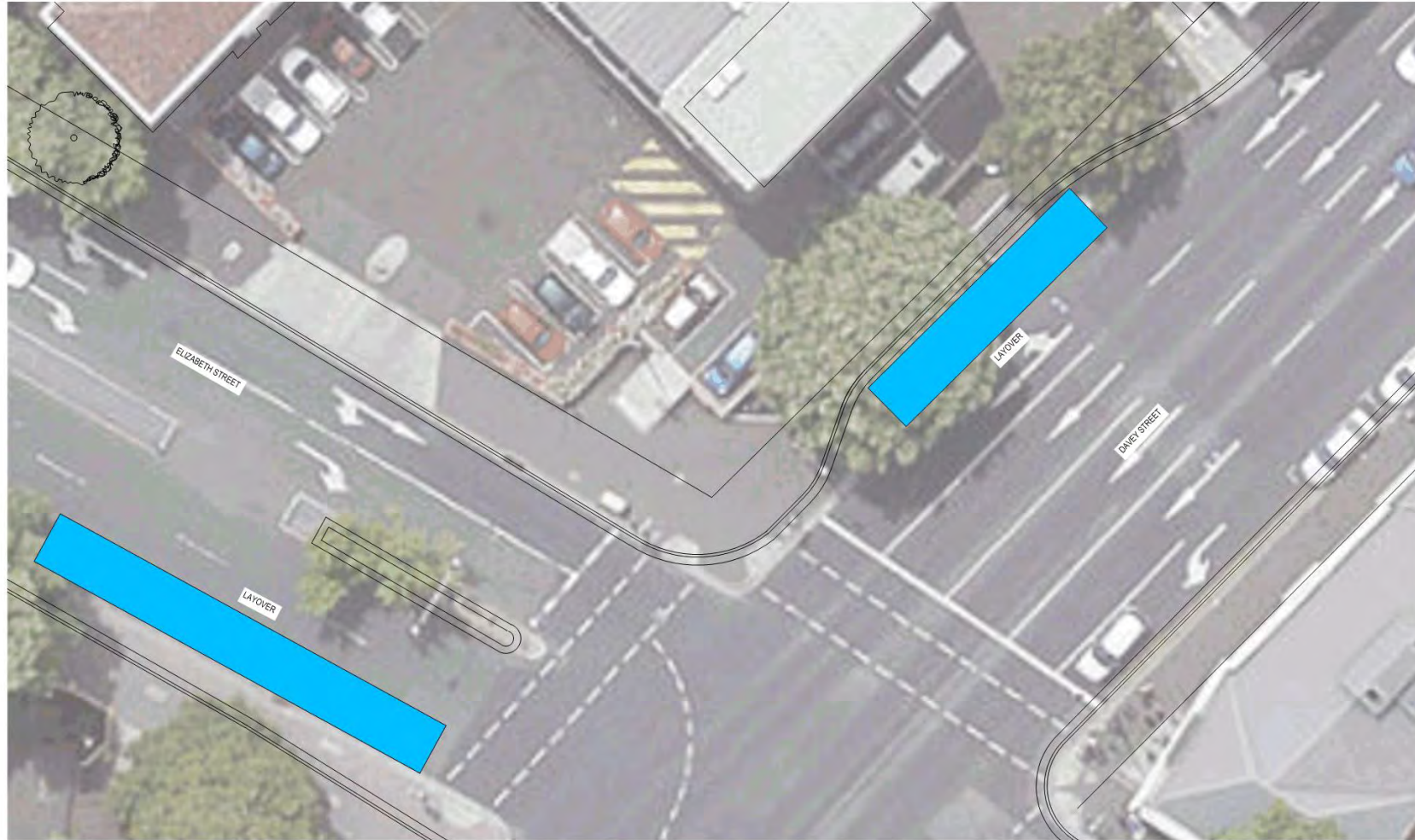
LEGEND	
	SET DOWN
	LANE CLOSED
	NEW LOADING ZONE



DEPARTMENT OF STATE GROWTH
HOBART BUS MALL
TEMPORARY STOPS ASSESSMENT
COLLINS STREET
CHANGES CONCEPT

Job Number | 32-1842900
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Date | MAR 2018

Figure 3.4



LEGEND



BUS LAYOVER ZONE



DEPARTMENT OF STATE GROWTH
HOBART BUS MALL
TEMPORARY STOPS ASSESSMENT
DAVEY STREET
LAYOVER CONCEPT

Job Number 32-1842900
Revision A
Date MAR 2018

Figure 3.5

3.2 Bus stop allocation

The allocation of individual bus routes to the available stops has been advised by the Department of State Growth, reflecting discussions with Metro and other operators, and is shown in Figure 3.6.

3.2.1 Departure Locations

Departures for Northern Services would be split between the existing Stops E and F within the bus mall, and the existing Stop M in Elizabeth Street adjacent to Franklin Square. Departures for Eastern Services would be split between Stops G and H within the bus mall, and the proposed stop adjacent to 103 Macquarie Street.

Services to Mt Stuart via West Hobart would commence from Liverpool Street, at Elizabeth Street.

There would be no change to the departure points for Southern services.

3.2.2 Set Down Locations

Northern and Eastern services would continue to set down in Collins Street, and Southern services would continue to set down in Macquarie Street.

Services from Mt Stuart and West Hobart would set down in Collins Street, between Purdys Mart and Kemp Street.

3.2.3 New Layover Space

A new bus layover space is proposed for Davey Street, on the right hand side of the road approaching Elizabeth Street.

3.3 Bus routes

The routes taken by various bus services arriving in the CBD, moving into position to commence a new outbound run, and departing, are shown in Figure 3.7.



NOT TO SCALE



LEGEND

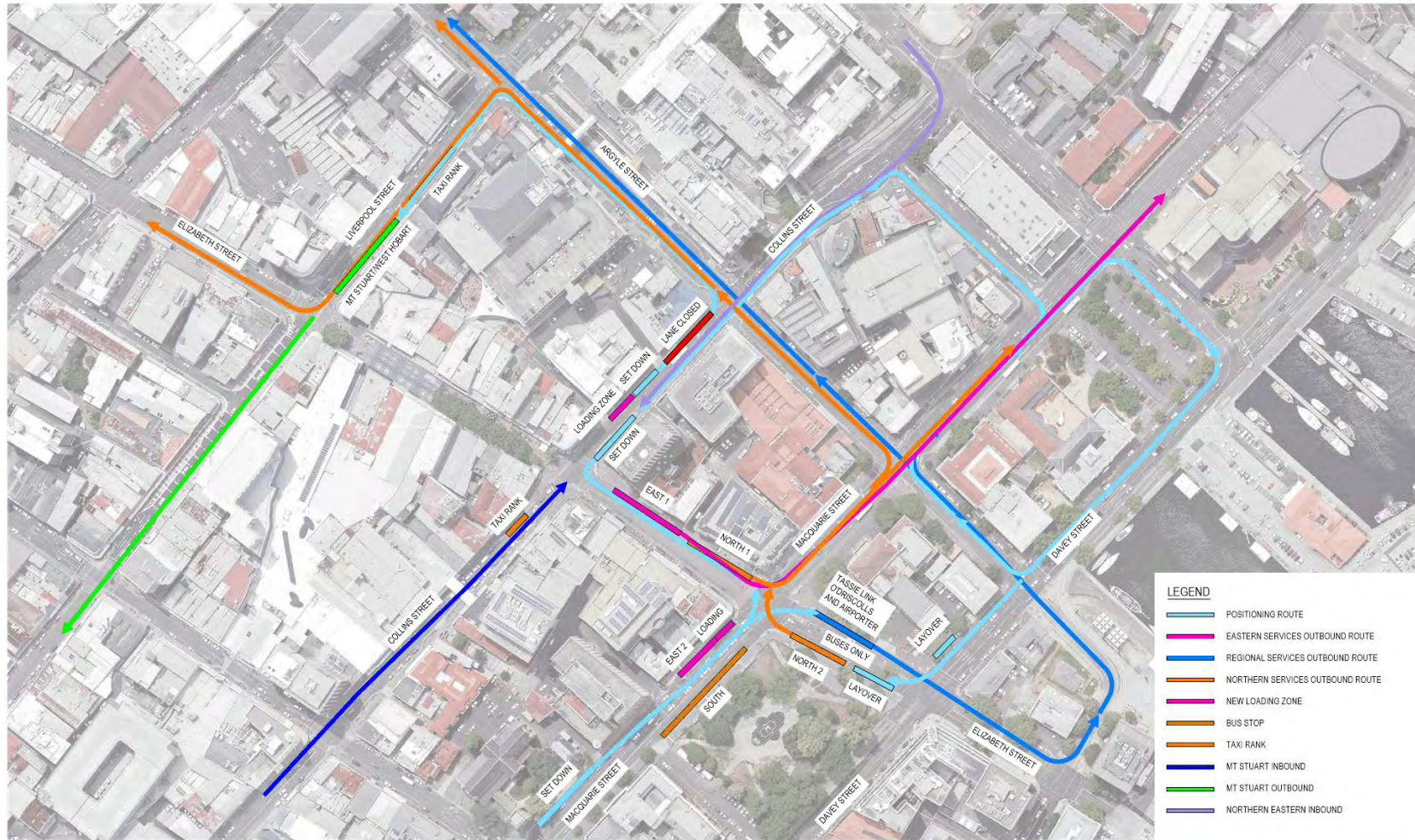
- | | | | |
|--|------------------|--|-------------|
| | NEW LOADING ZONE | | SET DOWN |
| | BUS STOP | | LANE CLOSED |
| | BUS LAYOVER ZONE | | |
| | TAXI RANK | | |



DEPARTMENT OF STATE GROWTH
HOBART BUS MALL
TEMPORARY STOPS ASSESSMENT
PROPOSED BUS STOP ALLOCATION

Job Number 32-1842900
Revision A
Date MARCH 2018
Figure 3.6

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NOT TO SCALE



DEPARTMENT OF STATE GROWTH
HOBART BUS MALL
TEMPORARY STOPS ASSESSMENT
PROPOSED BUS ROUTES

Job Number 32-1842900
Revision A
Date MARCH 2018

Figure 3.7

4. Impact Assessment

4.1 Traffic Network Operation

In most cases, the proposed changes in bus stop allocation and bus routes will not result in any new manoeuvres by buses. The location of the proposed works is already well established as the focus of bus operations in the Hobart CBD, and other road users have an expectation of bus activity, that will not change with the proposed arrangements.

The proposal is not expected to result in an adverse impact on the operation of the Macquarie Street / Davey Street couplet through the CBD.

4.1.1 Collins Street

The reduction of Collins Street (northbound) to a single lane has previously been investigated by GHD for City of Hobart, in the *Hobart Bus Interchange Collins Street proposal (Option 3) Detailed Assessment*, August 2016. That report detailed observations of a period of roadworks in April 2015, during which Collins Street was restricted to a single lane similar to what is currently proposed. There was regular queueing back from the Argyle Street intersection, with queues of 2 cars or more occurring for up to 60% of the evening peak hour, and longer queues of 8 cars or more occurring for around 26% of the peak hour. Microsimulation traffic modelling was also undertaken, which indicated that Collins Street would operate satisfactorily with a single traffic lane. It is noted, however that in that scenario large volumes of buses (all Northern Suburbs services) were using Collins Street, which is not the case in the current proposal. Improved operation is therefore expected.

4.1.2 Morrison Street

The main impacts of the proposed works are expected to be in Morrison Street, where buses will be turning left from Elizabeth Street so as to access Argyle Street. Morrison Street is regularly congested during peak hours (particularly in the afternoon), and the addition of buses to this traffic is expected to increase delays.

Changes to traffic signal operations along Davey Street, introduced in recent months, have seen longer cycle times at the Davey Street / Argyle Street intersection. Priority in green time allocation is given to Davey Street traffic, and as a result lengthy queues develop in Morrison Street. Contributing factors include:

- Occasional vehicles parked in the left lane of Morrison Street when "no stopping" restrictions are in force
- An apparent reluctance by drivers to use the left hand lane (so as to avoid being trapped behind a parked vehicle), resulting in underutilisation of the left hand lane
- Underutilisation of the left hand lanes immediately north of Elizabeth Street, due to preference by drivers to be in the right hand lane to allow right turns into Macquarie Street (although right turns at Macquarie Street can also be accessed from the left lane in Morrison Street)

Left Turn Management

Buses turning left into Morrison Street require both Morrison Street lanes to be free, so that they have sufficient space to complete their turn manoeuvre. Under existing peak hour conditions this is not always available, and a bus will most likely block the intersection while waiting for a gap. This will affect not only Morrison Street traffic, but also Elizabeth Street (eastbound). Standard-length buses (12.5m) turning left into Morrison Street need to straddle the lane line

between the left hand and right hand lanes in Elizabeth Street. O'Driscolls operates a slightly longer bus (13.5m) which needs to turn left from fully within the right hand lane in Elizabeth Street. Whilst fully entitled to do so under the road rules, this also creates a potential issue whereby a vehicle seeking to travel straight along Elizabeth Street would use the left hand lane, while a bus is trying to turn left from the right hand lane at the same time. O'Driscolls have indicated that they are comfortable with this arrangement, but ongoing monitoring is required to ensure that adequate safety performance is maintained.

Recommendations

The operation of traffic signals at Davey Street / Argyle Street, and Elizabeth Street / Morrison Street, should be reviewed, to minimise potential for blockage of Morrison Street and Argyle Street between Davey Street and Elizabeth Street. The review should consider cycle lengths, phase lengths and coordination between the two junctions.

The aim of the review should be to provide space for buses to turn into Morrison Street.

The safety performance of buses turning left from the right hand lane should be monitored. If necessary, it is feasible to close the left hand lane at the intersection, and require all Elizabeth Street traffic to use the single lane. Given relatively low traffic volumes on this approach, this is not expected to result in any adverse impacts on operation of the intersection.

4.1.3 Elizabeth Street

The section of Elizabeth Street between Davey Street and Macquarie Street (westbound only) is currently nominally a "bus only" road. This restriction was introduced as part of the current temporary relocation arrangements, in order to reduce potential for conflict between buses and general traffic. Compliance with this restriction is currently not well observed by drivers. Management of this issue, while not related to this current proposal, is required. It is noted that access to the Town Hall deck car park is required for various users with legitimate business at the Town Hall.

4.2 Bus Operations

Most bus routes will experience minimal change as a result of the proposal, with services remaining focussed around the Macquarie Street / Elizabeth Street intersection. It is understood that Metro will need to adjust many of its timetables (both for customers and operational positioning of buses) to suit the new bus stop allocation.

The most significant changes will occur to TassieLink and O'Driscolls services, with additional travel distance and time to access their outbound routes.

Where previously these buses would commence on Macquarie Street (adjacent to 103 Macquarie Street) and depart the CBD via Macquarie Street (proceeding directly to the Brooker or Tasman Highways, or turning left into Argyle Street), these services will have to travel via Elizabeth Street, Morrison Street and Argyle Street to access Macquarie Street.

Congestion in Morrison Street, as discussed in Section 4.1.2, will increase travel times for these services. The recommendations discussed above will be needed to minimise impacts on late running of these services.

For O'Driscolls in particular, there will be improvements in entry routes to the CBD, and accessing the departure stop from layover areas. Where currently they travel along Davey Street to Harrington Street or Molle Street, in order to access 103 Macquarie Street, the new access route would be via Collins Street and Elizabeth Street. The new access route is expected to be significantly less congested, particularly during the afternoon and evening peak periods, than the current situation.

4.3 On-Street Parking and Loading Zones

4.3.1 Davey Street

The new bus layover proposed in Davey Street (see section 3.1.5) requires the removal of three car parking spaces. These spaces are currently metered, with 1 hour time restrictions applying between 8:30 and 6 pm, Monday to Friday.

These spaces are not located adjacent to any active street frontage, and their removal would not significantly disadvantage access to any particular land use.

4.3.2 Elizabeth Street

On the eastern side of Elizabeth Street, between Macquarie Street and Davey Street, there is currently a bus zone (for layover) and two on-street parking spaces that have 15-minute restrictions applying between 8 am and 6 pm on Monday to Saturday. The new proposed bus stop would require the removal of these two parking spaces, and relocation of the bus layover area.

This action, combined with the removal of parking spaces in Davey Street (see Section 4.3.1) would result in the removal of the remaining five on-street parking spaces surrounding the Town Hall (although parking remains available on the opposite side of Argyle Street). Whilst not ideal, there remains on-street parking on other nearby CBD streets. Further, the short time limits that apply to these Elizabeth Street spaces restrict their level of use. Noting that most "transactions" with Council occur at the Council Centre on the southern corner of Davey Street and Elizabeth Street, visits to the Town Hall itself will generally be for meetings, or other longer visits. As such, the loss of these spaces is not expected to significantly impact on operations of the Town Hall.

4.3.3 Macquarie Street

Adjacent to 99 Macquarie Street, a Loading Zone currently operates Monday to Friday from 6 am to 6 pm, (converted to two on-street parking spaces with 15-minute restrictions applying between 8 am and 6 pm on Saturday), and one parking space has a 5-minute restriction applying between 8 am and 6 pm Monday to Friday. The proposed shelter and seating adjacent to 99 Macquarie Street (see Section 3.1.2) requires the removal of the 5-minute parking space and a reduction in the length of the Loading Zone. Subject to detailed design, the remaining zone would be of sufficient length to accommodate a Small Rigid Vehicle (6.4m length).

4.3.4 Collins Street

The northern side of Collins Street, between Elizabeth Street and Argyle Street, is currently a no-stopping zone for the full length. The proposed loading zone and bus set down zone would therefore not impact on any existing on-street parking facilities.

The new loading zone would offset the loss of an existing loading zone within the Elizabeth Street bus mall.

4.4 Construction of the Hyatt Hotel

Construction of the Hyatt Hotel in the Elizabeth Street bus mall will require traffic management to be in place within the bus mall. These will restrict bus access to one-way eastbound (towards Macquarie Street), with only construction traffic able to access westbound.

The proposed bus stop allocation aligns with this restriction, and has been designed around it.

During demolition of the existing building on the site, and during construction, full closure of the bus mall will be required on occasions. Generally this will be limited to weekend work, when the

number of Metro services is reduced compared to weekday volumes, and passenger demand is also lower.

Specific planning will need to be completed by bus operators for these closures, which will be managed by permits issued by the City of Hobart.

5. Conclusions

Relocation of some bus stops out of the Hobart Bus Mall is required to ensure public safety and effective traffic management during demolition and construction works for the Hyatt (Palace) Hotel at 28-32 Elizabeth Street. Relocation of Eastern services out of the bus mall occurred in December 2017. However one of the temporary stops created at the time can no longer be used, and a changed arrangement is required.

The proposed scheme involves the creation of a new bus stop in Elizabeth Street at the Town Hall, modifications to the existing bus stop adjacent to 103 Macquarie Street, straightening of the sawtooth kerb within the bus mall, and reallocation of bus services to the available stops. Changes are also required to provide additional bus layover and set down areas, and a new loading zone to offset spaces lost within the bus mall.

The implications of the proposal on traffic operations is expected to be minimal with, in most cases, bus movements being "rearranged" rather than new movements being added to the network. A lane reduction in Collins Street is expected to retain sufficient capacity for traffic demand, noting that bus movements will be significantly reduced compared to previously assessed scenarios.

The main traffic impact will be in Morrison Street, where regional bus services will need to turn left from Elizabeth Street in order to access Argyle Street and Macquarie Street. This area currently experiences regular peak-period congestion, and additional bus movements will exacerbate this, and impact on the reliability of the bus services.

It is recommended that a review of traffic signal operation at the Davey Street / Argyle Street and Elizabeth Street / Morrison Street intersections be undertaken, in order to provide space for buses to turn into Morrison Street without blocking the Elizabeth Street / Morrison Street intersection. It is also recommended that the safety performance of buses turning left from the right hand lane of Elizabeth Street be monitored, and Elizabeth Street reduced to a single lane approach if required.

The combination of two stops used by TassieLink and one used by O'Driscolls will result in potential for congestion at the new stop in Elizabeth Street adjacent to the Town Hall, at certain times of the day. Some adjustments to timetables may be required to avoid this.

Metro timetables will be significantly restructured to accommodate the reallocation of services to specific bus stops.

The proposal will result in the loss of three 1-hour parking spaces on Davey Street, two 15-minute parking spaces on Elizabeth Street and one 15-minute parking space on Macquarie Street, and a reduction in loading zone length on Macquarie Street. A new loading zone would be created in Collins Street. The loss of these on-street parking spaces is not expected to have a significant impact on access to adjacent land uses, with other on-street and off-street parking available within the CBD.

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	T. Bickerstaff	E. Jackson		T. Bickerstaff		14/3/18

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6.6 Hobart Bicycle Advisory Committee Meeting Notes
File Ref: F18/21116; 37-1-4

Memorandum of the Director City Infrastructure of 15 March 2018 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

Hobart Bicycle Advisory Committee Meeting Notes

The Hobart Bicycle Advisory Committee met on 21 February 2018 and the draft notes from the meeting are attached.

RECOMMENDATION

That the draft notes of the Hobart Bicycle Advisory Committee meeting of 21 February 2018 be received and noted.

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

Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 15 March 2018
File Reference: F18/21116; 37-1-4

Attachment A: Draft Notes of the Hobart Bicycle Advisory Committee Meeting Held 21 February 2018 ↓

Meeting No.: 24

HOBART BICYCLE ADVISORY COMMITTEE**NOTES**

Meeting held Wednesday 21 February 2018 at 1pm in the Elizabeth Street Conference Room, Town Hall.

PRESENT:

NAME	POSITION
Philip Cocker	Alderman, Hobart City Council (Chairman)
Bill Harvey	Alderman, Hobart City Council
Luke Middleton	Project Manager Active Transport and Signage Infrastructure, Department of State Growth
Corey Peterson	Sustainability Manager, Commercial Services and Development, UTAS
Emma Pharo	Senior Lecturer, Discipline of Geography and Spatial Science, School of Land and Food, UTAS
Mary McParland	Executive Officer, Cycling South – Greater Hobart Councils Regional Cycling Committee
Will Oakley	Community Advisor, RACT
Bernd Wechner	Community Representative
Alicja Mosbauer	Community Representative

CITY OF HOBART OFFICERS:

NAME	POSITION
Scott Morgan (proxy for Mark Painter)	Group Manager Infrastructure Planning, CoH
Neil Noye	Director City Planning (ICAP representative), CoH
Robert Mather	Group Manager Open Space, CoH

1. Apologies:

NAME	POSITION
Jeff Briscoe	Alderman, Hobart City Council
Helen Burnet	Alderman, Hobart City Council
Anna Reynolds	Alderman, Hobart City Council
Mark Painter	Director City Infrastructure, CoH
Ann Edge	Road and Public Order Services, Tasmania Police
Alison Hetherington	Public Affairs Advisor, Bicycle Network
Angela Moore	Manager Traffic Engineering

2. **Confirmation of Previous Notes** – Notes of the meeting held on 20 December 2017 were confirmed as a true and accurate record.

3. **New City of Hobart Bike Plan – presentation by Stuart Baird and Ben Thorp** (refer Attachment 1)

The following comments/suggestions were made by the Committee:

- Working groups with relevant stakeholders should be held.
- The UTAS community needs to be a priority (UTAS can help with any data collection required).
- A strong recommendation to the Council to allow a consultant to be engaged (subject to Council resourcing constraints) to facilitate consultation for a new bike plan.
- It's an opportunity to close some gaps for both commuter and recreational bike riders.
- It was suggested that it may be difficult to fit a whole range of needs into one plan, and that it may be better to separate into commuter and recreational sections or plans; to make it very clear what actions are focussed on. Stuart advised that this may not be a good idea and would need to be looked at carefully.
- Need to build a better bike culture and it needs to be done holistically.
- Needs to be looked at from a 'moving people' point of view.
- Need to be realistic about what can be achieved.
- Corey attended the recent City of Hobart 'Vision' meeting and advised that the group has a good understanding about what is required in relation to bikes.
- Alderman Cocker is keen to have a discussion about what the Committee thinks a safe city would look like and what would need to be done to make it safe.
- Mapping can be done to ascertain 'would you let your child ride a particular route if you knew it was safe?'
- Connectivity – what we've got and what needs to be changed.
- Hills can be an issue for some schools.
- Not one approach fits all – different areas will have different needs eg school catchments, topography issues, distance from City Centre etc.
- More local area planning required.
- It was agreed that:
 - A half day workshop be held to commence planning and mapping out a more formal process.
 - The workshop be facilitated by a consultant (John Hepper's name was put forward as a possibility).
 - The workshop be used to identify priorities and a vision.
 - The Bicycle Network's Bike Plan Workbook (distributed by Emma via email) be used to set the scope.
 - Alderman Cocker and Neil to discuss when the working group meeting will take place.

Action: Ald Cocker/Neil

4. **Macquarie Point Cycleway Extension – Further discussion with MPDC requested**

- The Macquarie Point Development Corporation have requested further discussions take place with their consultants, City of Hobart officers and this Committee to reaffirm the preferred route of the Committee.
- It was agreed that the consultant be invited to meet with the Committee at a Town Hall meeting room. Alderman Cocker to discuss with Alison prior to next meeting.

Action: Ald Cocker/Alison

5. **Action Tracker** (refer Attachment 2)

- Noted.

6. CoH Bicycle Projects List

- Battery Point wayfinding signage has been designed and is currently being manufactured.
- Battery Point Walkway and Cycleway project is currently on hold with no progress happening at present.

7. HBAC Attendance

- Noted.

8. Other Business

- Brooker Bridge – final design has been completed and the contractor has been appointed. Road treatments for the landing site in Bathurst Street still need to be discussed – item to be included on the next agenda. **Action: Alison**
- Super Tuesday bike rider count to be conducted around the greater Hobart area on Tuesday 6 March. Let Bicycle Network know if any member would like to volunteer as a counter.

9. Date of Next Meeting: Wednesday 18 April 2018 – 1.00pm – Elizabeth Street Conference Room, Town Hall**10. Meeting Closed:** 2.30pm.



Scoping A New Bicycle Plan for the City of Hobart

HBAC – February 2018, Stuart Baird

PART ONE

A quick overview of past CoH's plans

PART TWO

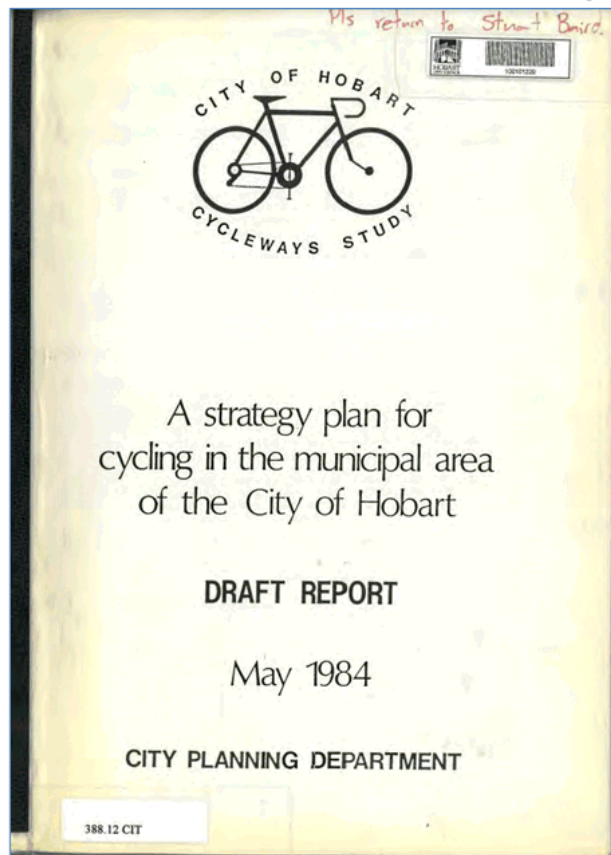
A quick recap on CoH's projects

PART THREE

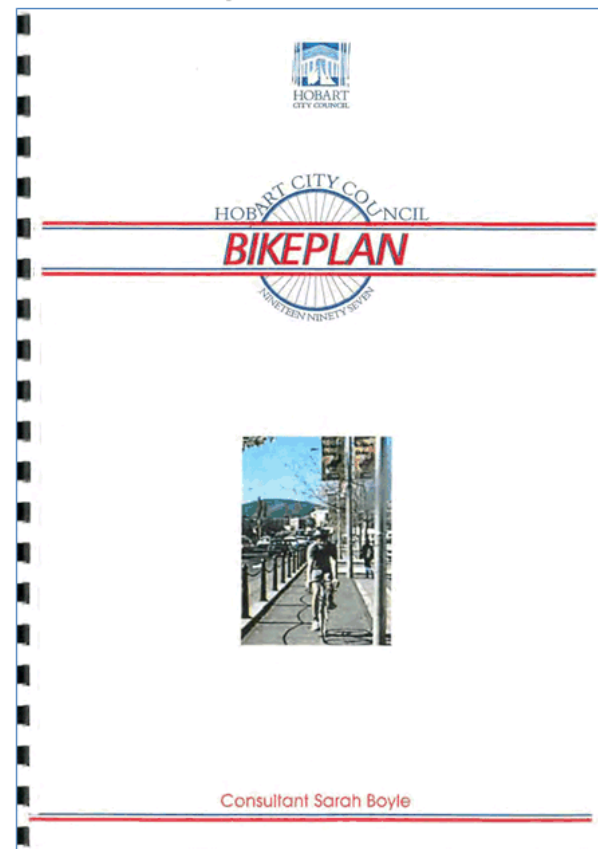
A modern example of a City Bike Plan

PART ONE

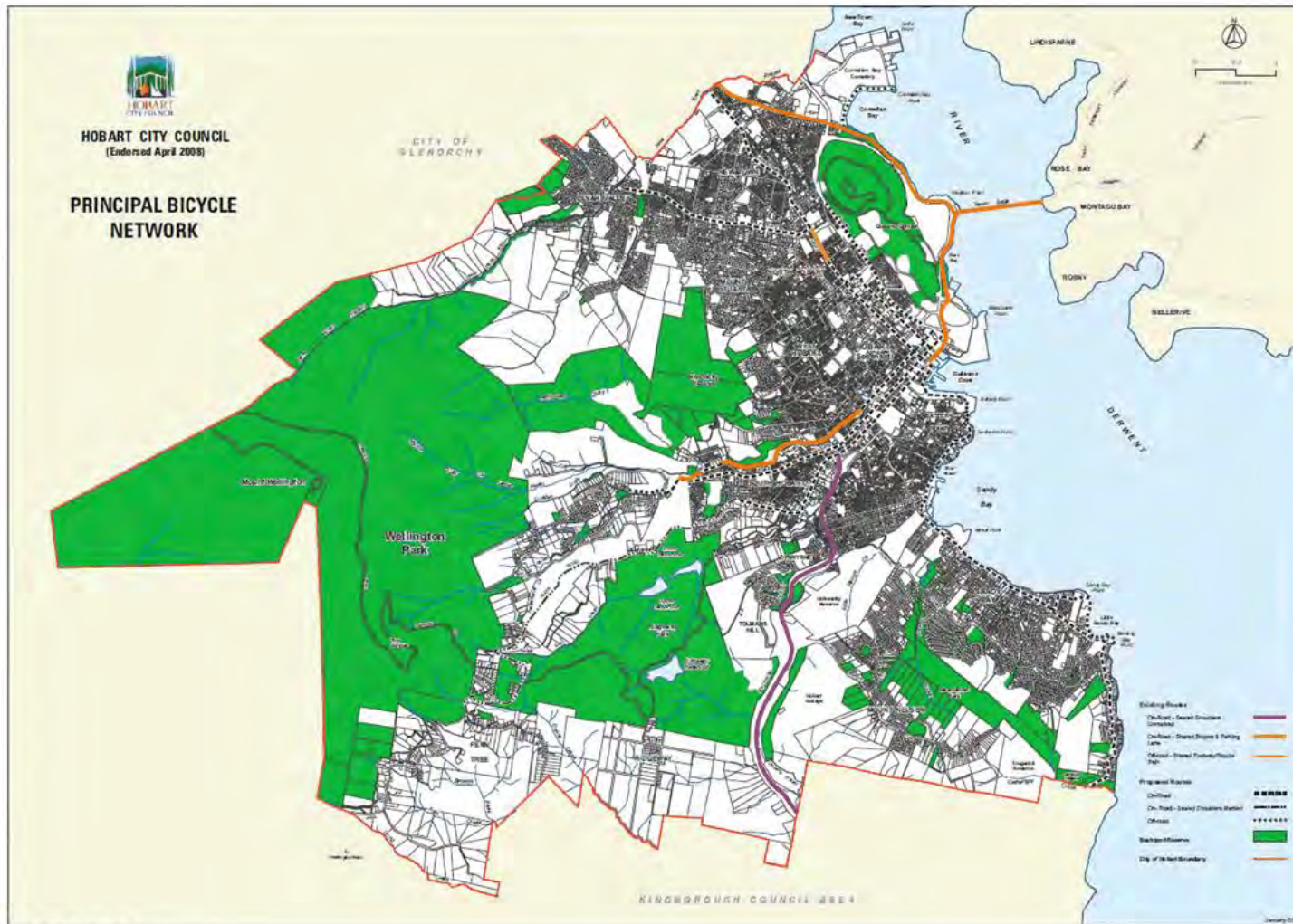
A quick overview of past CoH's plans

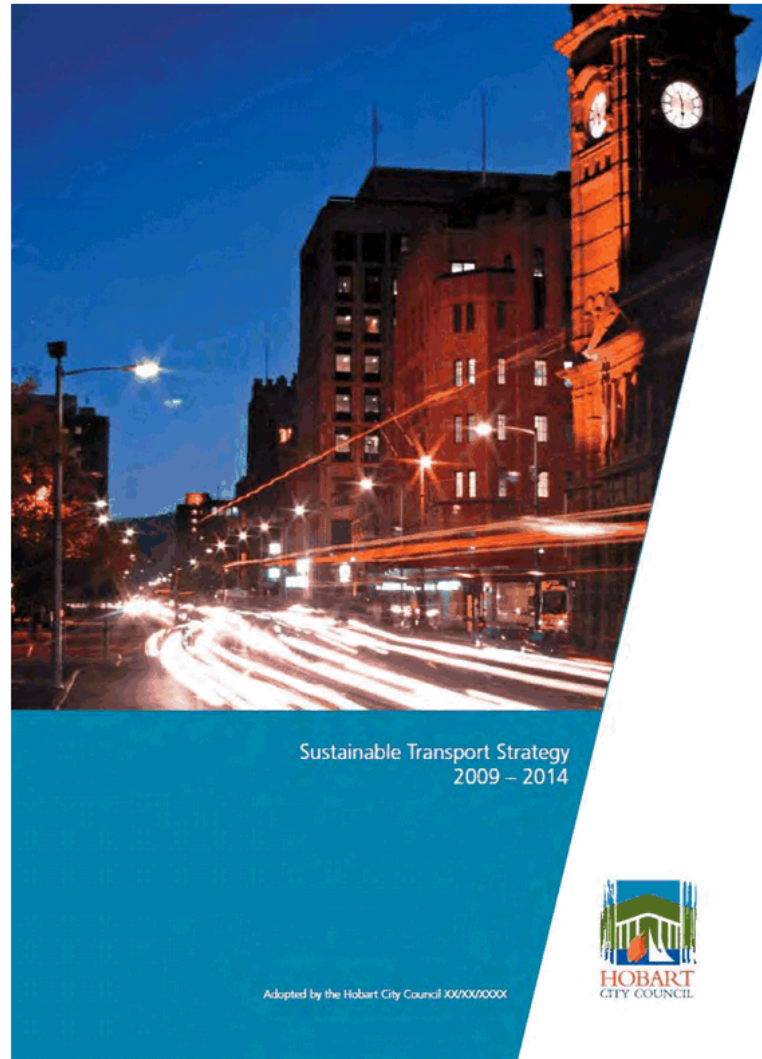


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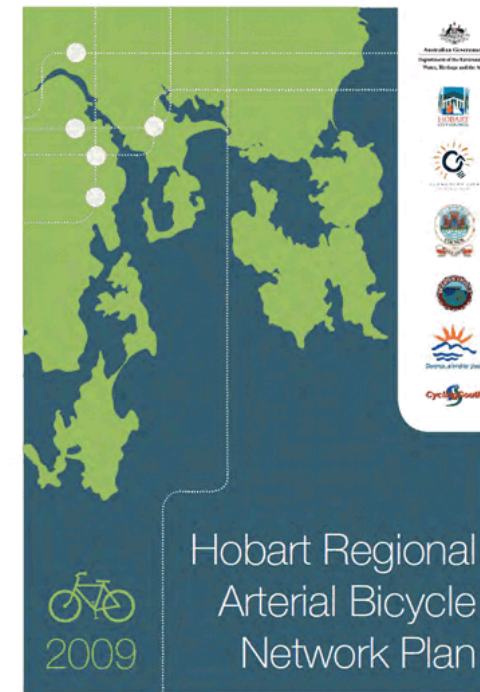
1996





2009

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2009




GREATER HOBART MOUNTAIN BIKE MASTER PLAN






November 2011

**HOBART RIVULET PARK
STRATEGIC MASTER PLAN**
Prepared for the Hobart City Council





QUEENS DOMAIN MASTER PLAN 2013 – 2033



PART TWO

A quick recap on 10 years of CoH bike projects

Urban Arterial Bicycle facilities

Route	Place type
1 The northern route	Inner urban roads
2 The narrow road to the deep south	Coastal / suburban
3 The western corridor	Parkland / waterway
4. Hobart Waterfront	Coastal / city urban

The Northern Route – inner urban roads

<https://youtu.be/XVzveR2c8AM>



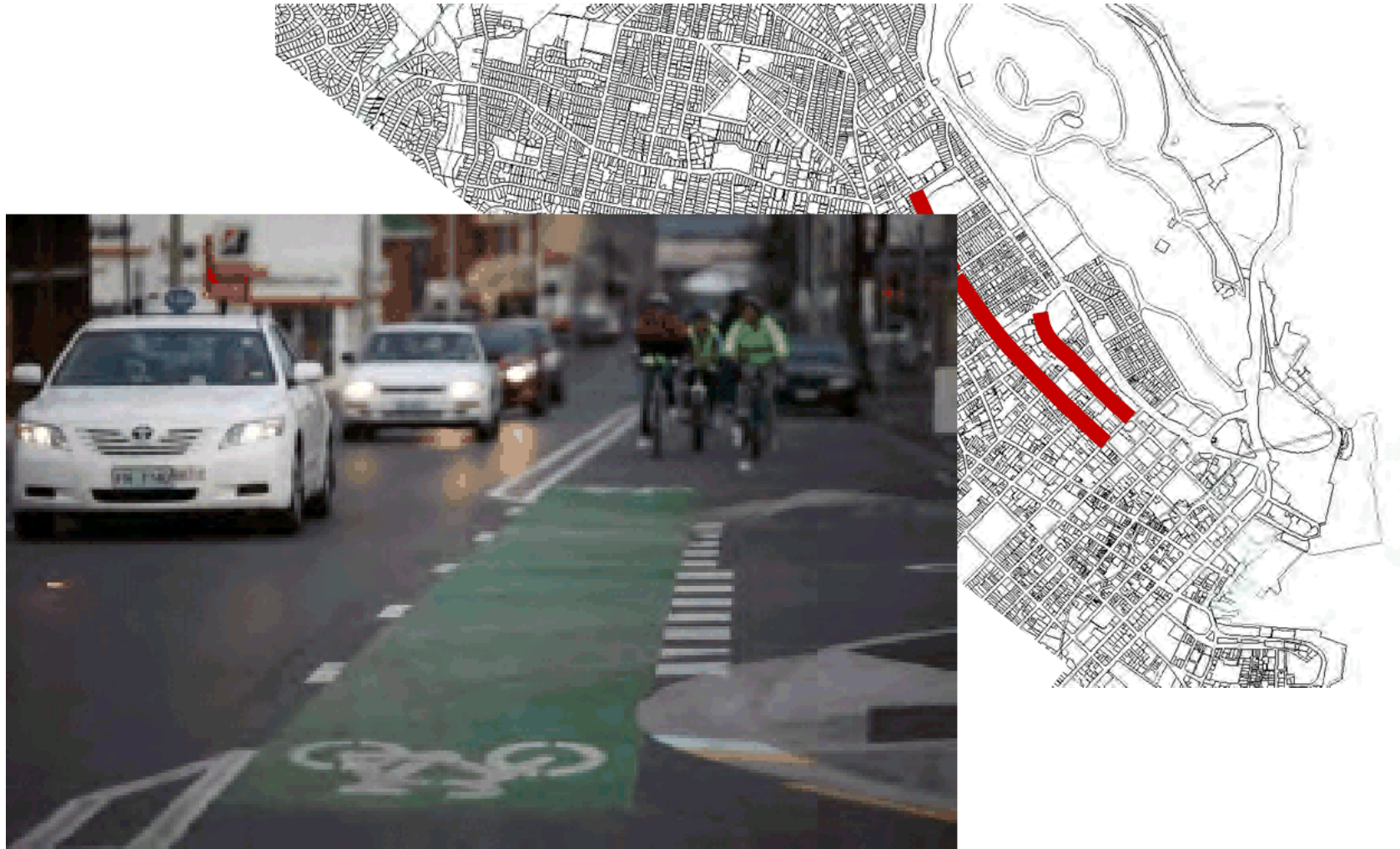
The Northern Route

The very first on road bicycle lanes – Argyle Street



The Northern Route

Argyle-Campbell (first green treatments and bike boxes)



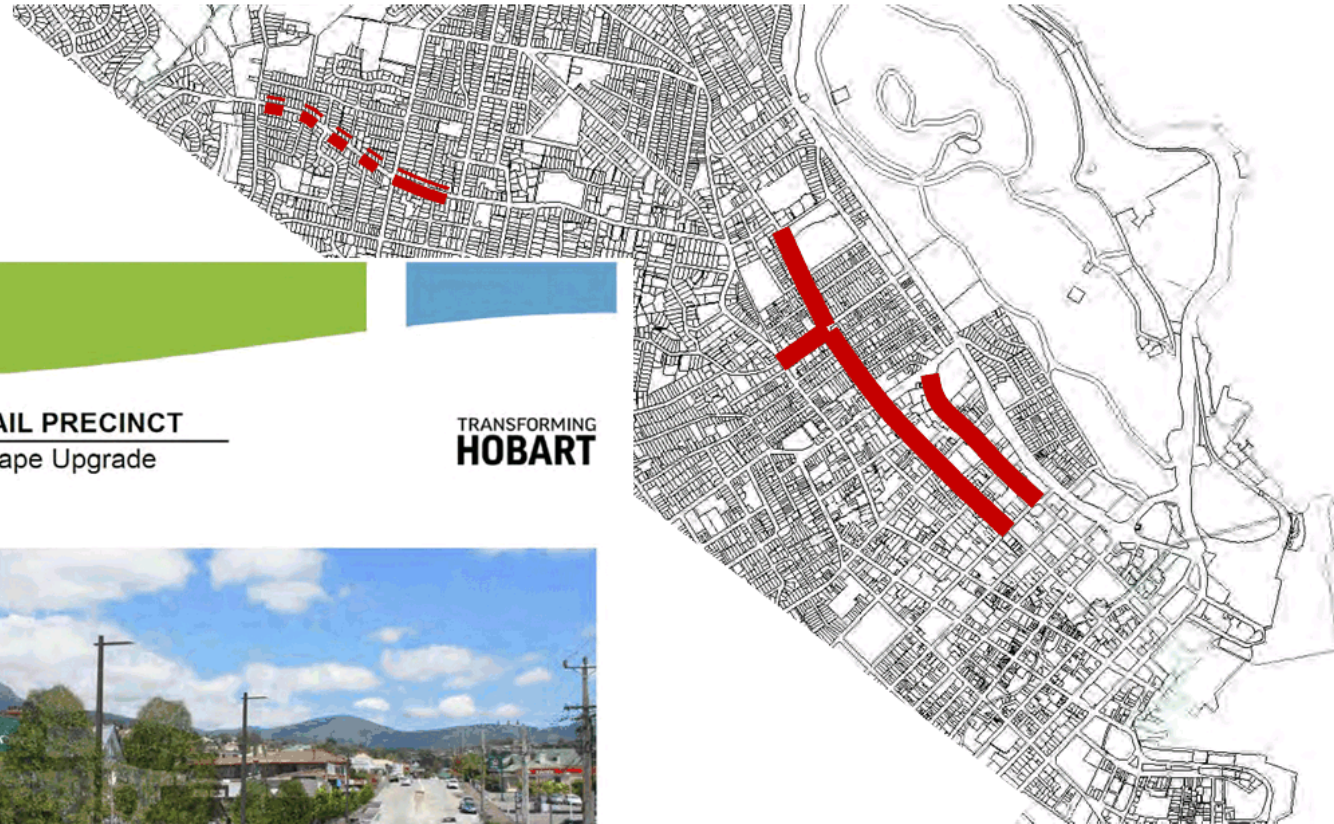
The Northern Route

Uphill lanes and pedestrian crossings



The Northern Route

Retail precincts – 17/18 program



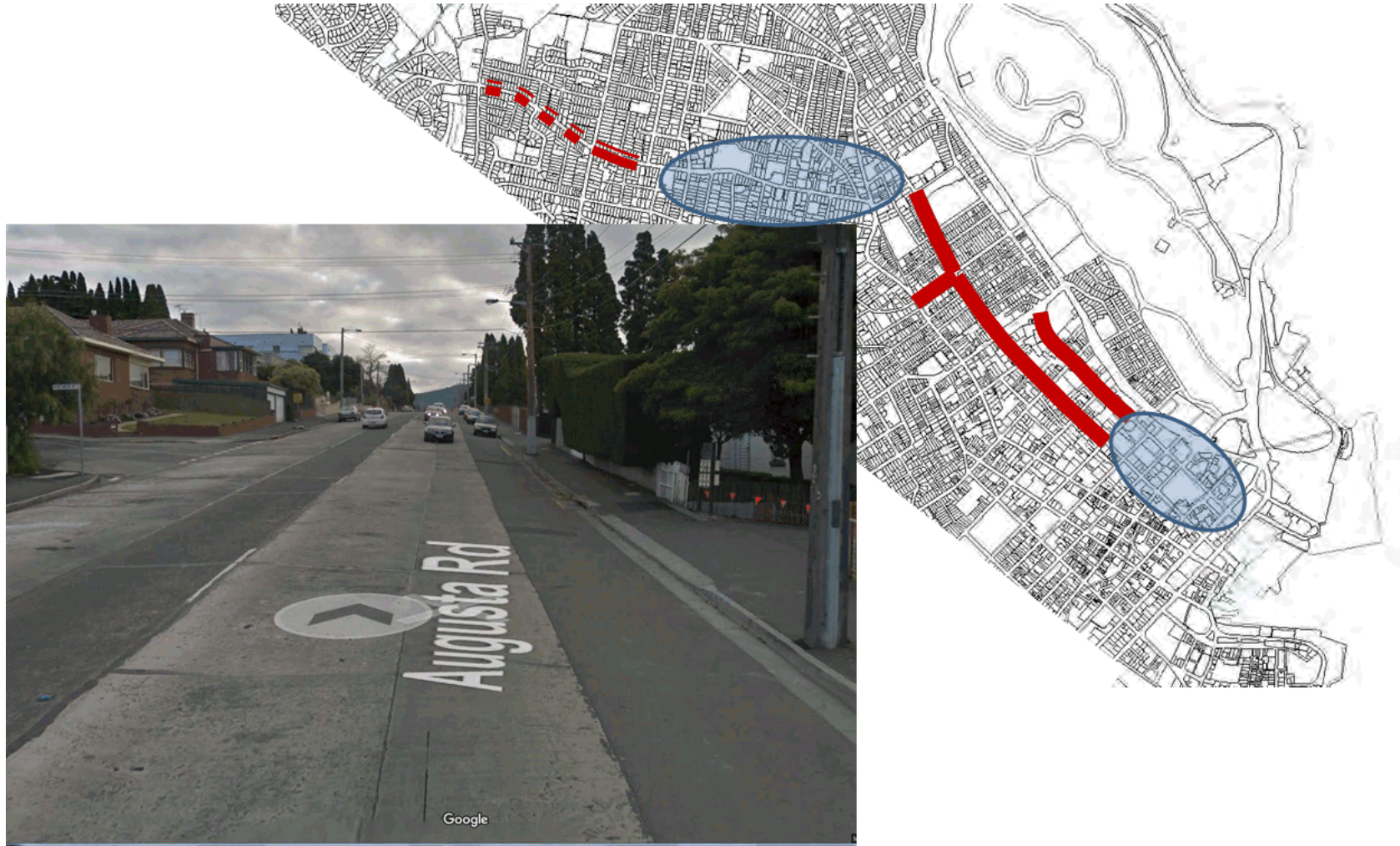
LENAH VALLEY RETAIL PRECINCT
Augusta Road Streetscape Upgrade

TRANSFORMING
HOBART

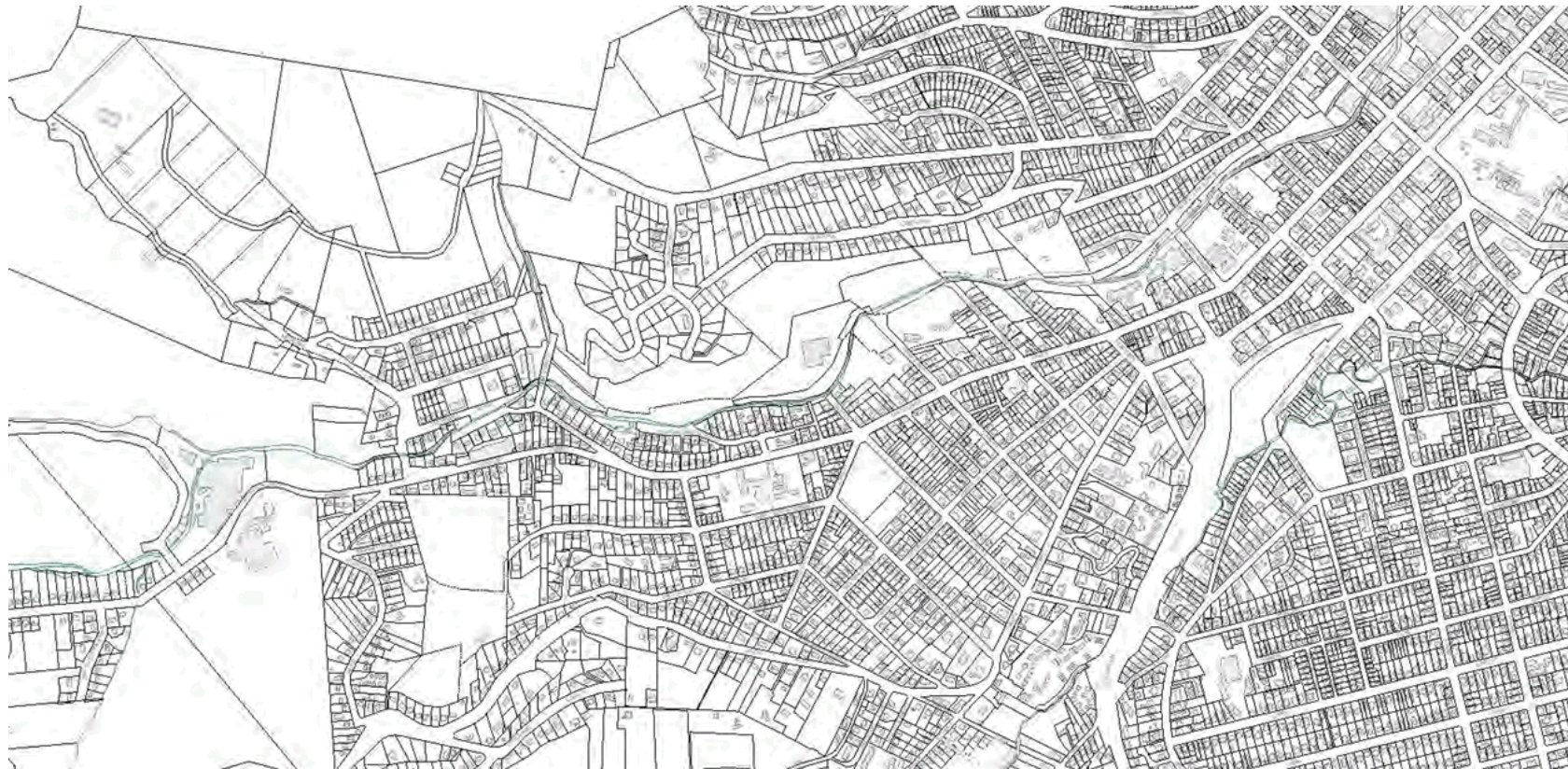


The Northern Route

Still requires a few projects to complete



The Western Corridor – the Hobart Rivulet



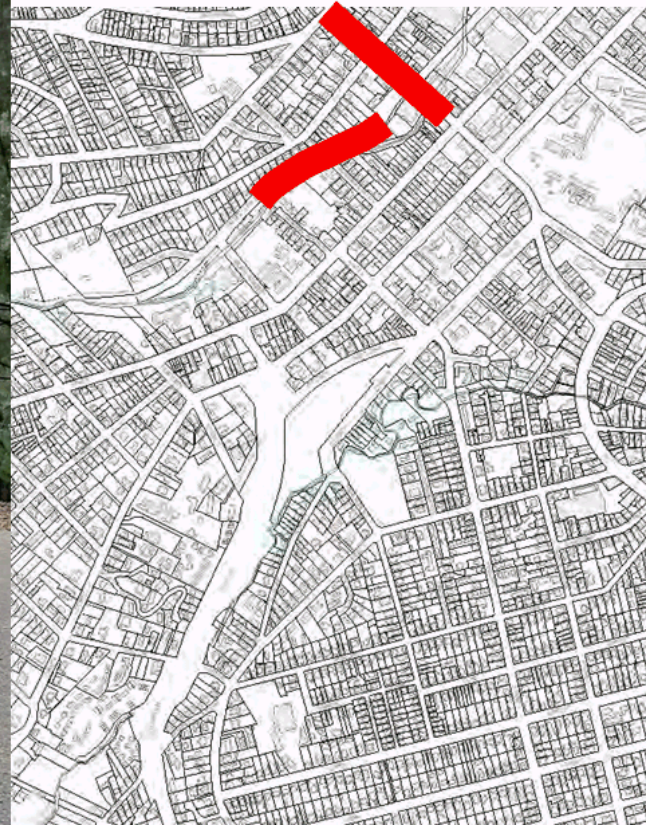
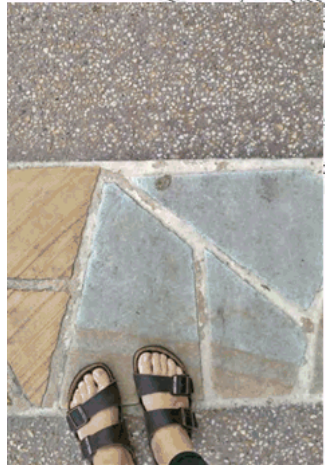
The Western Corridor – the Hobart Rivulet

Molle Street



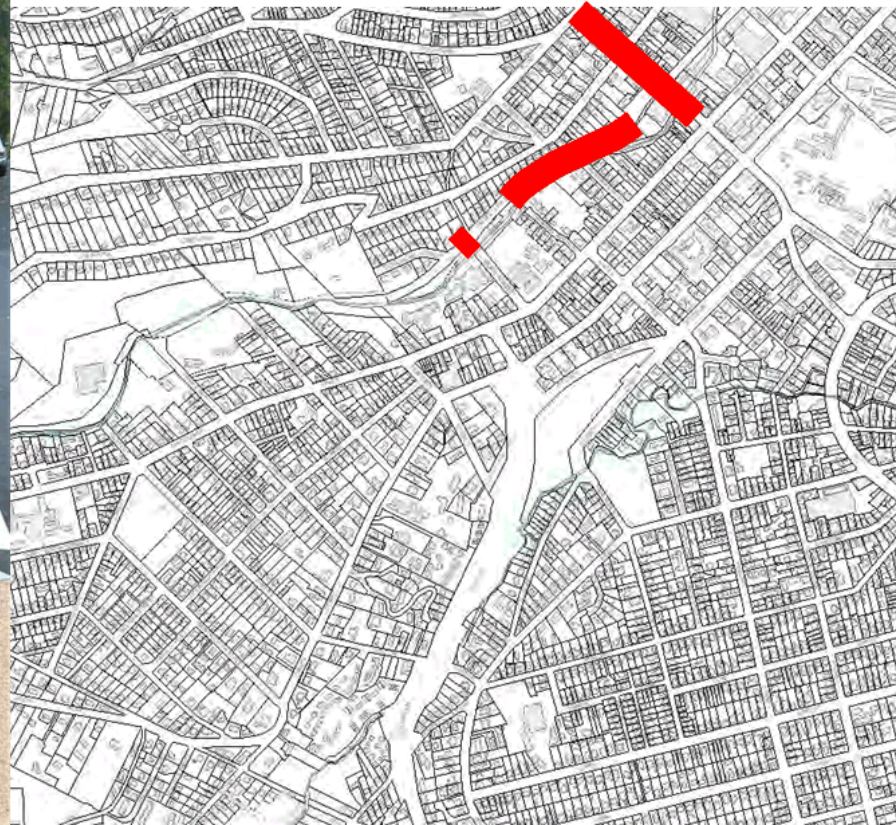
The Western Corridor – the Hobart Rivulet

The park – Molle to McKellar



The Western Corridor – the Hobart Rivulet

Gore Street crossing



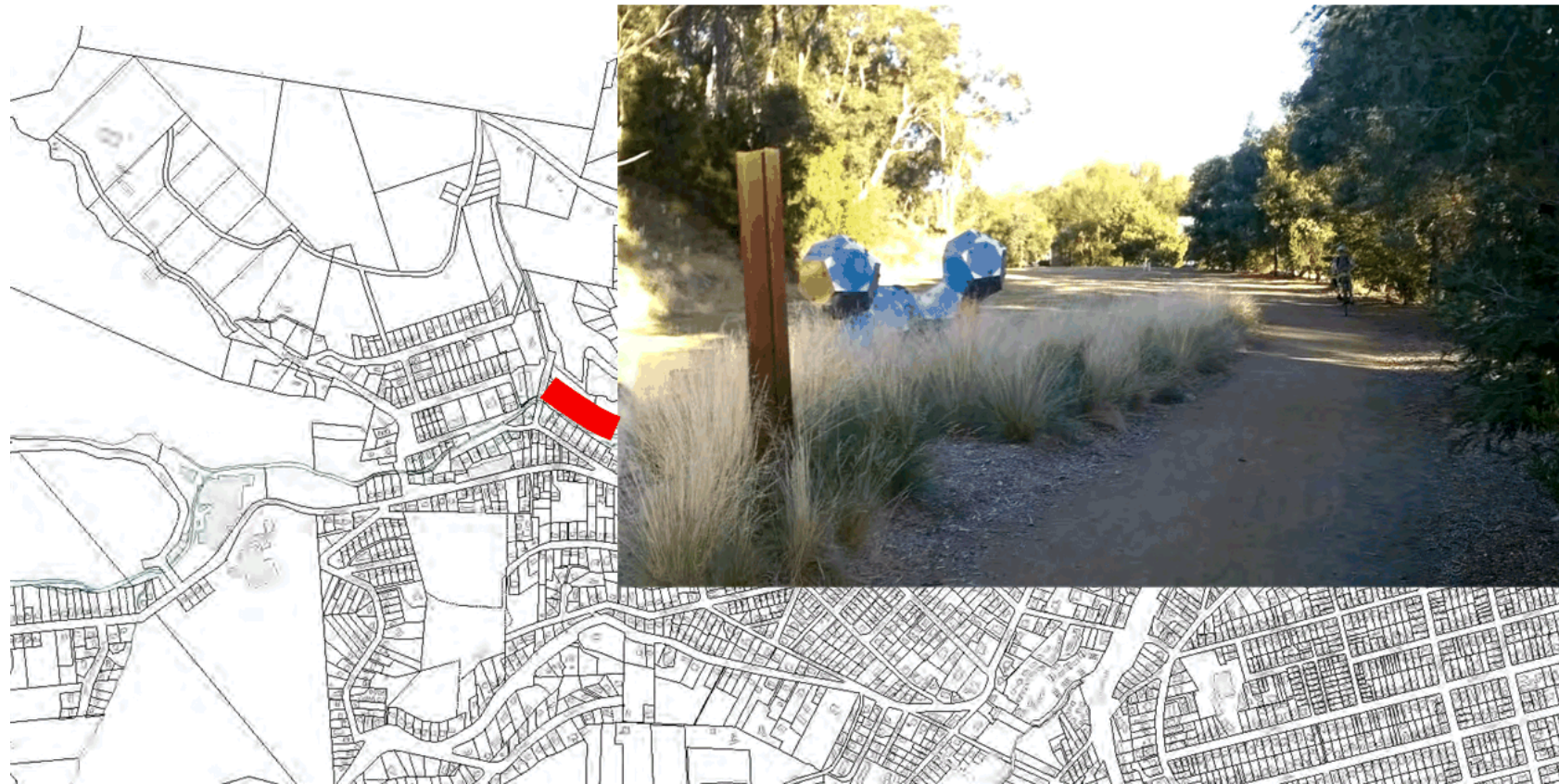
The Western Corridor – the Hobart Rivulet

C3 'missing link' near Anglesea Street



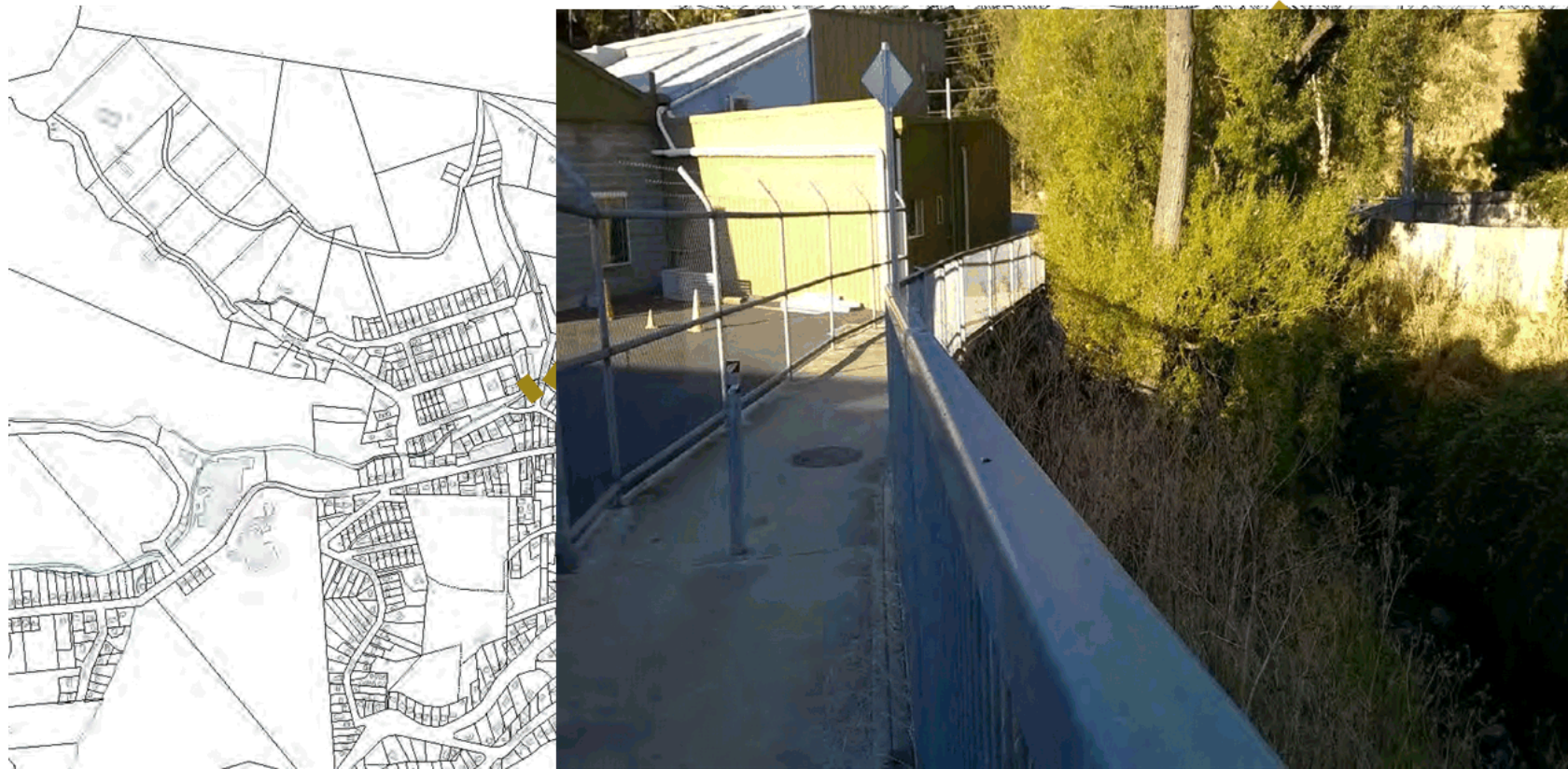
The Western Corridor – the Hobart Rivulet

Fruehauf



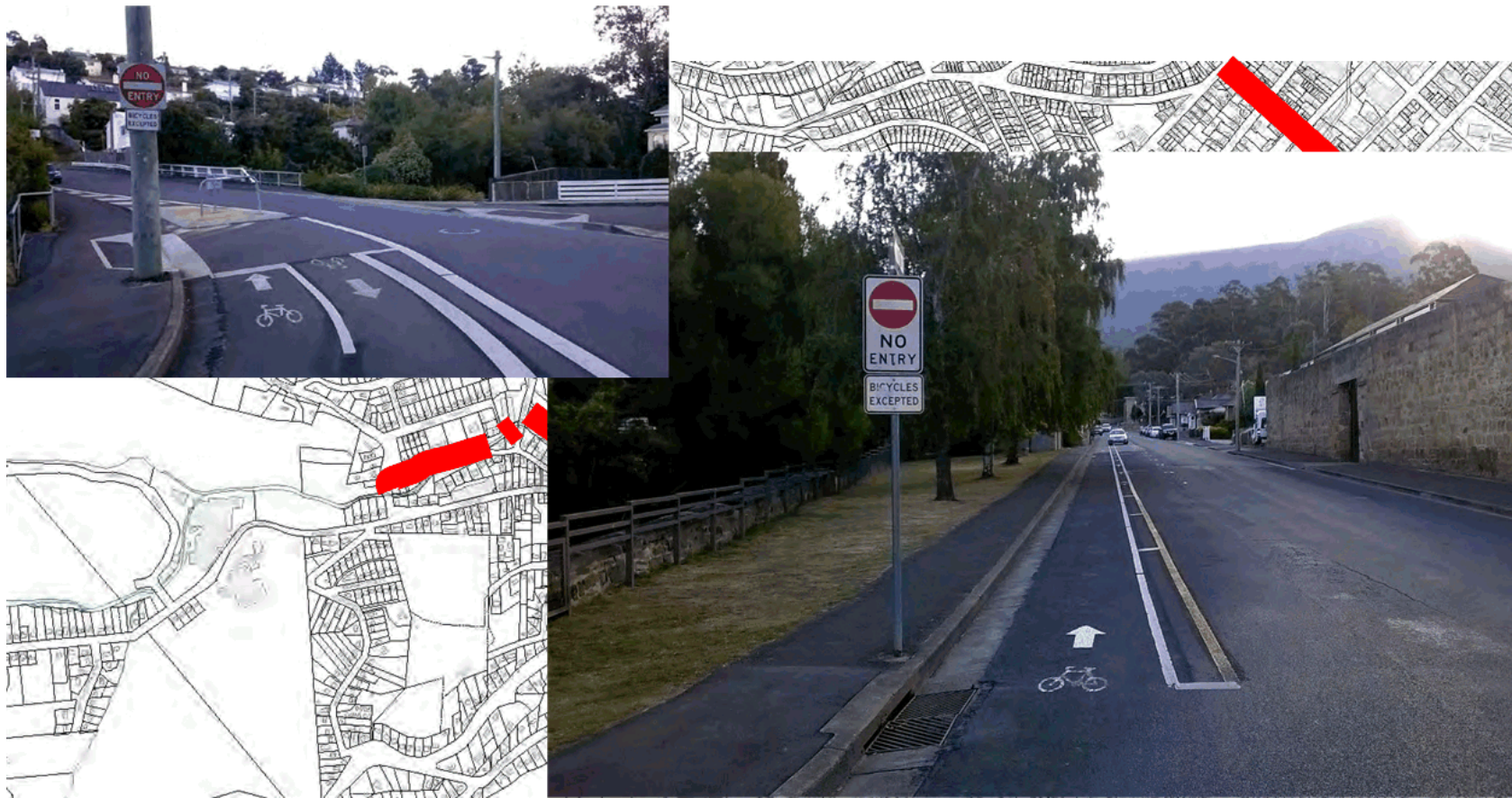
The Western Corridor – the Hobart Rivulet

Cantilevered path connection



The Western Corridor – the Hobart Rivulet

Degraves Street



The Western Corridor – the Hobart Rivulet

Cascade Gardens



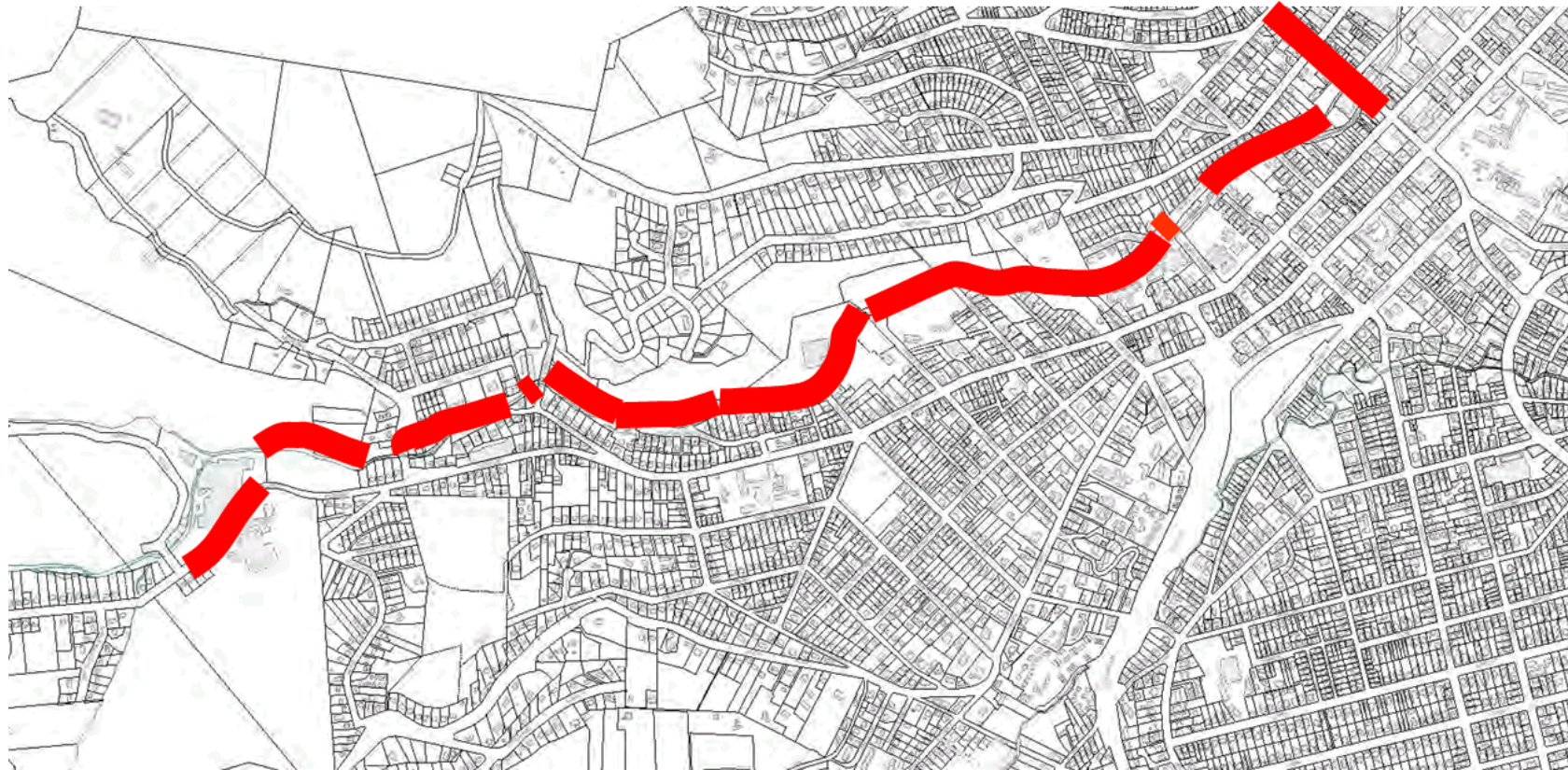
The Western Corridor – the Hobart Rivulet

Cascade Road



The Western Corridor – the Hobart Rivulet

Very nearly complete!



The Narrow Road to the Deep South (with apologies to R Flanagan)



The Narrow Road to the Deep South (with apologies to R Flanagan)

Stage One - Footpath widening and shared path



The Narrow Road to the Deep South (with apologies to R Flanagan)

Stage Two – Road surface repairs, crack sealing, bike lanes, speed limit changes



The Narrow Road to the Deep South (with apologies to R Flanagan)

Stage Three - Road surface repairs, crack sealing, bike lanes, speed limit changes



The Narrow Road to the Deep South (with apologies to R Flanagan)

Stage Three - Road surface repairs, crack sealing, bike lanes, speed limit changes



The Narrow Road to the Deep South (with apologies to R Flanagan)

Southern corridor complete! (just needs Battery Point...)



The Hobart Waterfront

Hobart Waterfront nearly complete!





Urban Arterial Bicycle facilities 2017

CBD: Intersection bike boxes



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Bicycle parking



Art bikes 2011

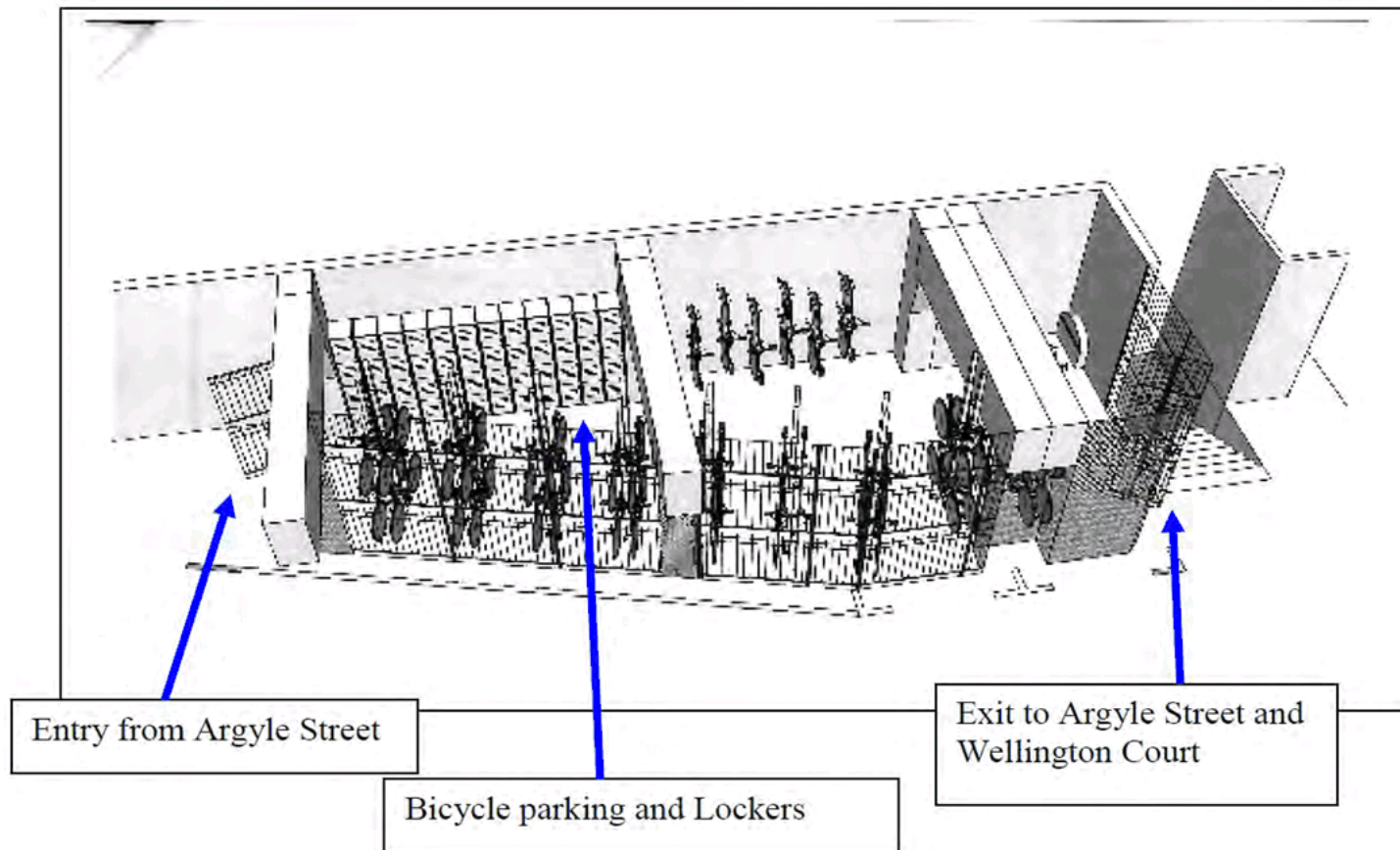


Event bike parking



A range of other bike parking

Argyle Street Bicycle Cage



Water Works quarry – Pump Track



Domain Summit Loop – Beginners Loop Track



Kunanyi / Wellington Park

North – South Track – Completed 2013

Conversion of the upper section of Middle Track from Radfords Track to Reservoir Trail/Silver Falls Track junction - July 2016

Conversion of Old Farm Track - May 2015

Upgrading of Radfords Track

Bracken Lane Connection to Chimney Pot Hill Road

Tip Top track

Etc.



Don't forget culture change (Positive media stories)



Ride To Work Day 2011
Heart 107.3 's Dave Noonan and 936 ABC's Ryk Goddard

Don't forget culture change (Competitions and promotion)



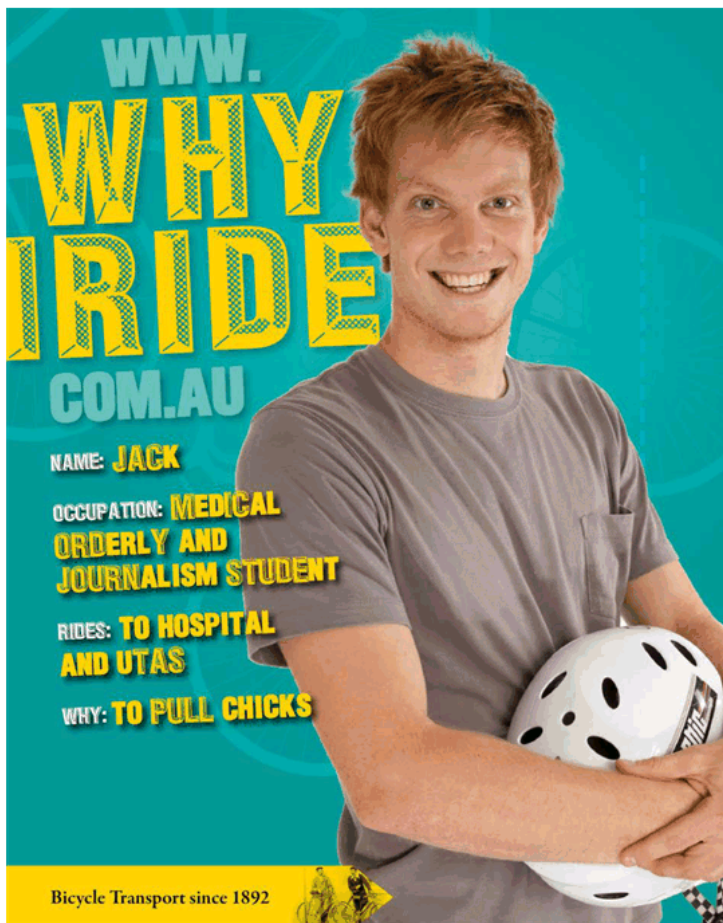
'Why Ride?' campaign 2012

DO YOU BUS?
DO YOU RIDE?
DO YOU STRIDE?

TELL US WHY AT
WWW.WHYRIDE.COM.AU
FOR THE CHANCE TO WIN
SOME GREAT PRIZES!

- A \$1000 VOUCHER from THE JOLLY SWAGMAN OUTDOOR STORE >
- A \$1000 VOUCHER from BIKE RIDE >
- A \$1000 RECHARGE on your METRO GREENCARD >





**WWW.
WHY
IRIDE
COM.AU**

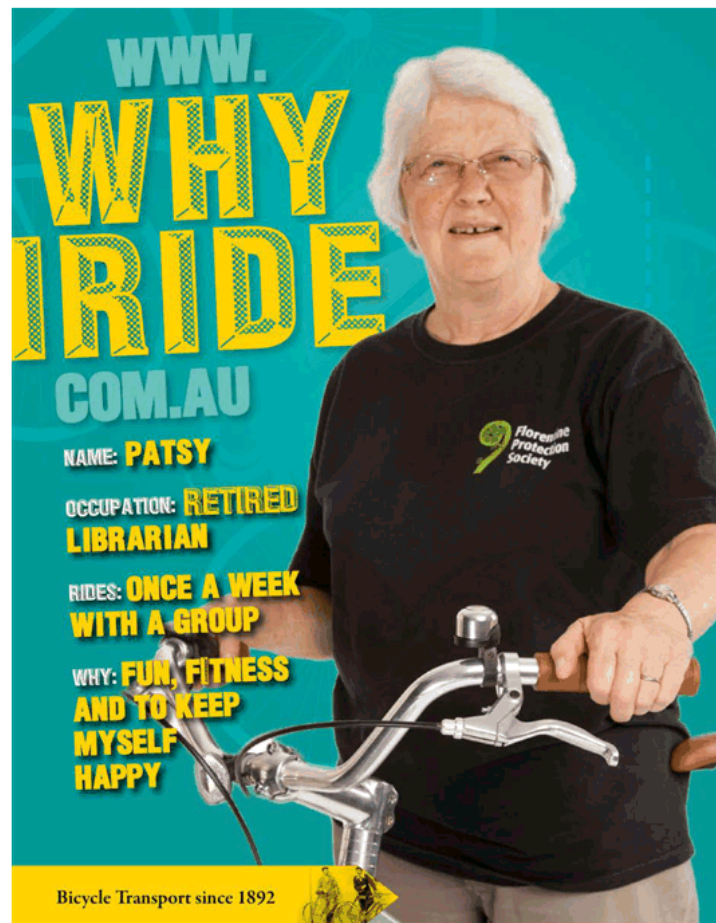
NAME: JACK

**OCCUPATION: MEDICAL
ORDERLY AND
JOURNALISM STUDENT**

**RIDES: TO HOSPITAL
AND UTAS**

WHY: TO PULL CHICKS

Bicycle Transport since 1892



**WWW.
WHY
IRIDE
COM.AU**

NAME: PATSY

**OCCUPATION: RETIRED
LIBRARIAN**

**RIDES: ONCE A WEEK
WITH A GROUP**

**WHY: FUN, FITNESS
AND TO KEEP
MYSELF
HAPPY**

Bicycle Transport since 1892

Road Environment – Urban Speed Zones



Stage One – September 2011

Stage Two – November 2014

Road Environment – Passing Distance

POLITICS

New laws to protect cyclists on Tasmanian roads win support of community

NICK CLARK, Mercury
November 28, 2016 12:00am



THE State Government will legislate for a series of road rule changes to make cycling safer on Tasmanian roads.

Infrastructure Minister Rene Hidding said the main change was to enforce a mandatory distance when passing cyclists.

“The road rules will be changed to require motorists to maintain a minimum distance of 1m when overtaking cyclists in 60km/h or lower speed zones and at least 1.5m when overtaking cyclists in speed zones greater than 60km/h,” Mr Hidding said.

The minister said a public education campaign would be ramped up to support the introduction of the new laws.



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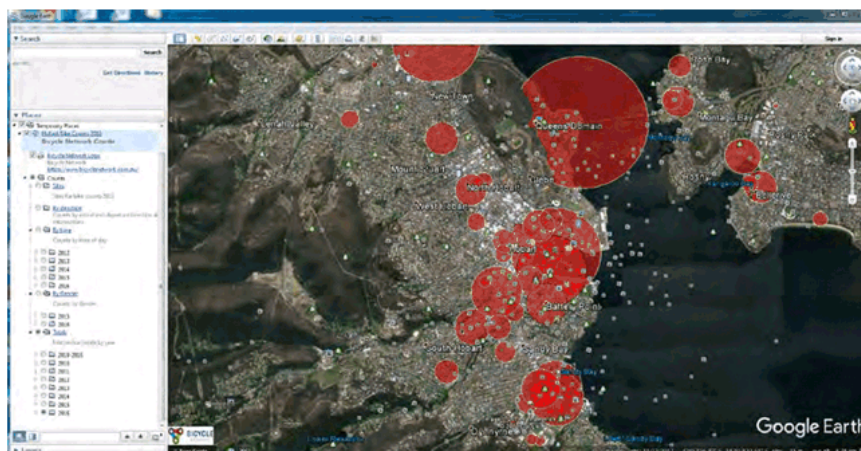


Measuring – What’s Working, where, why ?



Permanent Counters

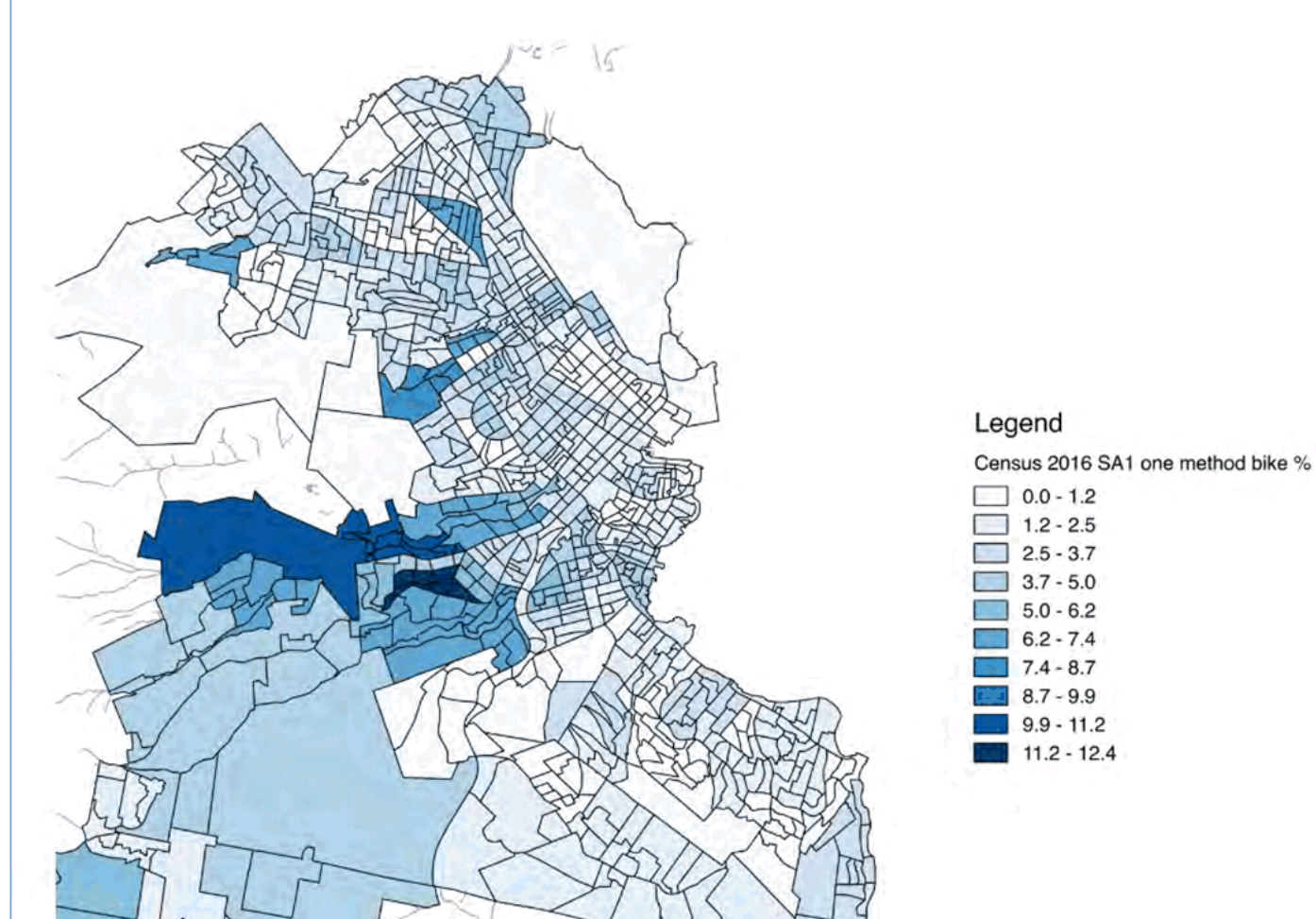
Super Tuesday – Hobart Counts
(Morning ‘Commuter’ Manual counts)



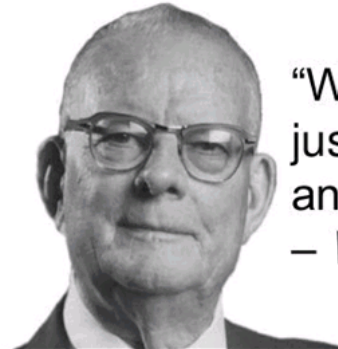
www.hobartcity.com.au



ABS – Census 2016 – Journey to Work



Measuring = Data



“Without data you’re just another person with an opinion.”
– W. Edwards Deming

Weekly Vehicle Counts

WeeklyVehicle-115
Site: Cycle Way 1S-2N.ONS
Description: Cycle Way 1S2N 50mtr North of Driveaway to Navy Club
Filter time: 14:08 Wednesday, 29 February 2012 => 8:26 Monday, 23 April 201
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Sep(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	12 Mar	13 Mar	14 Mar	15 Mar	16 Mar	17 Mar	18 Mar	1 - 5	1 - 7
0000-0100	0	0	2	3	1	0	1	1.2	1.0
0100-0200	0	0	1	0	0	0	0	0.2	0.1
0200-0300	0	0	0	0	0	0	0	0.0	0.0
0300-0400	0	0	0	0	0	0	1	0.0	0.1
0400-0500	0	0	0	0	0	0	0	0.0	0.0
0500-0600	1	8	13	3	6	5	2	6.2	5.4
0600-0700	8	27	32	21	16	11	10	20.8	17.9
0700-0800	22	103	99	93	58	36	30	75.0	63.0
0800-0900	46	138<	122<	129<	98<	55	76	106.6<	94.9<
0900-1000	69	49	53	40	48	50	59	51.8	52.6
1000-1100	79	35	37	24	36	58<	97<	42.2	52.3
1100-1200	108<	37	23	28	34	54	54	46.0	48.3
1200-1300	48	32	34	28	28	55<	73<	34.0	42.6
1300-1400	71<	31	30	41	27	41	54	40.0	42.1
1400-1500	54	40	29	34	12	33	71	33.8	39.0
1500-1600	54	32	26	21	32	50	68	33.0	40.4
1600-1700	50	86	95	53	55	50	53	67.8	63.1
1700-1800	42	171<	169<	110<	107<	31	34	119.8<	94.9<
1800-1900	26	81	64	40	37	21	24	49.6	41.9
1900-2000	13	28	30	14	20	5	12	21.0	17.4
2000-2100	3	16	12	7	16	0	1	10.8	7.9
2100-2200	4	3	3	1	4	6	2	3.0	3.3
2200-2300	1	4	3	6	1	0	0	3.0	2.1
2300-2400	0	1	1	1	1	4	1	0.8	1.3
Totals									
0700-1900	669	835	781	641	572	534	693	699.6	675.0
0600-2200	697	909	858	684	628	556	718	755.2	721.4
0600-0000	698	914	862	691	630	560	719	759.0	724.9
0000-0000	699	922	878	697	637	565	723	766.6	731.6
AM Peak	1100	0800	0800	0800	0800	1000	1000		
	108	138	122	129	98	58	97		
PM Peak	1300	1700	1700	1700	1700	1200	1200		
	71	171	169	110	107	55	73		

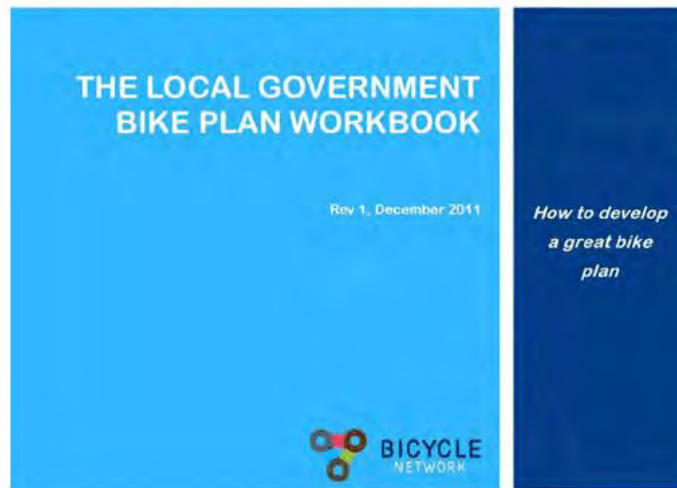
* - No data.

PART THREE

A modern example of a City Bike Plan



“How to” advice.....



Other jurisdiction examples....



www.hobartcity.com.au


City of HOBART

A City Bike Plan could contain (scoping):

Vision

Goals

Framing up why we want more active travel and bicycle use

The economics relating to more active travel

How this relates to the overall transport choice offering

Understanding target groups and areas

Infrastructure - Travel facilities, on and off roads, in parks

- **Recreational facilities (beginner, training, MTB)**

- **Parking and end of trip facilities**

- **Signage and wayfinding**

Legislation and social norms promoting safety and respect

Encouragement, promotion, events and culture change

Measuring success and outcomes

and other things.....

www.hobartcity.com.au

OUTCOMES ?



www.hobartcity.com.au

A few final thoughts

CoH resources and capital are finite

- Human
- Political
- Financial
- Physical (Construction resources, road and park space, existing commitments)

The plan needs to undertake some hard thinking on what are the critical things to focus on to:

- achieve the vision;
- and the desired outcomes.

Attachment 2

Actions Arising from Previous Meetings

Item	Action	Actioning member	Meeting
1	The signs near the CSIRO slip lane are confusing. Angela to look into.	Angela	20/12/2017
2	Lower Jordan Hill Road – bike rider signage due to safety concerns.	Angela	20/12/2017
3	Lower Jordan Hill Road – Angela to send an email to Anne Edge at Tas Police to see what can be done from a policing point of view.	Angela	20/12/2017
4	Analysis/feedback of the bike rider education that was undertaken as part of the rivulet track upgrade would be beneficial. Outcomes from this could then be used for an education component for the Mountain Bike Plan. Rob to coordinate data. Emma has students that can help with this. Rob and Emma to discuss.	Rob/Emma	20/12/2017
5	Alderman Cocker has also observed a number of bike riders not using lights. Could the committee remind their fellow bike riders/members to use their lights where appropriate.	All	20/12/2017
6	Alderman Cocker and Neil to discuss when the bike plan working group meeting will take place	Ald Cocker/Neil	21/2/2018
7	It was agreed that the MPDC consultant (cycleway extension) be invited to meet with the Committee at a Town Hall meeting room. Alderman Cocker to discuss with Alison prior to next meeting.	Ald Cocker/Alison	21/2/2018
8	Brooker Bridge – final design has been completed and the contractor has been appointed. Road treatments for the landing site in Bathurst Street still need to be discussed – item to be included on the next agenda.	Alison	21/2/2018

7. COMMITTEE ACTION STATUS REPORT

7.1 Committee Actions - Status Report

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

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: Open Status Report

CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT				
OPEN PORTION OF THE MEETING				
November 2014 to 28 February 2018				
Ref	Title	Report / Action	Action Officer	Comments
1	221A LENA VALLEY ROAD, 2-16 CREEK ROAD, LENA VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) – PLN-14-00584-01 Council 22/9/2014, item 9.2	That the Council undertake an urgent review of the Lenah Valley Traffic Management Plan with particular reference to the management of traffic in Augusta, Creek, Alwyn and Chaucer Roads and Monash Ave.	Director City Infrastructure	There is no Local Area Traffic Management Plan for Lenah Valley. The issue will be included in the development of the Transport Strategy which should be presented to the Committee in mid 2018.
2	INNER CITY ACTION PLAN AP01 – FINAL DESIGN – TENDER PROCESS COMMENCEMENT – RECONSTRUCTION OF LIVERPOOL STREET, BETWEEN ELIZABETH STREET AND MURRAY STREET Council 10/2/2015, item 16	The Council endorse the commencement of a detailed network operation study to evaluate other traffic network efficiencies, to overcome any potential future capacity constraints caused by the reduction of Liverpool Street to a single lane, at an expected cost of \$60,000, to be funded from the Public Infrastructure Fund.	Director City Infrastructure	The issue will be included in the development of the Transport Strategy which should be presented to a mid 2018 Committee meeting.
3	NOM – IMPROVEMENTS TO PEDESTRIAN CROSSINGS Council 13/4/2015, item 10	A report be prepared looking at other opportunities for improvements to pedestrian crossings on key pedestrian routes in the City, including consideration of zebra crossings.	Director City Infrastructure	Consideration will be given to pedestrian crossings in the Local Retail Precincts Plan, the Salamanca upgrade and in the development of the Transport Strategy, which should be presented to the mid 2018 Committee meeting. Investigation into Main Road / Elizabeth Street route is currently being undertaken.

Ref	Title	Report / Action	Action Officer	Comments
4	SANDY BAY RETAIL PRECINCT – STREETScape REVITALISATION Council 7/9/2015, item 10	<ol style="list-style-type: none"> 1. The amended conceptual streetscape design for the Sandy Bay Retail Precinct be approved with work to be scheduled for completion in 2016/2017, acknowledging that some works may commence earlier in 2016. 2. The traffic issues raised during the community engagement process that relate to the intersection of King Street and Sandy Bay Road, Sandy Bay, be considered in consultation with representatives from the Department of State Growth. 3. The speed limit on Sandy Bay Road between Osborne Street and Ashfield Street, Sandy Bay, be reviewed following completion of the works and the Lord Mayor be requested to write to the Minister for State Growth regarding any planned speed limit changes for the main retail precinct on Sandy Bay Road. 4. Opportunities for increased bike parking be investigated as part of the detailed design for the Sandy Bay Retail Precinct streetscape revitalisation. 	Director City Infrastructure	<ol style="list-style-type: none"> 1. Complete. 2. Complete. 3. Correspondence from the Department of State Growth has been received indicating that they would consider reducing speed limits if the streetscape works moderated the speed of vehicles. Officers obtained vehicle speed data prior to the completion of construction and will obtain further speed data prior to progressing this matter. 4. Complete.

Ref	Title	Report / Action	Action Officer	Comments
5	<p>ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – DISCUSSIONS WITH METRO TASMANIA AND ONE-WAY BUS MALL Council 12/10/2015, item 12</p>	<ol style="list-style-type: none"> 1. The Council approve the assessment and documentation of the three options for the Elizabeth Street Bus Mall. 2. The Council continue to work with the Hobart Central Bus Interchange Planning Project partners (Metro Tasmania, the Department of State Growth and TasBus) to progress the assessment of the options. 3. A further report be provided on the issues and design implications of pursuing an alternative option for the Elizabeth Street Bus Mall Improvement Project. 	Director City Infrastructure	<p>Design work to implement the Council's resolution has commenced.</p> <p>A report was considered by the Committee in December 2015. See item 6 for continuation.</p>
6	<p>ICAP – HOBART CENTRAL BUS INTERCHANGE PLANNING PROJECT – ELIZABETH STREET BUS MALL IMPROVEMENT PROJECT – ALTERNATIVE OPTION TO CURRENT ARRANGEMENT Council 21/12/2015, item 16</p>	<ol style="list-style-type: none"> 1. The Council give in principle support to the further development of a one-way Elizabeth Street Bus Mall, with displaced bus stops relocated to Collins Street (Option 3). 2. The General Manager be authorised to undertake further discussions with Metro Tasmania and the Department of State Growth to resolve residual issues and concerns. 3. The General Manager be authorised to undertake community engagement for Option 3 once the substantial concerns of Metro Tasmania and the Department of State Growth have been appropriately addressed, with the results of the engagement to be the subject of a further report prior to any final decision on the improvement project. 	Director City Infrastructure	<p>Work to implement the Council's resolution is underway, with a risk assessment of the preferred options being received from the City's consultant for consideration by the project partners.</p> <p>Further discussions with Metro Tasmania and the Department of State Growth are required to resolve residual issues and concerns.</p> <p>Since mid-December 2017 temporary bus stops have been installed outside the Mercury building in Macquarie Street and the Franklin Square side of Elizabeth Streets Mall to facilitate construction of the Palace Hotel In Elizabeth Street.</p> <p>The State is proposing to move to an alternative arrangement.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>4. A detailed design, cost estimate with identified funding sources be developed for the relocation of the Campbell Street bus stop (opposite City Hall) into Macquarie Street, which would be the subject of a future report.</p> <p>5. The Council approve the reallocation of \$330,000 from the Public Infrastructure Fund 2015/2016 allocation for the Elizabeth Street Bus Mall Improvement Project, for the purposes of installing the new bus shelters on Macquarie Street adjacent to Franklin Square</p> <p>6. A further report be provided on the implications, operation, cost and funding possibilities for an intrastate bus departure facility incorporating the underutilised area within the Franklin Square amenities building.</p>		5. Complete.
7	<p>PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS Council 12/10/2015, item 14</p>	<p>1. Following the development and implementation of a suitable engagement strategy, the current Highways By-law (3 of 2008) be enforced with particular emphasis on the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane).</p> <p>2. The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath.</p>	Director City Infrastructure	<p>Work to implement the Council's resolution with regard to the reconstructed sections of Liverpool Street, Morrison Street, Salamanca Place and Sandy Bay shopping centre is complete. Planning is underway for implementing the other elements.</p> <p>A further report addressing clause 3 will be provided in 2018.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none"> 3. A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992. 4. During the review and renewal of the current Highways By-law, appropriate amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings. 5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated. 6. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages. 		
8	HOBART BICYCLE ADVISORY COMMITTEE – CYCLING LINK – MARIEVILLE ESPLANADE CIC 9/12/2015, item 14	The options for a cycling link on Marieville Esplanade be reviewed when the future of the Battery Point foreshore walk is determined.	Director City Infrastructure	The options will be reviewed when the future of the Battery Point foreshore walk is determined.
9	WEST HOBART LOCAL AREA TRAFFIC INVESTIGATION Council 7/3/2016, item 13	<ol style="list-style-type: none"> 1. The recommendations of the consultant report titled West Hobart Local Area Traffic Investigation – Final Report, be supported in-principle and the following actions be undertaken: <ol style="list-style-type: none"> (i) A workshop be convened with stakeholders in relation to the West Hobart pedestrian environment. 	Director City Infrastructure	Work to progress the Council's resolution is underway. <ol style="list-style-type: none"> (i) Complete. (ii) Complete.

Ref	Title	Report / Action	Action Officer	Comments
		<ul style="list-style-type: none"> (ii) The Department of State Growth be requested to establish Statewide warrants for the installation of pedestrian crossings within Tasmania. (iii) The Council write to the Department of State Growth requesting that consideration be given to the installation of an unsupervised children's crossing in Hill Street in the 40km/h zone near Caldew Park. (iv) Median lanes and median islands be installed in Hill Street between Allison Street and Patrick Street and between Hamilton Street and Warwick Street, in 2016/2017 following the development of concept designs and community engagement. (v) A review be undertaken following the installation of the median islands and pedestrian crossings in Hill Street. (vi) Concept design development and consultation be undertaken with directly affected residents in 2016/2017 to provide more generous pedestrian crossings in Hill Street where refuge islands are already provided. <ol style="list-style-type: none"> 2. A temporary treatment to the median islands and pedestrian crossings be considered, in an effort to gauge their impact. 3. The Council approach the State Government regarding the installation of traffic signals at the intersection of Arthur and Hill Streets. 		<ul style="list-style-type: none"> (iii) The Department of State Growth has responded and provided advice that the installation of a children's crossing must be in accordance with the Transport Commissioners Direction 2014/2 and the Australian Standards. (iv) Concept plan developed, and a report addressing this was submitted to the September Committee meeting and endorsed by the Council on 2 October 2017. (v) Once installed in autumn 2018 a review will occur. (vi) Consultation complete and subsequent minor amendments made and report addressing this matter was submitted to the September Committee meeting and endorsed by the Council on 2 October 2017. <ol style="list-style-type: none"> 3. The Council endorsed the recommendation on 2 October 2017, that traffic signals not be installed at this location at this time. 4. Black Spot funding application was unsuccessful.

Ref	Title	Report / Action	Action Officer	Comments
		<p>4. Consideration be given to the submission of an application for the 2016 round of Blackspot Program Funding, to support the installation of signals at this location.</p>		
10	<p>ICAP AP07 – BROOKER AVENUE SHARED BRIDGE Council 7/3/2016, item 14</p>	<p>1. The Brooker Avenue Shared Bridge be developed at an estimated value of \$4 million to be funded from an allocation provided in the Public Infrastructure Fund in the 2016/2017 Annual Plan.</p> <p>2. Landlord consent be given for the Brooker Avenue Shared Bridge to be lodged as a planning application.</p> <p>3. The Council initiate formal negotiations with:</p> <p>(i) The State Government to enable the Council to acquire land for the purposes of future road widening over part of 19 Bathurst Street.</p> <p>(ii) The University of Tasmania for public access rights over the new footpaths and bridge structure proposed to be located on the Domain House Campus site.</p> <p>4. A further report be provided to the City Infrastructure Committee outlining progress on the negotiations, prior to finalising any tender for the construction of the bridge.</p> <p>5. A media release be issued.</p>	Director City Planning	A contract has been signed consistent with the Council's October 2017 resolution and construction will commence shortly.

Ref	Title	Report / Action	Action Officer	Comments
11	<p>ESTABLISHMENT OF AN ADVISORY COMMITTEE FOR THE IMPLEMENTATION OF A SULLIVANS COVE WATERFRONT PRECINCT PLAN Council 6/6/2016, item 13</p>	<ol style="list-style-type: none"> 1. A Waterfront Precinct Plan be developed as part of the Hobart Transport Strategy and an Advisory Committee be established to assist in the development of the plan. 2. The Sullivans Cove Tripartite Steering Committee and the Waterfront Business Community to consider increasing their membership in order to increase communication. 	Director City Infrastructure	<p>Work to implement the Council's resolution has commenced in conjunction with the Transport Strategy.</p> <p>The Sullivans Cove Tripartite Steering Committee invited representatives of the Waterfront Business Community to attend future meetings.</p>
12	<p>HOBART BICYCLE ADVISORY COMMITTEE – NOTES FROM MEETING OF 18 MAY 2016 CIC 22/6/2016, item 6 Council 2/10/2017, item 23</p>	<ol style="list-style-type: none"> 1. A report be prepared on the implementation of the projects outlined in the City of Hobart Active Travel Report, and the establishment of an Active Routes to School Program to enable officers to work with Hobart area schools on the implementation of initiatives. <ol style="list-style-type: none"> (i) The Council promote the report and encourage the State Government to support Active Routes to School Programs in the greater Hobart area. 2. The Council write to the Minister for Infrastructure and the Kingborough Council requesting that the southern side of the Channel Highway be designated as "No Parking" from the end of the City of Hobart bicycle lane through to Kingston. <ol style="list-style-type: none"> (i) The 'bike lane end' sign be removed from the Hobart boundary. 	Director City Infrastructure	<ol style="list-style-type: none"> 1. A report will be provided to the Committee in mid 2018. <ol style="list-style-type: none"> 1(i) Complete. Letter sent to Transport Commissioner asking to help promote program. 2. Complete. Letters have been sent from the Lord Mayor's office.

Ref	Title	Report / Action	Action Officer	Comments
13	TRANSPORT STRATEGY Council 8/8/2016, item 14	<ol style="list-style-type: none"> 1. A Transport Strategy be developed. 2. Further Aldermanic Workshops be held prior to the commencement of community engagement for each of the Transport Strategy consultation modules. 3. The Transport Strategy community consultation and stakeholder Engagement commence in August/September 2016, with the first consultation module to address Freight, Port and Air. 4. The General Manager write to major stakeholders and neighbouring councils, advising of the Council's intention to commence the development of a Transport Strategy for the City of Hobart. 	Director City Infrastructure	<p>Community consultation and stakeholder engagement on the four consultation modules is now complete.</p> <p>The draft Transport Strategy is being prepared and will be presented to Committee following completion of the Community Vision project.</p>
14	ICAP AP14 - SALAMANCA PLACE BETWEEN MONTPELIER RETREAT AND GLADSTONE STREET - PROPOSED FOOTPATH WIDENING – UPDATE Council 10/10/2016, item 11	The design of the Stage 2 works at the intersection of Salamanca Place and Montpelier Retreat, along with the identification of a future funding source for those works, be the subject of a further report.	Director City Infrastructure	Work is underway with a report prepared for the March 2018 Committee meeting.
15	ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOPY'S LANE - FOOTPATH REVIEW Council 3/4/2017, item 26	<ol style="list-style-type: none"> 1. Consideration of the future management of the section of the Salamanca Place southern footpath between Kennedy Lane and Wooby's Lane, occur once the 'Stage 1' footpath widening works have been completed and in operation for a minimum of six months. 2. The General Manager develop and implement a suitable guide for the style and placement of outdoor dining barriers and 	Director City Infrastructure	<ol style="list-style-type: none"> 1 and 2. Report to May 2018 Committee meeting. 2. A Style Guide for outdoor dining barriers and umbrellas is being developed. 3. A temporary footpath was trialed during the Taste Festival. A concept design will now be prepared based on this.

Ref	Title	Report / Action	Action Officer	Comments
		<p>umbrellas to be utilised on Salamanca Place and Hunter Street.</p> <p>3. A concept design addressing the pedestrian issue occurring on the northern side of Salamanca Place during periods when the footpaths on Castray Esplanade are inaccessible due to special events be developed and included for consideration in future budget preparations.</p>		
16	<p>NOM - PARKLET POLICY Council 24/10/2016, item 10 Council 5/6/2007, item 13 Committee 21/6/2017, item 6.4</p>	That the matter be deferred to a subsequent City Infrastructure Committee meeting to enable further public consultation.	Director City Infrastructure	A report will be presented to the April 2018 Committee meeting.
17	<p>GREENHOUSE GAS EMISSIONS AND ENERGY USE - 2015-2016 ANNUAL REPORT Committee 26/10/2016, item 6.5 Council 2/10/2017, item 17</p>	<p>1. A further report be provided in 12 months on the City's corporate greenhouse gas emissions and energy use.</p> <p>2. Opportunities for positive media about the City's achievements in regard to greenhouse gas emissions and energy use be sought.</p> <p>3. The Energy Savings Action Plan 2018 – 2020 be endorsed.</p>	Director City Infrastructure	A further report will be provided to the September 2018 Committee meeting.
18	<p>REQUEST FOR LANDOWNER CONSENT TO LODGE A PLANNING PERMIT APPLICATION AT 28-30 DAVEY STREET, HOBART FOR ASSOCIATED WORKS ON COUNCIL LAND Council 5/12/2016, item 18</p>	Further discussions take place with the developer following the Council's consideration of the report from Terroir in relation to City-Cove connectivity.	Director City Infrastructure	The matter is yet to be completed.

Ref	Title	Report / Action	Action Officer	Comments
19	SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING Council 3/4/2017, item 29	That the matter be deferred to a subsequent City Infrastructure meeting to enable the proprietors of the Riverview Inn to seek their own engineering advice.	Director City Infrastructure	Further information has been received from the owner of the Riverview Inn. This information is being assessed by officers and a report will be provided to the April 2018 Committee meeting.
20	PEDESTRIAN CROSSINGS IN HILL STREET, WEST HOBART - CONCEPT DESIGN Council 3/4/2017, item 27	<ol style="list-style-type: none"> 1. Community engagement be undertaken based on the concept design marked as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda of 29 March 2017. 2. The General Manager work with the schools and interested businesses to lobby the Transport Commissioner for the provision of adult crossing guards at the Hill Street / Lansdowne Crescent / Patrick Street and the Hill Street / Lansdowne Crescent / Pine Street intersections. 3. Further investigation, including advice from the Transport Commissioner be undertaken to install improved pedestrian crossings at the Hill Street / Lansdowne Crescent / Patrick Street and Hill Street / Lansdowne Crescent / Pine Street intersections taking into consideration sight distance, bus turning and property constraints and in accordance with the Australian Standard. <p>Options to be investigated include:</p> <ol style="list-style-type: none"> (i) Wombat crossings at the above roundabouts; and/or 	Director City Infrastructure	<ol style="list-style-type: none"> 1. Complete. 2. Being progressed. 3. Complete. 4. Complete 5. Planning works have commenced on the community event. 6. Complete.

Ref	Title	Report / Action	Action Officer	Comments
		<ul style="list-style-type: none"> (ii) Replacing the Hill Street / Lansdowne Crescent / Patrick Street roundabout with traffic signals. (iii) Lobbying DIER for a 40 km per hour speed limit from the Hill Street/Arthur Street intersection, through to Patrick Street. (iv) Taking note of the need for implementing safe bicycle infrastructure. <p>4. A further report be provided, detailing the results of the community engagement and recommending a design to be implemented in Hill Street, incorporating consideration of the consultation and the feedback from MRCagney and Victoria Walks.</p> <p>5. A further report be provided to the Council's Community, Culture and Events Committee in relation to a possible event and community art project for West Hobart.</p> <p>6. The line markings at the Hill Street roundabouts be painted as a matter of urgency.</p>		
21	<p>HILL STREET PEDESTRIAN IMPROVEMENT PROJECT Council 2/10/2017, item 20</p>	<ul style="list-style-type: none"> 1. The revised concept design for pedestrian crossing points, median lane and bicycle lanes be implemented. 2. The Transport Commissioner be requested to consider a 40 km/h speed limit for Hill Street (between Molle Street and Arthur Street) following the implementation of this project. 3. The findings of the Midson Traffic Report (marked as Attachment C to item 6.6 of the Open City Infrastructure Committee agenda of 20 September 2017) be endorsed and 	Director City Infrastructure	<ul style="list-style-type: none"> 1. Work is underway. 2. Underway. 3(i). A report is attached to this agenda in relation to this matter. 3(ii). A report will be prepared for a Committee meeting once the trial is complete. 3(iii). Complete. 3(iv). Complete. 4. To be placed in next budget. 5. Underway. 6. Complete.

Ref	Title	Report / Action	Action Officer	Comments
		<p>the following recommendations be adopted:</p> <ul style="list-style-type: none"> (i) A trial implementation of a wombat crossing across Hill Street (on the northern side of the Pine Street roundabout) be undertaken, subject to further consultation with directly impacted property owners, residents and businesses and all statutory advertising and approvals. (ii) Results of the trial, including recommendations on the installation of two additional wombat crossing in Hill Street (at both Warwick Street and Patrick Street), be the subject of a further report. (iii) Further surveys of pedestrians and pedestrian types over a longer period (i.e. one school week) be done at the Patrick Street roundabout and the results forwarded to the Transport Commissioner for consideration of a children's crossing and adult crossing guard. (iv) Traffic signals not be implemented at the Arthur Street / Hill Street or Patrick Street / Lansdowne Crescent / Hill Street intersections at this time. <p>4. The required funding for the installation of wombat crossings at Warwick Street and Patrick Street (if not trialled) be listed for consideration in the 2018-19 Annual Plan, with installation contingent on a successful trial and future resolution of Council.</p>		<p>7. When construction commences a media release will be issued.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none"> 5. The Transport Commissioner be requested to provide assistance as may be required with the implementation of an awareness and education campaign regarding the use of wombat crossings. 6. Midson Traffic be requested to provide a briefing to the community on the outcomes of its report. 7. A media release be issued by the Lord Mayor and the Chairman of the City Infrastructure Committee. 		
22	<p>LENAH VALLEY RETAIL PRECINCT STREETScape UPGRADE Council 8/5/2017, item12</p>	<ol style="list-style-type: none"> 1. The Lenah Valley Retail Precinct streetscape be upgraded, generally in accordance with the concept plans shown in Attachment A to item 6.2 of the Open City Infrastructure agenda of 26 April 2017, at an approximate cost of \$2 million, as allocated in the 2017-2018 capital works program, subject to approval of the funding in the 2017-2018 budget. 2. Stakeholders be advised of the Council's decision. 	Director City Infrastructure	<ol style="list-style-type: none"> 1. Works commenced on 17 October 2017. 2. Stakeholders have been advised.
23	<p>SOUTH HOBART PEDESTRIAN IMPROVEMENTS Council 8/5/2017, item 13 Council 2/10/2017, item 21</p>	<ol style="list-style-type: none"> 1. That the Council resolve to proceed with the staged installation of pedestrian traffic lights, and a sum of \$180,000 be listed for consideration in the 2018/2019 Annual Plan and officers work with residents, businesses and representatives of the greater South Hobart community to minimise the potential loss of on-street parking availability. 	Director City Infrastructure	Officers are progressing the matter. Stage 1 (kerb bulbings) is scheduled for construction in Autumn 2018.

Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none"> 2. The original pedestrian improvements on the southern side of Macquarie Street be implemented in a staged approach, in accordance with the Council's resolution of 8 May 2017. 3. The Council seek approval for the installation of a level road treatment in Elboden Street, South Hobart where Elboden joins Macquarie Street to enable a continuous grade for pedestrian use, and in addition a 40km/h speed zone in Macquarie Street from the Southern Outlet upwards. 4. The proposed Blackspot project to upgrade the pedestrian refuge near BUPA proceed as planned. 		
24	INSTALLATION OF FORMAL PEDESTRIAN-PRIORITY CROSSINGS Council 5/6/2017, item 11	The Council requests a report to identify the city-wide opportunities for the installation of formal pedestrian-priority crossings, to improve both the safety and walkability' of our streets, drawing the most recent Austroads Best Practice Guides for pedestrian infrastructure, Australian Road Research Board research and advice from pedestrian organisations.	Director City Infrastructure	Consideration will be given to pedestrian crossings in the development of the Transport Strategy, which will be presented to the Committee in mid 2018. Investigation into Main Road / Elizabeth Street route to be undertaken in early 2018.
25	COLLINS COURT REDEVELOPMENT - STAGE TWO Council 3/7/2017, item 17	<ol style="list-style-type: none"> 1. The Council endorse the design shown on Attachment A to item 6.1 of the Open City Infrastructure Committee agenda of the 21 June 2017 for the purpose of stakeholder and wider public engagement. 2. The outcomes of the stakeholder and wider public engagement in 1 above be the subject of a further report to the Council. 	Director City Planning	Design options for Stage 2 were endorsed by the Council at its meeting held on 3 July 2017 for public consultation. Consultation has commenced and the results will be reported to the Council in mid 2018.

Ref	Title	Report / Action	Action Officer	Comments
26	CITY TO COVE CONNECTIONS Council 3/7/2017, item 18	<ol style="list-style-type: none"> 1. That widening the footpaths in Elizabeth Street, from Collins Street, to Franklin Wharf be considered as an integral component of the Elizabeth Street Bus Mall Improvement project. 2. That community engagement be conducted on the proposed Brooke Street to Franklin Square link. 3. The outcomes of the community consultation in 2 above be the subject of a further report to the Council. 	Director City Planning	<p>This project needs to be considered in light of the recent State Government announcement concerning the major upgrade of the bus mall and the Council's recent resolution concerning the consideration of a master plan for the blocks bordered by Murray, Macquarie, Campbell and Davey Streets.</p>
27	NOM – LORD MAYOR - TRANSFERRING THE CONTROL AND OWNERSHIP OF DAVEY AND MACQUARIE STREETS TO THE STATE GOVERNMENT Committee 21/6/2017, item 7.2 Council 3/7/2017, item 15	<p>That a report be prepared that examines the advantages and disadvantages of the Council having the control and ownership of Davey and Macquarie Streets, and the report address the following issues:</p> <ol style="list-style-type: none"> 1. The potential short and long term financial implications; 2. Advice on maintenance, asset renewal and depreciation issues and expenses; 3. The viability and issues associated with the implementation of trial bus / multi occupancy vehicle lanes on Davey and Macquarie Streets, including impacts on pedestrian amenity, property values and access to frontages including schools and other facilities; and 4. The implementation of transit lanes be investigated. 	Director City Infrastructure	<p>Further investigation is required to address the many aspects that may contribute to an assessment of the advantages and disadvantages of the Council continuing to own and manage Macquarie Street and Davey Street.</p> <p>A report into the proposed possible changes to Davey and Macquarie Streets has been jointly commissioned by the Council and the Department of State Growth.</p> <p>A report in response to the Notice of Motion will be provided to the City Infrastructure Committee following receipt of the Consultant's report.</p>

Ref	Title	Report / Action	Action Officer	Comments
28	<p>PETITION - SANDY BAY SHOPPING PRECINCT FOOTPATHS - OPPOSING CHANGE TO OUTDOOR DINING AREAS AND BUS STOP LOCATIONS Council 7/8/2017, item 10 Council 4/9/2017, item 14</p>	<ol style="list-style-type: none"> 1. The General Manager proceed with the implementation of the Council resolution of 12 October 2015, by progressing the relocation of occupation licence areas and signboards away from the building line in the Sandy Bay Shopping Precinct. 2. The Council develop a new formal policy, building on the Council resolution of 12 October 2015, which provides guidance on the placement of outdoor dining in Hobart streets, taking into consideration the width of footpaths and traffic speed suitable for outdoor dining. <ol style="list-style-type: none"> (i) Further options such as parklets, be explored for outdoor dining in narrow footpath areas. 	Director City Infrastructure	<ol style="list-style-type: none"> 1. Complete – change occurred from 1 November 2017. 2. A report will be prepared for the April 2018 Committee meeting.
29	<p>PLASTIC TAKEAWAY PACKAGING BAN Council 7/8/2017, item 12</p>	<ol style="list-style-type: none"> 1. An amendment to the draft Environmental Health By-Law 2018 that restricts the use of single-use plastic takeaway food packaging be developed and reported to the Council. The report to the Council is to also outline the process for its implementation and promotion on or before 2020. 2. Council lobby the State Government to consider amendments to the Plastic Shopping Bags Ban Act 2013 to broaden the scope of the legislation to include non-compostable single-use takeaway food packaging. 3. In addition to the action outlined in clause 2, the City of Hobart also lobby and consult with other relevant stakeholders, including the business community. 	Director City Planning	<p>LGAT survey results have been returned indicating support for a statewide ban.</p> <p>Ministerial response received indicating no intention to pursue a statewide ban</p> <p>It is proposed to put a motion to the July General Meeting of LGAT to lobby state government for a statewide ban.</p> <p>Business and community survey results will be reported to the Council in April 2018.</p>

Ref	Title	Report / Action	Action Officer	Comments
30	PETITION – SAFETY OF CHILDREN WALKING TO AND FROM ALBEURA STREET PRIMARY SCHOOL Council 7/8/2017, item 6.3	That a report be prepared addressing the action to improve the safety for children walking to and from Albeura Street Primary School.	Director City Infrastructure	An on-site meeting with the petitioner was held on Friday 24 November 2017, and a report addressing this matter will be provided to the April 2018 Committee meeting.
31	PETITION – UPGRADE OF THE SCHOOL CROSSING IN FORSTER STREET, NEW TOWN Council 21/8/2017, item 6 Council 18/12/2017, item 6.2	1. The following recommendations to further improve the safety of the children's crossing in Forster Street at New Town Primary School be endorsed: <ul style="list-style-type: none"> (a) The Department of State Growth be requested to ensure that the renewal of the line marking in Forster Street, New Town be prioritised to be completed prior to the commencement of the 2018 school year; (b) Work with the Department of State Growth to review and revise the operating times of the variable 40 km/h school zone signage to ensure that it is consistent with the start and finish times of the school; and (c) Continue to work with the Department of State Growth's Road Safety Branch to improve the conspicuousness of the children's crossing through either improved signage or the trialling the use of flashing lights as an alternative to the flags. 	Director City Infrastructure	Linemarking in Forster Street is now complete. Officers are progressing the other matters in liaison with the Department of State Growth.

Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none"> 3. An offer be made to New Town Primary School giving them the option of participating in an Active Routes to School workshop. 4. The organiser of the petition be advised of the Council's decision. 		
32	PETITION - TRAFFIC CONDITIONS ON LORD STREET SANDY BAY Council 4/9/2017, item 13	<ol style="list-style-type: none"> 1. Matters raised in the petition relating to excessive speeding and poor visibility on Lord Street in proximity to the Princes Street School access be received and noted. 2. The following recommendations to further improve the safety of pedestrians at the Lord Street, Sandy Bay steps be endorsed: <ol style="list-style-type: none"> (a) Investigate and if feasible, list for consideration in the Council's Capital Works Program the provision of kerb bulbing directly west of the Princes Street Primary School access, to provide protection for pedestrians crossing the eastbound lane and to deter motorists from parking illegally in this location; (b) Provide signage (such as hazard markers) at the entrances of the stairs to alert motorists of the presence of the stairs; (c) Investigate the provision of a formal children's crossing in Lord Street, within the proximity of the Princes Street Primary School; and 	Director City Infrastructure	Officers are progressing the matter.

Ref	Title	Report / Action	Action Officer	Comments
		(d) Investigate the possibility of planting additional street trees within Lord Street.		
33	29 MORRISON STREET, HOBART - REMOVAL OF THREE CAR PARKING SPACES Council 4/12/2017, item 6.1	<ol style="list-style-type: none"> 1. The three car parking spaces located in front of 29 Morrison Street, Hobart remain status quo. 2. Council officers initiate discussions with the proprietor of the Harbour Lights Café, together with surrounding businesses to investigate the possibility of increasing the current clearway hours to provide a morning clearway prior to 8.30 am in addition to the existing afternoon clearway. 3. Officers investigate the possibility of altering the existing 15 minute time limit parking sign (Monday to Friday), associated with the three car parking spaces located in front of 29 Morrison Street to incorporate Saturday. 	Director City Infrastructure	Officers are progressing the matter.
34	PETITION - ZEBRA PEDESTRIAN CROSSING ON CREEK ROAD, LENA VALLEY Council 18/12/2017, item 6.1	The petition requests the Council to consider the following: <ol style="list-style-type: none"> 1. For the pedestrian 'zebra' crossing to be retained, and upgraded with 'school crossing' flags (dual use enabling it to be formally attended by a school crossing guard from the start of the 2018 school term. 2. For the crossing to be repainted and signage upgraded to improve vehicle compliance as a priority. 	Director City Infrastructure	A report will be provided to the May 2018 Committee meeting in response to this petition. The zebra crossing has been repainted and relocated slightly to ensure adequate street lighting.

Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none"> 3. For Council to investigate the option of upgrading the crossing to a raised 'wombat crossing to improve safety for pedestrians in the area. 4. For Council to work with the school, the broader community and users of the heavily-utilised community precinct to design a pedestrian-friendly traffic plan for this area to be implemented with short, medium and Longer term actions. 5. For Council to write to the State Government seeking financial assistance for the implementation of upgrades to the crossing. 		
35	NEW TOWN RETAIL PRECINCT UPDATE Council 18/12/2017, item 6.1	<ol style="list-style-type: none"> 1. The recommendations from the New Town Project Action Team form the basis of a new scope for streetscape improvements in the New Town Retail Precinct 2. A draft streetscape plan be developed based on the Project Action Team's priorities, for wider community consultation around March 2018. 	Director City Infrastructure	Officers are progressing the matter and community engagement commenced in March 2018.
36	7 WOOLTON PLACE, SANDY BAY - PARTIAL DEMOLITION, ALTERATIONS, EXTENSION AND PARTIAL CHANGE OF USE TO FOOD SERVICES CPC 26/2/2018, item 7.2.1	Part B: That the management of potential traffic issues be referred onto the City Infrastructure Committee for review and further investigation.	Director City Infrastructure	Officers are progressing the matter.

Ref	Title	Report / Action	Action Officer	Comments
37	HOBART MUNICIPAL EMERGENCY MANAGEMENT PLAN Council 5/3/2018, item 12	<ol style="list-style-type: none"> 1. The draft City of Hobart Emergency Management Plan Issue 10, marked as Attachment A to item 6.2 of the Open City Infrastructure Committee agenda of 21 February 2018, be endorsed. 2. The General Manager be authorised to endorse any subsequent minor amendments. 	Director City Infrastructure	Copy of Hobart Municipal Emergency Management Plan sent to SES for final approval.
38	REQUEST FOR INSTALLATION OF BARRIER SCREEN - OUTDOOR DINING - SANDY BAY BAKERY AND CAFE - 166-168 SANDY BAY ROAD, SANDY BAY Council 5/3/2018, item 13	<ol style="list-style-type: none"> 1. The installation of a barrier screen along the back of the kerb adjacent to the Sandy Bay Bakery and Café located at 166-168 Sandy Bay Road, Sandy Bay, be supported, subject to appropriate licence conditions to be determined by the General Manager's nominee. 2. The City fund 100 per cent of the costs for installation of a barrier screen adjacent to the Sandy Bay Bakery. 3. The applicant be advised of the Council's decision. 	Director City Infrastructure	Officers are progressing the matter.

8. RESPONSES TO QUESTIONS WITHOUT NOTICE

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

The General Manager reports:-

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

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

8.1 Pedestrian Lights - Sandy Bay Infants School**File Ref: F17/155216; 13-1-10**

Memorandum of the Director City Infrastructure of 15 March 2018.

8.2 Enviropods**File Ref: F17/155218; 13-1-10**

Memorandum of the Director City Infrastructure of 15 March 2018.

8.3 Palace Hotel Developer Fees**File Ref: F17/162142; 13-1-10**

Memorandum of the Director City Infrastructure of 15 March 2018.

Delegation: Committee

That the information be received and noted.



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Aldermen

Response to Question Without Notice

PEDESTRIAN LIGHTS - SANDY BAY INFANTS SCHOOL

Meeting: City Infrastructure Committee

Meeting date: 22 November 2017

Raised by: Alderman Reynolds

Question:

Could the Director please advise as to how the pedestrian lights outside the Sandy Bay Infants School meet the state government warrants?

Response:

When new pedestrian signals are proposed, the need for the facility is measured against warrants as set out in the Austroads guidelines. The warrants consider the volume of traffic passing along the road and the number of pedestrians crossing the road, as well as road safety considerations.

The pedestrian traffic signals have been in Sandy Bay Road near the Sandy Bay Infant School (between Lipscombe Avenue and St Canice Avenue) for many years, possibly dating back to before the construction of the Southern Outlet when Sandy Bay Road was the main route between the city and Kingston.

The Department of State Growth has been contacted and could not provide any details of the assessment of warrants relating to the original installation of these pedestrian signals.

There is no current data about traffic volumes on Sandy Bay Road or pedestrian numbers crossing at these traffic signals to allow for an assessment of the facility against the current warrants.

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.



Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 15 March 2018
File Reference: F17/155216; 13-1-10



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Aldermen

Response to Question Without Notice

ENVIROPODS

Meeting: City Infrastructure Committee

Meeting date: 22 November 2017

Raised by: Alderman Harvey

Question:

Could the Director please advise if there is a standard size of Enviropods in use and do other Councils for example, Clarence City Council, Glenorchy City Council, Brighton Council, Kingborough Council and the Derwent Valley Council, use and/or should be using the same size and type of Enviropod and have they made any impact of decreasing pollution into the River Derwent?

Response:

The City of Hobart has approximately 480 stormwater pit litter traps installed in stormwater gully pits throughout the City.

Enviropod is a proprietary brand name for one type of stormwater gully pit litter trap and whilst the majority of the City's installations are Enviropod units, there are other types of gully pit litter traps utilised by the City at a few locations. Our existing records do not distinguish the type of the installation at each individual location.

In the mid to late 2000s a significant project was undertaken to install gully pit litter traps at various locations throughout the City. The Enviropod units were supplied in standard sizes, however most of the stormwater gully pits (particularly in the older areas of the City) vary in size as they were built as poured in-situ structures, that resulted in dimensional variations in each pit. This meant that many of the Enviropods had to be custom modified to fit a large range of pit size which was a significant cost in this project.

As requested, information was sought from the other Councils about their use of Enviropods (or equivalent). Responses were received from Kingborough, Glenorchy and Derwent Valley Councils advising that these Councils generally do not install the Enviropod type systems as part of their stormwater treatment systems.

It is noted that some of these Councils have inherited a small number of the Enviropod units that were installed by developers, and have now been transferred to the Councils as gifted assets. However, these Councils are not pursuing the installation of the Enviropod type units as part of their own stormwater quality improvement strategies.

The City of Hobart does not maintain records concerning the weight and/or volume of litter, debris and other pollutants that are captured by the Enviropod units. Hence there is no quantitative data available concerning the effectiveness or otherwise of these units towards decreasing pollutant levels entering the River Derwent.

The Enviropod type units require regular maintenance in order to ensure that litter, debris and other pollutants are removed from the units. If this maintenance regime is not maintained the units will block and operate in by-pass mode and may result in the gully pits overflowing. This results in significant operational costs for the Enviropod units.

Generally it has been found that the most cost effective and low maintenance solutions for stormwater treatment is some form of "end of line" capture, which can include floating litter trash racks, gross pollutant traps (GPTs), and where feasible, bio-retention swales etc. GPT systems are generally designed to remove gross pollutants and coarse sediments, and achieve some minor capture of oil pollutants.

The City currently has floating boom litter traps installed at the end of the Sandy Bay, Hobart, and New Town Rivulets, whilst there are GPT installations at the end of the Red Chapel Avenue and Wayne Avenue catchments. Also, a current project is underway to install a GPT in the lower end of the Providence Rivulet catchment in North Hobart.

Notwithstanding the above, there will still be some localised small catchments where Enviropod units represent the most cost effective stormwater treatment method for specific areas. For example, this could include the Salamanca precinct where there are limited, if any, opportunities to install "end of line" systems.

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.



Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 15 March 2018
File Reference: F17/155218; 13-1-10

City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Aldermen

Response to Question Without Notice

PALACE HOTEL DEVELOPER FEES

Meeting: Finance Committee

Meeting date: 12 December 2017

Raised by: Alderman Reynolds

Question:

Will the fees to be paid by the Palace Hotel developer to Council be calculated to reflect the closure of one entire side of Elizabeth Street block to facilitate their work?

Response:

The fees and charges associated with the construction of the Palace (Hyatt Centric) Hotel will be calculated based on the actual hoarded area being incorporated into their worksite. This is the area that is not able to be accessed by the public.

The actual cost will be based on the approved fees and charges as resolved by the Council annually. In 2017-18 a fee of \$4 per m² per week applies to long term construction activity, hoarding and scaffolding permits within the City of Hobart.

It should be noted that the developer is also charged for the loss of metered parking spaces associated with the relocation of buses from the southern side of the Elizabeth Street bus mall. These are being charged at a rate of \$23 (including GST) per metered space per day.

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.

Mark Painter
DIRECTOR CITY INFRASTRUCTURE

Date: 15 March 2018
File Reference: F17/162142; 13-1-10

9. QUESTIONS WITHOUT NOTICE

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

An Alderman may ask a question without notice of the Chairman, another Alderman, the General Manager or the General Manager's representative, in line with the following procedures:

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

10. CLOSED PORTION OF THE MEETING

The following items were discussed: -

- Item No. 1 Minutes of the last meeting of the Closed Portion of the Council Meeting
- Item No. 2 Consideration of supplementary items to the agenda
- Item No. 3 Indications of pecuniary and conflicts of interest
- Item No. 4 Committee Action Status Report
- Item No. 4.1 Committee Actions - Status Report
LG(MP)R 15(2)(g)
- Item No. 5 Questions Without Notice