

Kingborough



COUNCIL MEETING AGENDA

NOTICE is hereby given that an Ordinary meeting of the Kingborough Council will be held in the Kingborough Civic Centre, 15 Channel Highway, Kingston on
Monday, 6 May 2024 at 5.30pm

Kingborough Councillors 2022 - 2026



Mayor
Councillor Paula Wriedt



Deputy Mayor
Councillor Clare Glade-Wright



Councillor Aldo Antolli



Councillor David Bain



Councillor Gideon Cordover



Councillor Kaspar Deane



Councillor Flora Fox



Councillor Amanda Midgley



Councillor Mark Richardson



Councillor Christian Street

QUALIFIED PERSONS

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports contained in Council Meeting Agenda No. 8 to be held on Monday, 6 May 2024 contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendations.



Dave Stewart
CHIEF EXECUTIVE OFFICER
being the General Manager as appointed by the
Kingborough Council pursuant to section 61 of the
Local Government Act 1993 (TAS)

Tuesday, 30 April 2024

Public Copy

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GUIDELINES FOR PUBLIC QUESTIONS

Section 31 of the Local Government (Meeting Procedures) Regulations 2015

Questions from the public may either be submitted to the General Manager in writing or asked verbally at an Ordinary Council meeting. Any question asked must only relate to the activities of Council [Section 31(2)(b)].

This guideline is provided to assist the public with the requirements of Public Question Time as set out in the *Local Government (Meeting Procedures) Regulations 2015* as well as determinations made by Council. You are reminded that the public question forum is designed to accommodate questions only and neither the questions nor answers will be debated.

Questions on Notice

Written questions on notice must be received at least seven (7) days before an Ordinary Council meeting [Section 31(1)] and must be clearly headed 'Question/s on Notice'. The period of 7 days includes Saturdays, Sundays and statutory holidays but does not include the day on which notice is given or the day of the Ordinary Council meeting [Section 31(8)].

Questions Without Notice

The Chairperson of an Ordinary Council meeting must ensure that, if required, at least 15 minutes is made available for public questions without notice [Section 31(3)]. A question without notice must not relate to any matter that is listed on the agenda for that meeting.

A question by any member of the public and an answer to that question is not to be debated at the meeting [Section 31(4)]. If a response to a question cannot be provided at the meeting, the question will be taken on notice and will be included in the following Ordinary Council meeting agenda, or as soon as practicable, together with the response to that question.

There is to be no discussion, preamble or embellishment of any question asked without notice, and the Chairperson may require that a member of the public immediately put the question.

The Chairperson can determine whether a question without notice will not be accepted but must provide reasons for refusing to accept the said question [Section 31 (6)]. The Chairperson may require a question without notice to be put on notice and in writing.

The Chairperson may rule a question inappropriate, and thus inadmissible if in his or her opinion it has already been asked, is unclear, irrelevant, offensive or relates to any matter which would normally be considered in Closed Session. The Chairperson may require that a member of the public immediately put the question.

AGENDA of an Ordinary Meeting of Council
Kingborough Civic Centre, 15 Channel Highway, Kingston
Monday, 6 May 2024 at 5.30pm

1 AUDIO RECORDING

The Chairperson will declare the meeting open, welcome all in attendance and advise that Council meetings are recorded and made publicly available on its website. In accordance with Council's policy the Chairperson will request confirmation that the audio recording has commenced.

2 ACKNOWLEDGEMENT OF TRADITIONAL CUSTODIANS

The Chairperson will acknowledge the traditional custodians of this land, pay respects to elders past and present, and acknowledge today's Tasmanian Aboriginal community.

3 ATTENDEES

Councillors:

Mayor Councillor P Wriedt
Deputy Mayor Councillor C Glade-Wright
Councillor A Antolli
Councillor D Bain
Councillor G Cordover
Councillor K Deane
Councillor F Fox
Councillor A Midgley
Councillor M Richardson
Councillor C Street

4 APOLOGIES

5 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the open session of the Council Meeting No. 7 held on 15 April 2024 be confirmed as a true record.

6 WORKSHOPS HELD SINCE LAST COUNCIL MEETING

Date	Topic	Detail
22 April	Budget/Fees & Charges	Further discussions on the draft budget and proposed fees and charges for 2024/25
29 April	Margate Masterplan	Consultants from Realm Studios provided Council with an update on the development of a Margate Main Road Master Plan. The draft of the plan is to be finalised shortly ready for community consultation.

7 DECLARATIONS OF INTEREST

In accordance with Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015* and Council's adopted Code of Conduct, the Mayor requests Councillors to indicate whether they have, or are likely to have, a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

8 TRANSFER OF AGENDA ITEMS

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

9 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC

10 QUESTIONS ON NOTICE FROM THE PUBLIC

10.1 DA-2023-174 - Recycled Water Treatment Plant

At the Council meeting on 15 April 2024, **Ms Valeska Winter** asked the following question without notice to the Chief Executive Officer, with a response that the questions would be taken on notice:

1. *When TasWater acquired the land of 112 Tinderbox Rd in 2016, they agreed through the same DPEMP document to ensure ongoing recreational access, as it currently occurred. Would you please advise specifically what recreational use is and isn't permitted on this land and whereabouts on this land it can occur?*
2. *Why does the sealed plan of 112 Tinderbox Road not reflect the exact route of the Suncoast Headlands Walking Trail that was represented to the community in the DPEMP for the Blackmans Bay Sewage Treatment Plant? That was on page 36. It was a public access map that TasWater produced, and it clearly highlights the reroute of the walking trail was confirmed that it was going to go directly through the location of this new development.*

3. *These questions are coming from the plan that was in the latest recycled water treatment plant development application, that doesn't seem to reflect where the walking track actually is, compared to what was proposed to the community back at that time when the land was going to be disposed. As part of the TasWater development in 2016, the development application included the demolition of the old residence at the site and a promise to fully rehabilitate the land to reinstate the existing natural and ecological values of the site. Since the demolition, it looks like the area is still fenced off and hasn't been rehabilitated. Could you please advise when the full rehabilitation of this site will occur by TasWater and what that full rehabilitation will involve?*
4. *Specifically, in relation to the Suncoast Headlands Walking Trail, where it runs through the land at 112 Tinderbox Road. Could you please advise where council are proposing the track will be rerouted to, given the current location of the track, where we feel it was established with residents input to find the safest path for the trail that didn't run under the White Gum Trees, and also protected residents privacy?*
5. *What consultation will occur with the community and local residents about the proposed relocation of the trail and the proposed installation of signage and bollards and when might that consultation occur?*

Officer's Response:

1. Ongoing recreational access is limited to walking/running on the section of the Suncoast Headlands Track that runs through the land that is now owned by TasWater. The location of this track is defined by a public Right of Way recorded as an easement on the title.
2. It is unclear why the location of the easement does not reflect that depicted in maps provided by TasWater as part of the DPEMP. Council has contacted TasWater to seek clarification of this matter.
3. Condition 5 of the permit issued under DA-2016-423 for the Sewage Treatment Plant Upgrade required a Landscaping Plan to be submitted for endorsement. The submitted Landscaping Plan was endorsed on 23 July 2019. The condition required the following timing for the revegetation: "All plants must be installed, and all disturbed areas revegetated, prior to commissioning of the upgraded plant."

Any non-compliance with a previously issued permit would require further investigation under Compliance processes.

The demolition of the dwelling was approved under DA-2021-242 and no permit conditions were included requiring any revegetation.

4. It is evident that the future alignment of the track requires further discussion and Council plans to engage with TasWater and residents in relation to this matter.
5. It is intended to engage with stakeholders over the next month.

Daniel Smee, Director Governance, Recreation & Property Services

Mary McNeill, Senior Planner

10.2 DA-2023-174 - Recycled Water Treatment Plant

At the Council meeting on 15 April 2024, **Ms Natalie Kingston** asked the following question without notice to the Chief Executive Officer, with a response that the questions would be taken on notice:

1. *My questions are in relation to DA-2023-174, the recycled water treatment plant. My first question in relation to the use of the area and the existing sewage treatment plant traffic. On page 20 of the ordinary council meeting number 6 on the 3rd April, I quote “the proposed variation can be supported, pursuant to this performance criteria of the zone following these reasons”, and one of the dot points “the use of land in the open space zone is for access to the site only. The access is already used to access the existing sewage treatment plant”. The is actually incorrect. I live in close proximity to this area as do others that I have spoken with, there is no traffic that uses the road. It is a road that was used by the residence that used to be in existence, that was knocked down, and no one has used that road, no one has lived in that house since. My question is, were you aware in the decision-making process that this was incorrect information?*
2. *My next question is, there is recommendation of page 35 of the Environmental Assessment Report that was dated February 2024 – one of the attachments in the lot of documents that we all received – from the document, a place called CAS suggested that the proponent confirm where there any trees to be removed, may affect or impact the masked owl and if they were present, and that CAS should be contacted for further advice if there was potential for tree removal to impact the masked owl or any other threatened species and a recommendation for a report. I’ve read all the documentation back and whilst it addressed a lot of other stuff, it did not address the recommendation from CAS or give us any information about where’re that was taken into consideration when making a decision about approving that application.*

Officer’s Response:

1. The question from Ms Kingston incorporates wording contained in the performance criteria under Clause 19.3.5 which relates to Discretionary Use in the Open Space Zone. The use in the Open Space Zone only relates to vehicle access from Tinderbox Road to the development site, “Treatment Plant Road”, over which TasWater has a right-of-carriageway. It is not related to the internal access on the TasWater land in the Environmental Living Zone (previously the access to a now demolished residence referred to in the question). The information related to the use of the access in the Open Space Zone and addressed in the planning report on page 20 of the Agenda, 3 April 2024 was therefore correct.
2. The EPA assessment considered the matter raised by the Conservation Assessment Section of NRE Tas (CAS) related to the masked owl (or any other threatened species) on pages 35 and 36 of the Environmental Assessment Report (EAR). On Page 36 of the EAR, the following evaluation is provided:

“While the advice from CAS suggesting that any trees which may contain hollows suitable for masked owls nesting (or any other threatened species) be checked prior to removal is supported, it is understood that a single blue gum to be removed only has a diameter at breast height (DBH) of 45 cm, which is considered unlikely to provide suitable hollows for masked owls and also swift parrots, nor is it likely to have a significant impact as removal of foraging/roosting habitat. Nevertheless, the Proponent should consider this advice prior to removal of any trees. Should any hollows that may be suitable for masked owls or swift parrots be identified in any of the trees to be removed, CAS should be contacted for further advice.”

The EPA did not impose a condition related to the Masked Owl in the Flora and Fauna Conditions. Other trees are conditioned to be protected under Condition FF1 imposed by the EPA, as per the Tree Protection Plan.

Any clearance and conversion or disturbance associated with the proposal is exempt from assessment under the Biodiversity Code under the Kingborough Interim Planning Scheme 2015 as it is associated with a Level 2 Activity under the *Environmental Management and Pollution Control Act 1994* (EMPCA).

It is noted that the location and alignment of buildings and works were designed in consultation with a suitably qualified ecologist and arborist to minimise clearing of native vegetation. Council have imposed a condition related to protection of all remaining individual trees (Condition 9 on the permit – pages 36-38 of the Agenda, 3 April 2024).

Mary McNeill, Senior Planner

10.3 Wildlife on Council Roads

Ms Jill Winter submitted the following question on notice:

How does Kingborough Council aim to educate people to adjust their driver behaviour on more rural roads and therefore how to avoid killing wildlife while driving?

Since the argument against erecting warning signs is that a particular road/area is not a "hotspot" and the definition of "hotspot" is vague and ad hoc (as we learned at the last Council meeting), could the Council agree to discuss with experts and come up with a more substantive definition?

Research apparently shows that sign fatigue does happen, so could Council consider using movable warning signs rather than a limited number of concreted in signs that will after a period of time become less noticed by drivers? This would allow for areas to be targeted more widely across the municipality and arguably be more cost and driver effective in the long run.

Please clarify whether the Sandfly to Margate road is Council responsibility. If so, then why are there wildlife warning signs at Golden Grove which is the one road in the area with speed bumps, and not on the Sandfly to Margate road which is almost a wildlife cemetery? I counted 36 freshly dead animals along that road on one recent trip.

Lastly, if I offered to pay for wildlife warning signs on Tinderbox Road East, would Council agree and erect them? Tinderbox Road West has warning signs but Tinderbox East doesn't. We have just as much bush this end and arguably faster drivers as it's not a gravel road.

Officer's Response:

Council uses several methods to promote awareness about sharing the road with wildlife. This includes road signage, movable message boards on roads, promoting the Tasmanian Roadkill Reporter App and education campaigns that include social media, radio interviews, Council's website and activities at local events, fairs and forums. The most recent education campaign included social media prior to the easter period where a combination of increased traffic and dry weather was likely to increase the risk of roadkill. Social media campaigns have also included those used for targeted species such as the swift parrot, which was aimed specifically at road users in the area of breeding birds in an effort to mitigate bird strikes. Council supports the work of groups such as Wildlife and Communities Together and Bonorong Wildlife Sanctuary and promotes their education material aimed at drivers.

Council will review the Wildlife Black Spot Request Information Sheet to clarify the meaning of black spot.

Council uses variable message boards to warn drivers to slow down for wildlife as a response to roadkill data that indicates an issue in a particular location. To date the use of movable signage has had a particular focus on devils, as being killed on a road is the second biggest threat to the species survival in the wild. This signage strategy is used primarily to reduce the impact of vehicle collisions on threatened species where the conservation impact to a species is high.

Sandfly Road is a Council managed road.

There are wildlife warning signs in various locations throughout the municipality. These have been installed over time in response to community requests and in locations where wildlife are known to

cross frequently. Many of these signs were installed prior to the scientific research that clearly indicates that the traditional yellow wildlife warning signs are largely ineffective at reducing vehicle-wildlife collisions in Australia.

Given that it is now widely accepted that the traditional wildlife warning signs used by road managers are largely ineffective this strategy will be utilised less by Council. Council understands the tragic impact that vehicle-wildlife collisions have on animals, road users, their vehicles, and those in the community who care for the injured animals. However, effective strategies are scarce, and this is not without considerable research effort, trials and investment nationally and internationally. Council is committed to keeping abreast of the latest science and strategies, working collaboratively with wildlife advocates to raise awareness and only investing in risk reduction measures which have a solid evidence base that they are effective.

Liz Quinn, Manager Environmental Services

10.4 Graffiti

Mr Mark Moncur submitted the following question on notice:

Having recently returned from a trip to western Sydney I was pleased to notice a lack of graffiti, especially in comparison to the amount of graffiti currently on display in Kingborough. Does Kingborough have a policy to remove graffiti from public and private property? What are councils in Western Sydney (Blacktown City Council) doing to control graffiti and could Kingborough learn from councils that seem to have controlled the graffiti issue?

Officer's Response:

Council aims to remove graffiti on its own infrastructure in a timely manner and in particular if it is offensive. Other service authorities have a similar approach to removing graffiti on their infrastructure. Council does encourage private property owners to remove graffiti on their property and can advise on options to try and prevent future events. In addition to this Council has regular meetings with Tasmania Police as regards graffiti in terms of highlighting hot spot areas and keeping abreast of their progress in apprehending those responsible for graffiti. Council is in the process of reviewing other council's approach with graffiti prevention and can widen this to look at other successful mainland councils.

David Reeve, Director Engineering Services

10.5 Budget

Ms Jill Winter submitted the following question on notice:

The list of capital expenditure on roads, reserves, toilets and so on, is that a definitive list of items you intend to undertake in 2024/25 or is it a list from which you can choose over the year as the cash flow allows? If it's the decided upon items, what do you propose to delay, leave out or not do and why did you choose as you have?

At the last meeting it was mentioned that Councillors had been walked through various options to minimise the overspend. Please could you briefly and simply run through them for us. This will help clarify our understanding of why the 12% rise in rates consensus was reached.

There was mention of Council having had losses 10 years out of the past 12. Is that factually correct? Is it normal/acceptable for Councils to run at a loss depending on the size of the deficit? Obviously you can tell I haven't taken much notice up to now or I'd have known this but when we talk about "loss"...how big and how obvious was it that the situation would be either ongoing or

become unsustainable? When did it become apparent that drastic action, in the form of a large rate rise, would be needed?

Does Council do forward projections further than one year ahead? If so, at what point in the future, do your projections suggest that the budget will be in much better shape? For how many years will ratepayers be subject to rises of above 10%?

Is the 20% increase in employee costs associated with one General Manager leaving and a new CEO being appointed? If so, can we assume that this expense is largely a one off?

Please will you undertake to inform ratepayers more widely, your financial hardship provisions as there may be more people this year that will need to take advantage of this?

Officer's Response:

The released draft capital program is a definitive list of projects planned to be undertaken in 2024/25. Every project has a contingency associated with it but if there is unforeseen over or under expenditure this will be reviewed as a part of midyear budget review and adjustments to the program made as required. The draft capital budget has been workshopped with Council and represents an appropriate mix of projects for 2024/25, consideration will be given to any adjustments that may come via the community consultation on the proposed budget, but it is expected the substantive program as is will be the one put forward for final adoption by Council in June.

Council have considered the 2024/25 budget and ten year financial plan at a series of workshops. Given the financial challenges council is addressing, including the need to move away from recording annual underlying operating losses, a significant rate increase has been proposed in the draft budget. Some of the scenarios considered included different rate increases to address the challenges over shorter, or longer timeframes. It is correct that council has regularly been recording underlying operating losses and this is not a sustainable practice. Council does indeed do projections for more than one year and for many years now has been adopting a ten year financial plan. These plans have signalled for some time the need to transition out of underlying operating losses. Other factors giving rise to the proposed rate increase include interest costs on borrowings and additional ongoing costs from council's investment into community infrastructure over recent years. Council has not yet finalised its consideration of the update to the ten year financial plan, however, it is not considered that the proposed increase of 12% will fully address the challenges at hand.

The draft budget as contained on council's community consultation webpage shows total employee costs of \$20.169M against \$18.068M in the current year forecast. This is an increase of 11.6%. This increase arises from the approved salary and wage increases for 2024/25 from council's enterprise agreement, and some new positions proposed to improve council's service to a growing community. Council has policies and procedures to assist ratepayers experiencing difficulty with rate payments.

*David Reeve, Director Engineering Services
David Spinks, Director People & Finance*

10.6 Biodiversity Offset Policy

Ms Jo Landon submitted the following question on notice:

On what date was the incorporation of the Biodiversity Offset Policy into Kingborough's planning scheme first assessed for compliance with the requirements of the Land Use Planning and Approvals Act?

Please could Council provide the report?

Officer's Response:

The incorporation of the Biodiversity Offset Policy in the planning scheme has been assessed for compliance against the *Land Use Planning and Approvals Act 1993 (LUPAA)* on 3 occasions:

- a) The Kingborough Interim Planning Scheme 2015 was the first planning scheme to formally reference the Biodiversity Offset Policy document, when it came into effect on 1 July 2015. That process included an assessment of the planning scheme and the incorporated documents against Section 20 and Section 30E of LUPAA (i.e. '*what can a planning scheme provide for*' and '*contents of interim planning schemes*').
- b) On 23 February 2021, the scheme was amended to update reference to all incorporated documents in the Kingborough Interim Planning Scheme 2015 and that also included the correct referencing to the Kingborough Biodiversity Offset Policy. That process included an assessment against Section 32 of LUPAA (i.e. '*requirements for preparation of amendments*').
- c) On 28 March 2024, the scheme was amended again to update reference to the most recent version of the Biodiversity Offset Policy and included an assessment against Section 32 of LUPAA. The Commission also considered Section 20 and 30E of LUPAA in their deliberations.

All reports and supporting information in relation to the above are available on the Tasmanian Planning Commission's Website and/or the [Austlii website](#) (the latter provides information on all past decisions made by the Tasmanian Planning Commission).

Adriaan Stander, Senior Strategic Planner

10.7 Public Open Space Policy

Ms Jo Landon submitted the following question on notice:

- 1 *On what date was the incorporation of the Public Open Space Contribution Policy into Kingborough's planning scheme first assessed for compliance with the requirements of the Land Use Planning and Approvals Act?*
- 2 *Please could Council provide the report?*
- 3 *Which subdivision applications or funding decisions were considered using the revised Public Open Space Contribution Policy (2021) prior to the planning scheme amendment effective date of 28 March 2024?*
- 4 *Please could Council list the subdivisions that were required to provide public open space?*
- 5 *Please could Council list the subdivisions that were required to provide cash instead?*
- 6 *What decisions have been made about how the money will be spent?*

Officer's Response:

- 1 The incorporation of the Public Open Space Contribution Policy in the planning scheme has been assessed for compliance against the *Land Use Planning and Approval Act 1993 (LUPAA)* on three occasions:
 - a) The Kingborough Interim Planning Scheme 2015 was the first planning scheme to formally reference the Public Open Space Contribution Policy document, when it came into effect on 1 July 2015. That process included an assessment of the planning scheme and the incorporated documents against Section 30E of LUPAA (i.e. '*contents of interim planning schemes*').

- b) On 23 February 2021, the scheme was amended to update reference to all incorporated documents in the Kingborough Interim Planning Scheme 2015 and that also included the correct referencing to the Kingborough Public Open Space Contribution Policy. That process included an assessment against Section 32 of LUPAA (i.e. 'requirements for preparation of amendments')
- c) On 28 March 2024, the scheme was amended again to update reference to the most recent version of the Public Open Space Contribution Policy and that also included an assessment against Section 32 of LUPAA.
- 2 All reports and supporting information in relation to the above are available on the Tasmanian Planning Commission's Website and/or the Austlii website (the latter provides information for all past decisions made by the Tasmanian Planning Commission).
- 3, 4 & 5 Details of specific applications can be accessed by submitting a request to Council on our website via the 'contact us' page. The ability to require Public Open Space Contributions as part of the Development Assessment Process is allowed through the *Local Government Building and Miscellaneous Provisions Act 1993* and the Kingborough Interim Planning Scheme that references the [Kingborough Public Open Space Contribution Policy](#). The Policy allows Council to take a strategic approach to the provision for public open space in the municipality by having regard to the need of public open space in a particular area and how it aligns with the broader public open strategies contained in the [Kingborough Open Space Strategy](#). This is common practice in other jurisdictions and allows for the facilitation of public open space in a well-planned manner. The total value of contributions collected through the application of the policy is included in Council's Annual Report.
- 6 Decisions in relation to the expenditure of Public Open Space funds are made by Council (not as the Planning Authority) either through a report with a specific recommendation or through the budget approval process in which capital projects are allocated funding from this source. In recent years, Council has resolved to fund the upgrade of playgrounds, reserves and walking tracks utilising public open space funds.

Adriaan Stander, Senior Strategic Planner

11 QUESTIONS WITHOUT NOTICE FROM COUNCILLORS

12 QUESTIONS ON NOTICE FROM COUNCILLORS

At the time the Agenda was compiled there were no Questions on Notice from Councillors.

OPEN SESSION ADJOURNS

PLANNING AUTHORITY IN SESSION

13 OFFICERS REPORTS TO PLANNING AUTHORITY

13.1 DA2024-25 - ADDITION AND ALTERATION TO EXISTING BUILDING, NEW SIGNAGE, PARKING UPGRADE, LANDSCAPING AND ASSOCIATED WORKS

File Number: DA 2024-25
Author: Timothy Donovan, Team Leader Statutory Planning
Authoriser: Tasha Tyler-Moore, Manager Development Services

Applicant:	6ty Ltd
Owner:	Nod On Paterson Pty Ltd
Subject Site:	124 Channel Highway, Tarooma
Proposal:	Addition and alteration to existing building, new signage, parking upgrade, landscaping and associated works.
Planning Scheme:	Kingborough Interim Planning Scheme 2015
Zoning:	Low Density Residential (Area C)
Codes:	E5.0 Road and Railway Assets E6.0 Parking and Access E7.0 Stormwater Management E15.0 Inundation Prone Areas Code
Use Class/Category:	Community meeting and entertainment
Discretions:	Low Density Residential Zone <ul style="list-style-type: none"> • Cl.12.4.1 – Non-dwelling Development, A1 E17.0 Signs Code <ul style="list-style-type: none"> • Cl.E17.6.1 – Use of Signs, A1
Public Notification:	Public advertising was undertaken between 16 March 2024 and 3 April 2024 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i> .
Representations:	4 (3 opposing; 1 in support)
Recommendation:	Approval with conditions

1. PROPOSAL

1.1 Description of Proposal

The application is for:

- the demolition of two outbuildings (total area 100m²) at the rear of the site, adjacent to the south side boundary (see figure 3);

- construction of a new upper-level, unroofed deck with an approximate area of 166m², located at the rear of the site (noting the building is split level). The deck will be setback 1.5m from the side boundary and will avoid the existing drainage easement. The floor of the deck has a height of 3.3m above natural ground level with a 2.1m tall timber privacy screen with transparency no less than 25% (amended after public notification, see background section of report) on the southern edge;
- construction of access stairs and lift within the new deck area with covered walkway (maximum height of 3m above finished floor level, setback 10.6m from side boundary) to the building. The deck and access stairs and lift are being provided to improve access to the main building from the lower level rear car park;
- provision four new car parking spaces at the rear (within the existing parking area and using the same access), including two accessible spaces;
- a new wall sign 2.0m x 0.8m is proposed to be placed on the front façade onto a section of new timber batten cladding adjacent to the front entrance. There are no details on any message/words for the sign; and
- removal of a stand of small trees forward of the building (no significant nor high conservation trees).

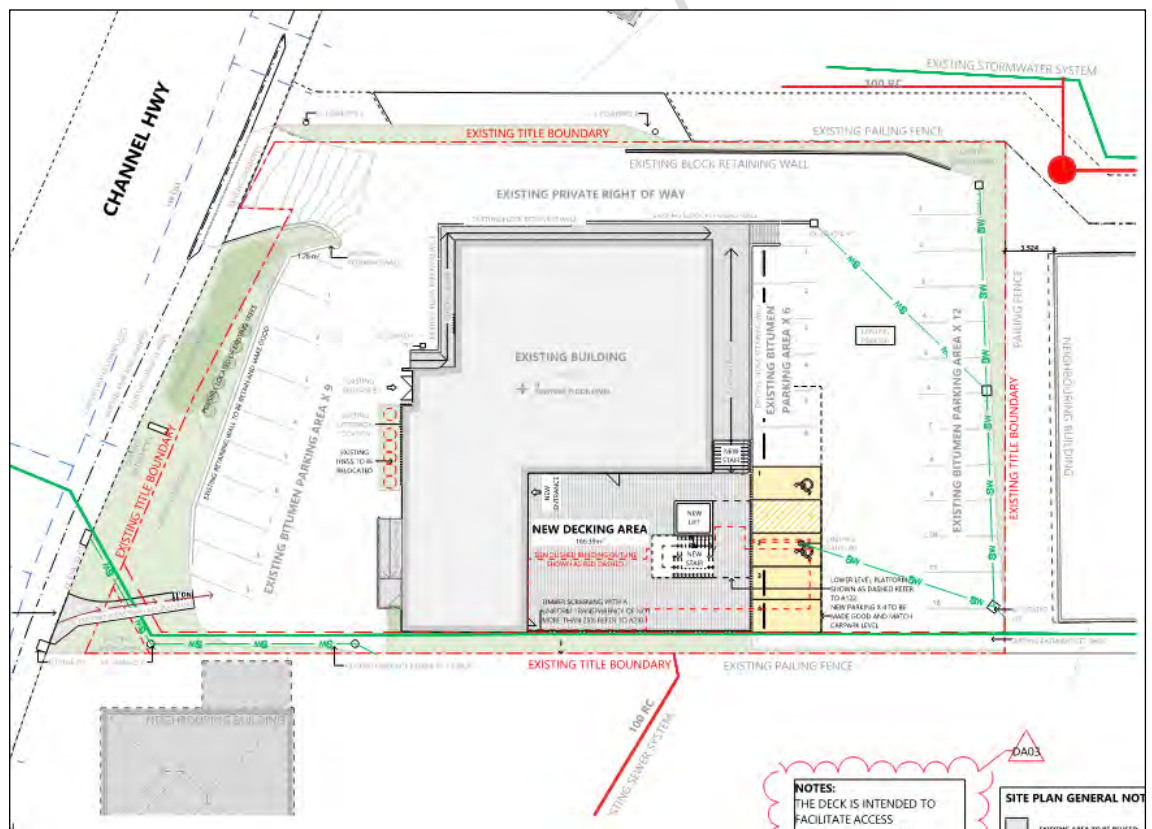


Figure 1 - Proposed site plan.

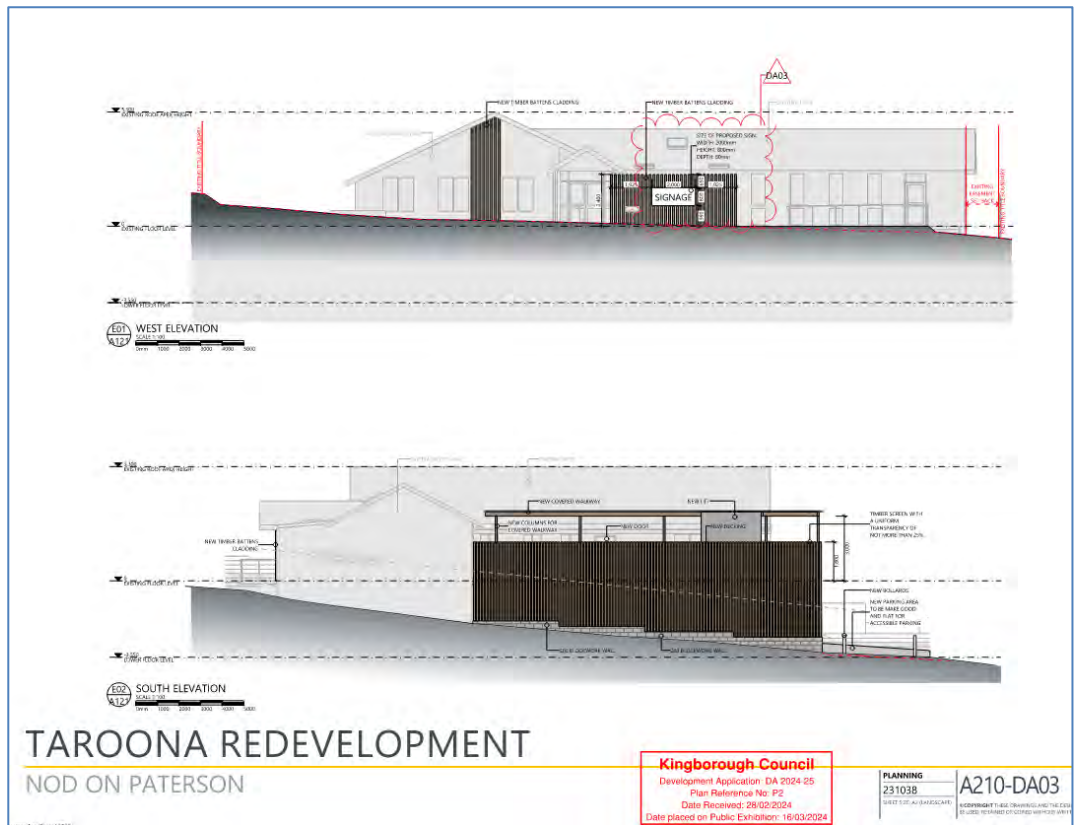


Figure 2 - West and South elevations (advertised plans).



Figure 3 - Proposed buildings at rear of site to be demolished.

1.2 Description of Site

The site is located at 124 Channel Highway Tarooma and is described as Lot 2 on CT 152556/2 with an area of 2,167m². The site contains the existing Church and Hall buildings, car parking areas in the front and rear, landscaping, and a pedestrian ramp from the road onto the site.

The north side boundary of the site is adjacent to the internal access driveway servicing No 122A Channel Highway. The rear east boundary faces the rear of four units on No 6A Norwood Avenue. The south side boundary faces the rear yards of No's 2 and 4 Norwood Avenue and No 126 Channel Highway.



Figure 4 - Aerial Photo of subject site.



Figure 5 - Street view of 124 Chanel Highway (Ref: Google Earth).

1.3 Background

The site was until recently used for a Church and associated uses by the Baptist Union of Tasmania. Council records indicate that the Baptist Union were in control of the site in 1999 with Building and Planning approvals for extension of the existing community building. It is not known when the use by the Baptist Union commenced on the site prior to 1999. The site has been subject to several Planning and Building applications

in relation to the construction of the Baptist Church and Hall up until 2009 (see previous approvals section below).

The Land Title indicates that the property changed ownership on 5/09/2023. Use of the site by the Baptist Union as a church has ceased, the building is currently vacant, and several enquiries have been made to Council for the site to be redeveloped.

This application

Relevant to this proposal, initially a 1.8m high timber screen with a uniform transparency of not more than 25% was proposed along the south side of the deck. However, in response to submissions made during the public advertising on privacy impacts on the adjacent properties the applicant has amended the height of the timber screen to a height of 2.1m.

Previous approvals

The recent activity for the site includes the following permits:

- DA 2009-439 - Disability access ramp for Taroom Baptist Church – Issued 9/09/2009
- DA 2006-597 - Carpark extension - issued 1/12/2006
- DA 2001-16 - Meeting hall- issued 17/10/2001

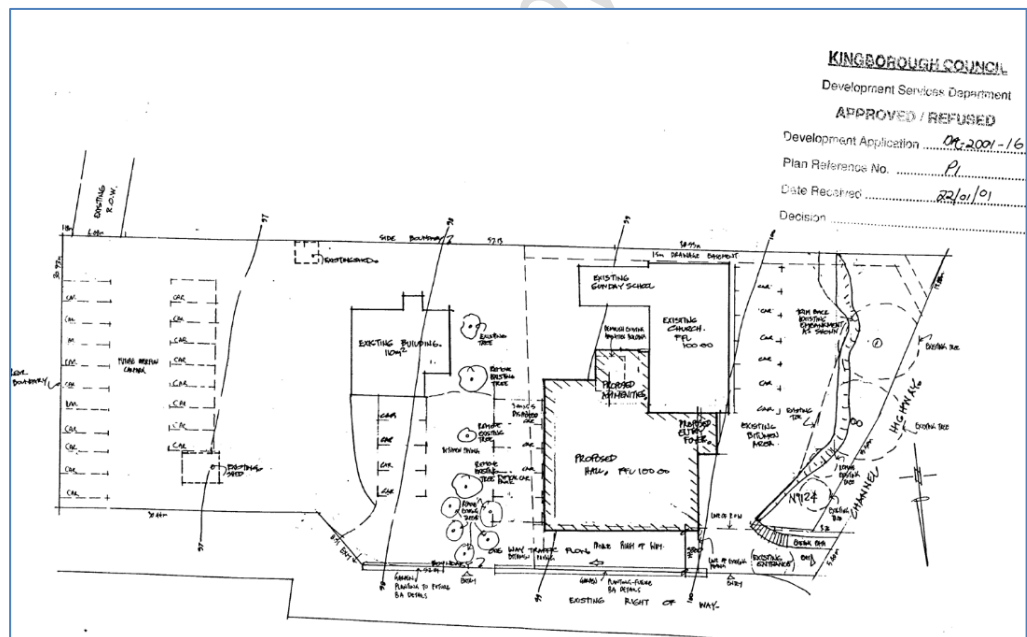


Figure 6 - Approved Site Plan DA 2001-16.

- DAS 2006-85 - Subdivision of one lot & balance – issued 12/01/2007

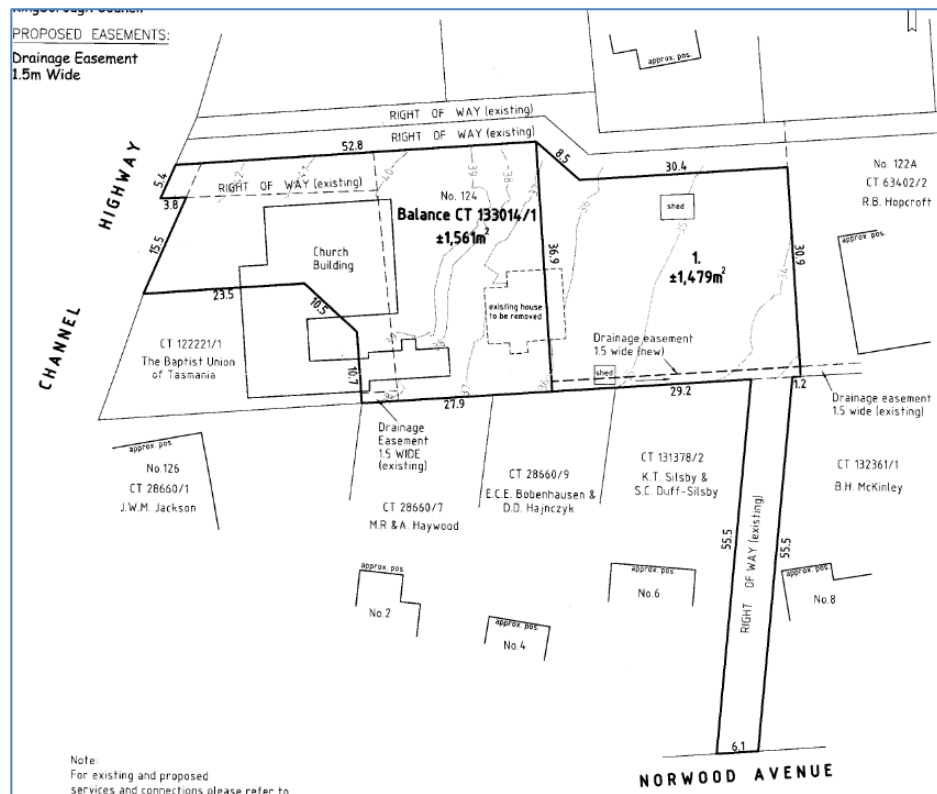


Figure 7 – Plan of Subdivision DAS 2006-85.

The building is currently vacant. The Land Title indicates that the property changed ownership on 5/09/2023.

2. ASSESSMENT

2.1 State Policies and Act Objectives

The proposal is consistent with the outcomes of the State Policies, including those of the Coastal Policy.

The proposal is consistent with the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*.

2.2 Strategic Planning

The relevant strategies associated with the Scheme are as follows:

Zone Purpose Statements of the Low Density Residential Zone.

12.1.1.2 To provide for non-residential uses that are compatible with residential amenity.

CI.12.1.2 Local Area Objectives and CI.12.1.3 Desired Future Character statements.

Local Area Objectives	Implementation Strategy
TAROONA	
(a) The relative low residential density of Tarooma will be maintained and any significant change to higher densities is to be avoided.	(a) Infill development should only be encouraged on sites convenient to urban facilities and services. (b) Existing larger lot sizes are to be

(b) Areas within Tarooma that are zoned Low Density Residential are to be developed so that both visual landscape and natural environmental values are protected.	retained in order that there is sufficient land to accommodate substantial vegetation on site and provide for the desired landscape and natural amenity with only minimal expansion of the existing urban footprint permitted.
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Desired Future Character Statements	Implementation Strategy
TAROONA	
(a) Tarooma is to continue to be a seaside suburb mainly containing single detached dwellings with established landscaped gardens. (b) The existing neighbourhood character that is associated with the area's landscape and environmental values should be protected.	(a) Multi-unit housing is to be discouraged other than in the vicinity of the Tarooma shopping centre. (b) The visual amenity of hillsides and skylines is retained by providing for larger lots that are able to retain sufficient native vegetation. Native vegetation is to be protected along the coastline and alongside gullies and watercourses. In some cases these areas also provide a buffer or transition between more closely settled urban areas and other areas with high natural values.

The proposal complies with the above-mentioned statements and objectives as it maintains the relative low residential density of Tarooma, visual landscape and natural environmental values are protected, and the existing neighbourhood character that is associated with the area's landscape and environmental values is protected.

2.3 Statutory Planning

The most recent use of the building has been as a church; the applicable use class in the Planning Scheme for church is 'Community Meeting and Entertainment', which is a use that requires discretionary assessment, in the Low Density Residential Zone.

Whilst the use of the site as a church has ceased, pursuant to section 12 of the *Land Use Planning and Approvals Act 1993*, until that use has ceased for a period of two years or more it can maintain that use class. There has not been any application for a change in use lodged since the Baptist Church ceased using the building.

The applicant has advised that the development of the proposed deck, including the stair access and lift, and other associated works are intended to make the site ready for a future use (subject to relevant approvals).

The site has been assessed on the basis that the existing use class is Community Meeting and Entertainment (Church and Hall).

2.4 Use and Development Standards

The proposal satisfies the relevant Acceptable Solutions of the Scheme (see checklist in Attachment 1), with the exception of the following:

Low Density Residential Zone Clause 12.4.1 – Non-dwelling Development

Acceptable Solution A1
Non-dwelling development must comply with the following acceptable solutions as if it were a dwelling:

- (a) 12.4.2 A1 and A3;
- (b) 12.4.3 A1 (a) and (b);
- (c) 12.4.7 A1.
- (d) 12.4.2 A4.

The application does not comply with cl.12.4.2 Acceptable Solution A3 (Setbacks and building envelope) and cl. 12.4.3 Acceptable Solution A1 (Site coverage and private open space) and these standards are presented below:

CI.12.4.2 A3

A3 - A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:

- (a) be contained within a building envelope (refer to diagrams 12.4.2A, 12.4.2B, 12.4.2C and 12.4.2D) determined by:
 - (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and
 - (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and
- (b) only have a setback within 1.5m of a side boundary if the dwelling:
 - (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or
 - (ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).

CI.12.4.3 A1

A1 – Dwellings must have:

- a) a site coverage of not more than 25% (excluding eaves up to 0.6m); and
- (b) a site area of which at least 25% of the site area is free from impervious surfaces;
- (c) n/a, only applicable to multiple dwelling.

Performance Criteria

Non-dwelling development must comply with the related performance criteria as if it were a dwelling. The relevant Performance Criteria dwelling standards are:

CI.12.4.2 P3

The siting and scale of a dwelling must:

- (a) not cause unreasonable loss of amenity by:
 - (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or
 - (ii) overshadowing the private open space of a dwelling on an adjoining lot; or
 - (iii) overshadowing of an adjoining vacant lot; or
 - (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and
- (b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

CI.12.4.3 P1

Dwellings must have:

- (a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:
 - (i) outdoor recreational space consistent with the projected requirements of

<p>the occupants; and</p> <p>(ii) operational needs, such as clothes drying and storage; and</p> <p>(b) have reasonable space for the planting of gardens and landscaping.</p> <p>(c) not be out of character with the pattern of development in the surrounding area; and</p> <p>(d) not result in an unreasonable loss of natural or landscape values.</p>
<p>Proposal</p> <p>The proposal does not comply with cl.12.4.2 A3 for the Building Envelope and cl.12.4.3 A1 for site coverage standards. It complies with all other relevant development standards.</p> <ul style="list-style-type: none"> • The deck structure complies however the 2.1m high timber screen along the south side boundary extends approx. 1m above the Acceptable Solutions' building envelope. • The site coverage is 28% and the acceptable solution is 25%.



Figure 8 - Side boundary with buildings to be demolished and location of new deck.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

12.4.2 Building Envelope

- The siting and scale of the proposed deck and screening will not create any additional impacts on the adjacent dwellings or their private open space areas. The deck is considered to have less overall impact than the existing buildings that are being demolished. The deck complies to the acceptable solution, and it is only the timber screening that does not comply with the building envelope standard.
- The applicant provided shadow diagrams in support of the application demonstrating there is no unreasonable loss of amenity by reduction in sunlight or overshadowing of the adjacent dwellings and properties. Note is made that the existing buildings on the site (to be demolished) and the existing vegetation and trees along the southern boundaries of the adjacent lots currently create overshadowing. While the deck has a

higher floor level than the existing building (to be demolished) it is not roofed. It will not cause any unreasonable loss of amenity.

- The proposed works will not create any visual impacts when viewed from an adjoining lot. The deck will be replacing the existing buildings and the main church and hall buildings are immediately behind the deck.
- The deck is in the same part of the site as the buildings being demolished. There is no impact on the separation between dwellings in the area or on the adjoining lots. The deck will form part of the existing church structures and is compatible with the separation between dwellings that prevails in the surrounding area.

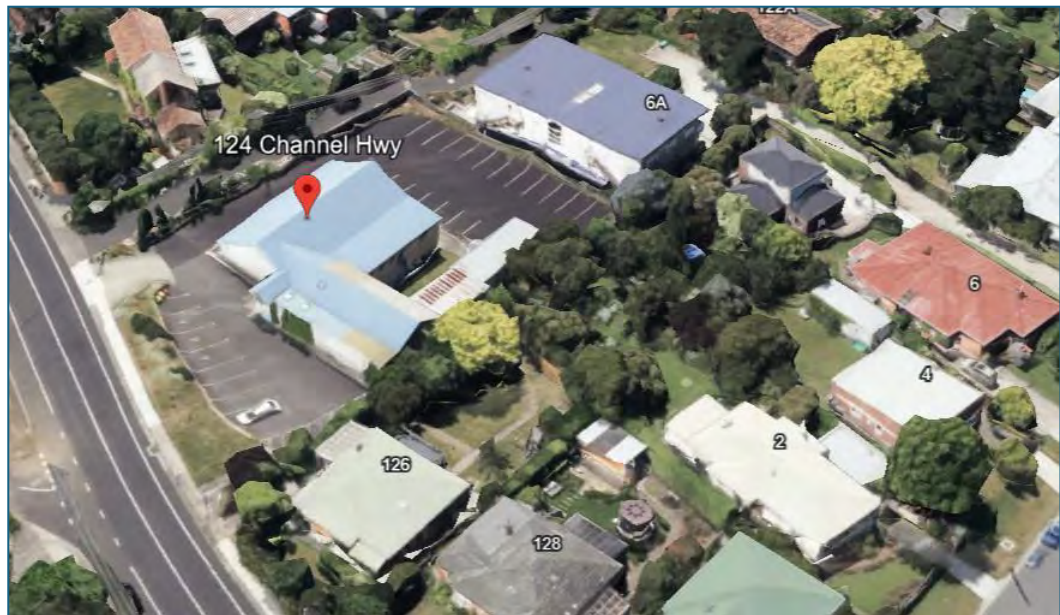


Figure 9 - Aerial view of subject site and adjacent properties (Ref: Google Earth).

12.4.3 Site Coverage

- The site is currently developed for a church and has extensive areas of car parking. Landscaping is limited to the frontage and narrow strips along part of the rear and side boundary. There are no existing areas on the site that would qualify for a private open space area as defined.
- The deck and car parking are located on parts of the site containing existing building and structures. No existing open space areas are being lost as a result.
- Due to the size of the site and the extent of car parking there is considered to be adequate area for the provision of public open space as required by the Planning Scheme in the event that the use is changed to residential in the future.

E17.0 Signs Code

Clause E17.6.1 – Use of Signs

Acceptable Solution A1
A sign must be a permitted sign in Table E.17.3.
Performance Criteria
A sign must be a discretionary sign in Table E.17.3.

Proposal

The proposed wall sign is not a permitted sign in the Low Density Residential Zone. The wall sign is 2.0m x 0.8m and proposed to be placed on the front façade onto a section of new timber batten cladding adjacent to the front entrance. There are no details on any message/words for the sign.

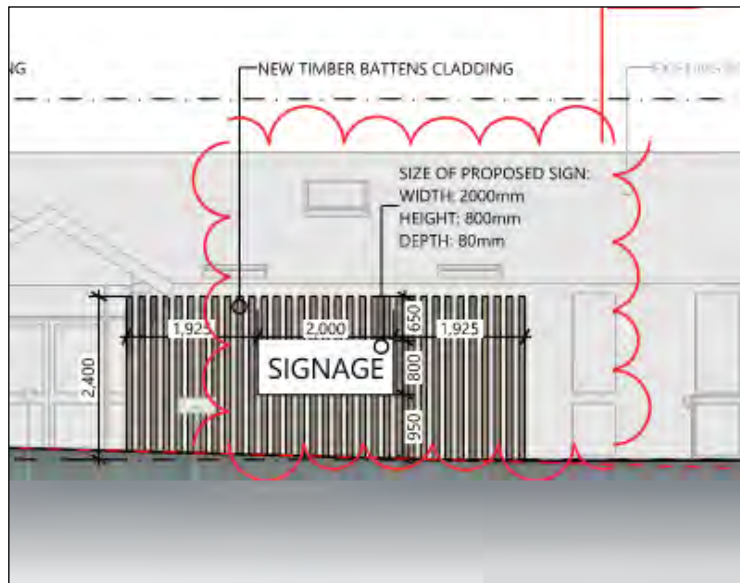


Figure 10 - Detail of proposed wall sign.

The proposed variation can be supported pursuant to this Performance Criteria of the Code for the following reasons:

- The proposed sign is located on the front façade of the building which is set back 11.9m from the Channel Highway road frontage. The sign is also below the road level due to the slope. The sign complies to the Code size standards.
- The sign is in keeping with the existing (vacant) use and complements the built or natural environment in which it is located. The sign will achieve the Purpose of the Signs Code in that it is a well designed sign that will complement and enhance the streetscape, does not exacerbate visual clutter, nor adversely impact on residential amenity.
- A sign is a discretionary sign in Table E.17.3.

2.5 Public Consultation and Representations

The proposal was advertised in accordance with statutory requirements and 3 representations were received. One submission was in support of the proposal and three submissions raised concerns.

The following issues were raised by the representors:

Issue – Noise and privacy impacts from the use of the deck.

- The use of the deck could give rise to adverse off-site noise impacts if the use is not controlled.
- Request that following conditions be imposed:

- A permit condition requiring the proposed deck be setback 3.59m from the southern boundary to align with the new retaining wall and the two tables with associated eight chairs deleted on the grounds that the deck is not intended to be used as social or gathering space (delete deck area marked in blue).
- A permit condition requiring the deck must only be used for the purpose of access and not be used as a social or gathering space.
- A permit condition requiring the screening along the southern edge of the deck to be increased in 2.1m and made solid to address concerns about loss of privacy and noise (mechanical noise impacts from the lift and platform).

Response

The location of the deck has been assessed in the body of the report. The location has been determined to comply with the Performance Criteria in relation to Building Envelope and setbacks. The deck structure complies to the Acceptable Solution Clause 12.4.1 A1 and it is only the timber screen that exceeds the Building Envelope by 1m. Note is made that the acceptable solution for a privacy screen in the development standards only requires a screen to be 1.7m with a uniform transparency of not more than 25%.

The applicant was informed of the submissions and has advised that they are prepared to increase the height of the timber screen on the south side of the deck from 1.8m to 2.1m (from finished surface level). The applicant noted that this proposed change further increased the height of the screen above the minimum 1.7m required by Clause 12.4.6 A1.

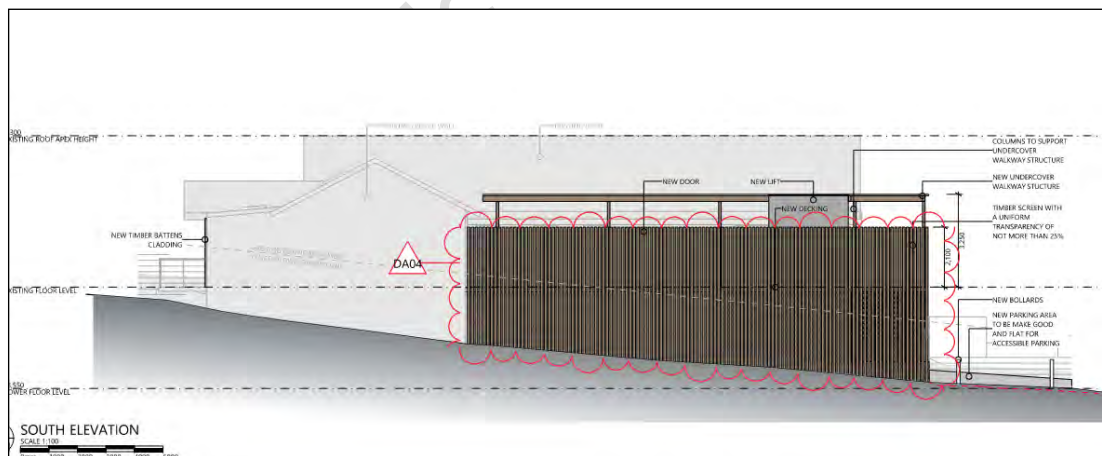


Figure 11 - Amended side elevation with timber screen increased to 2.1m.

In relation to noise the applicant was advised of the issue and they have advised that the proposed use of the deck would be limited to facilitating access compliance into the existing building, and not as a social or gathering space. This use limitation is reflected in the notation on the site plan, and they would not have any issues with it being reflected in an appropriately worded Permit condition. The matter of the use of the deck would be able to be reviewed with any future change in use application. Note is made that for residential development there are no noise requirements for dwellings and decks in the Development Standards. A change to any non-dwelling development would be required to demonstrate compliance with Clause 12.3.1 - Non-Residential Use A2 (Noise emissions).

Issue – Lighting

The previous owner of the site had flood lighting for the car park. This shone directly through the windows of rooms in adjacent dwellings. We think it would be considerate if lighting could be directed away from the units whilst still providing appropriate safety lighting.

Response

The use of the existing rear car park is not able to be conditioned through the current Development Permit and the site has existing use rights associated with the lawfully established use for Church and Hall.

The matter of the lighting would be able to be reviewed with any future change in use application. A change to any non-dwelling development would be required to demonstrate compliance with Clause 12.3.1 - Non-Residential Use A3 (External Lighting).

A condition has been included in the permit on any new lighting to ensure it does not create a nuisance.

Issue – Fencing

The shared fence is beginning to collapse on the boundary and replacement is advisable over repair.

Response

The application does not include any side boundary fencing. This is a private matter between the two land owners and not relevant for this development application.

Issue – Rear Car Park.

Can the car parking area at the back be smoke-free, and predominantly used by staff of the premises to avoid noise.

Response

The issue of being 'smoke free' is not a relevant Planning Scheme matter. The use of the existing rear car park is not able to be conditioned through the current Development Permit and the site has existing use rights associated with the lawfully established use for Church and Hall.

3. CONCLUSION

The application has been assessed against the relevant development standards for the Zone and Codes in the Planning Scheme. The proposal complies to the acceptable solutions and performance criteria and is recommended for approval with conditions.

4. RECOMMENDATION

That the addition and alteration to existing building, new signage, parking upgrade, landscaping and associated works at 124 Channel Highway, Taroom be approved subject to the following conditions:

1. Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with Development Application No. 2024-25 and Council Plan Reference No. P2 submitted on 16/03/2024 and Council Plan Reference No. P3 submitted on 08/04/2024.

This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.

2. Prior to the deck being used, a timber privacy screen, with a uniform transparency of no more than 25%, must be constructed along the south side of the deck with a minimum height of 2.1m above the deck level.

The timber screen must be constructed of the same materials as the balustrade and timber screening on the balance of the deck, or a material of a similar finish and colour to the satisfaction of the Manager Development Services.

3. The use of the deck, while the site and building is used for Community Meeting and Entertainment (Church), is to be managed so that the amenity of the area is not detrimentally impacted through the emission of noise or artificial lights to the satisfaction of the Manager Development Services. The deck is only to be used for access to the building and not for any use associated with the building unless approved by Council in writing.
4. All external lighting, including security and car park lighting, must be designed, baffled and located so as to prevent adverse effect on adjoining land, to the satisfaction of the Manager Development Services.
5. The carparking and vehicle manoeuvring area must be of a sealed construction and comply with Australian Standard AS2890.1:2004 (Off street car parking) and the following:
 - carparking spaces are to have minimum dimensions of 5.5m long x 2.6m wide;
 - access ways and driveways are to be designed to enable vehicles to enter the designated parking space in a single turning movement and leave in no more than two turning movements.
6. To reduce the spread of weeds or pathogens, all machinery must take appropriate hygiene measures prior to entering and leaving the site as per the Weed and Disease Planning and Hygiene Guidelines 2015 produced by the Department of Primary Industries, Parks, Water and Environment.

Any imported fill materials must be from a weed and pathogen free source to prevent introduction of new weeds and pathogens to the area.

7. Erosion/siltation infiltration control measures must be applied during construction works to the satisfaction of the Director Engineering Services.
8. The approved sign must not contain any flashing or moving light, and must not be illuminated by external or internal light, to the satisfaction of the Manager Development Services.
9. The stormwater runoff from all new impervious areas must be disposed of by gravity to Council's reticulated stormwater system to the satisfaction and approval of the Director Engineering Services.

ADVICE

- A. In accordance with section 53(5) of the Land Use Planning and Approvals Act 1993 this permit lapses after a period of two years from the date on which it is granted if the use or development in respect of which it is granted is not substantially commenced within that period.

- B. The approval in this permit is under the Land Use Planning and Approvals Act 1993 and does not provide any approvals under other Acts including, but not limited to Building Act 2016, Urban Drainage Act 2013, Food Act 2003 or Council by-laws.

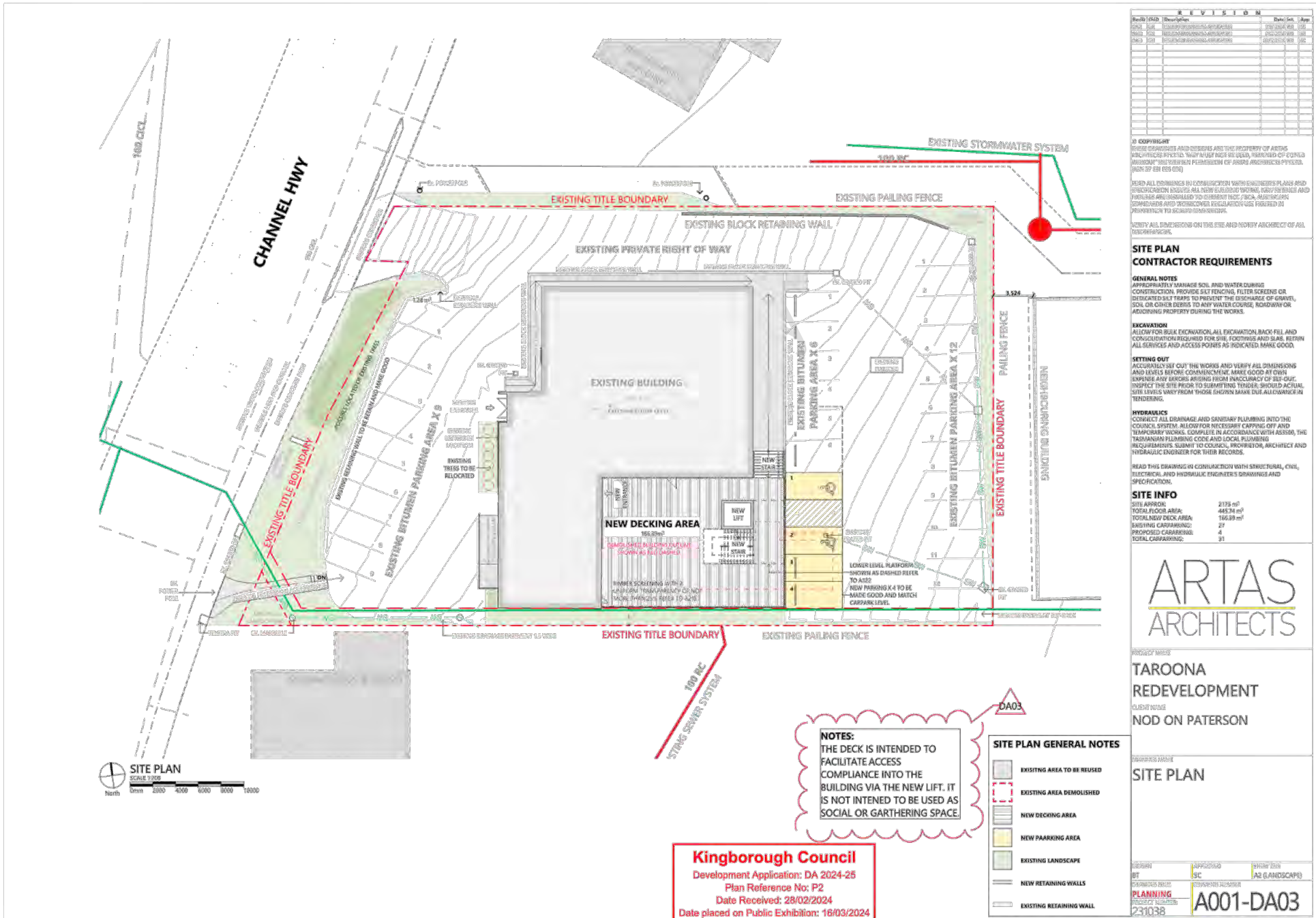
If your development involves demolition, new buildings or alterations to buildings (including plumbing works or onsite wastewater treatment) it is likely that you will be required to get approvals under the Building Act 2016. Change of use, including visitor accommodation, may also require approval under the Building Act 2016. Advice should be sought from Council's Building Department or an independent building surveyor to establish any requirements.

- C. The proposed development has been assessed as low risk plumbing work. The Plumber is to provide the following documentation to Council after the plumbing work is completed:
- (a) A Form 80;
 - (b) A Form 71B; and
 - (c) An 'As Constructed' drainage plan at a scale of 1:200 in accordance with the Director's Specified List Schedule 3.



ATTACHMENTS

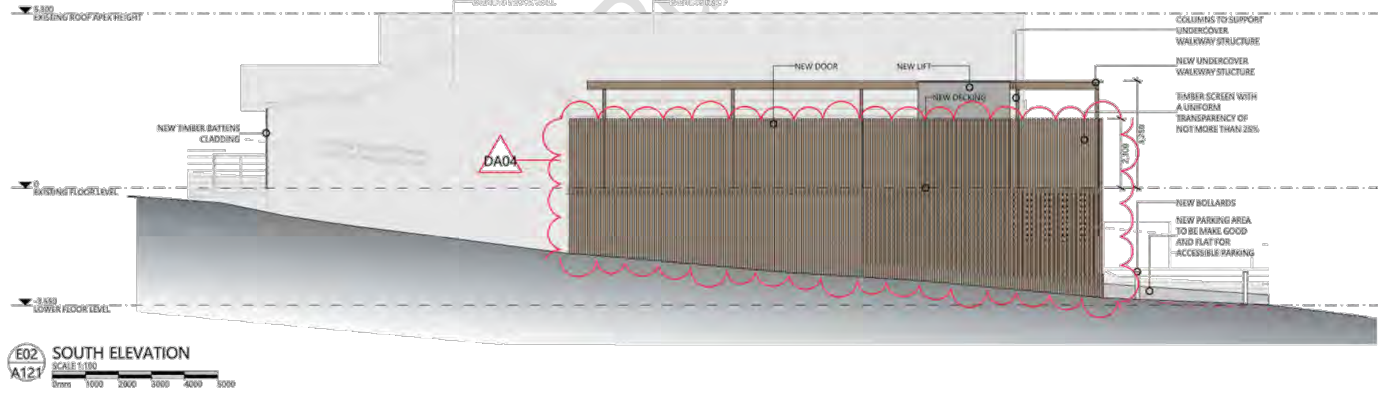
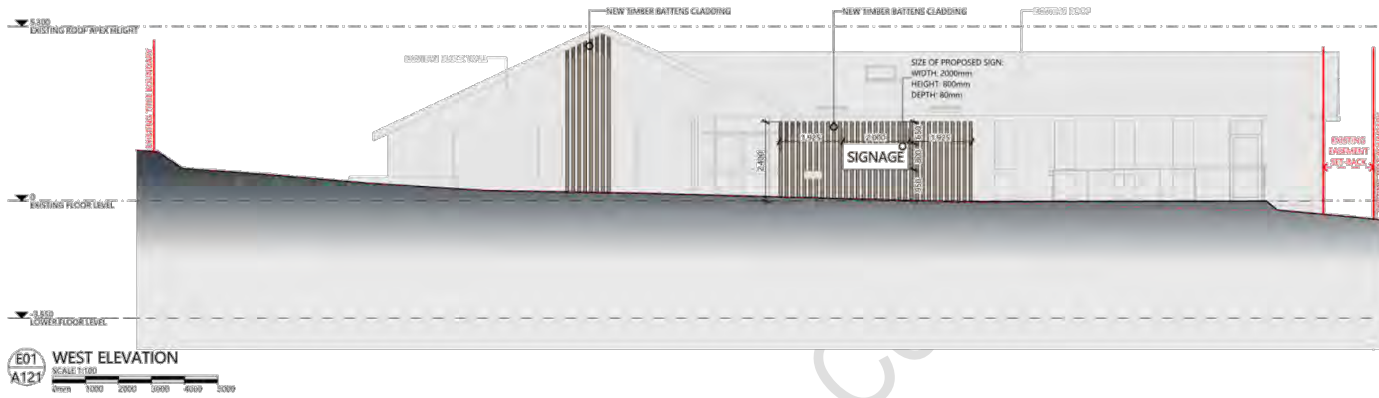
- 1. Development Plans (Advertised)**
- 2. Amended Elevation Plans**
- 3. Assessment Checklist**

Public Copy



REVISION				
Rev#	DATE	DESCRIPTION	DATE	BY
01	2024	PROPOSED SIGNAGE APPROVAL		ARTAS ARCHITECTS
02	2024	PROPOSED SIGNAGE APPROVAL		ARTAS ARCHITECTS
03	2024	PROPOSED SIGNAGE APPROVAL		ARTAS ARCHITECTS
04	2024	PROPOSED SIGNAGE APPROVAL		ARTAS ARCHITECTS
05	2024	PROPOSED SIGNAGE APPROVAL		ARTAS ARCHITECTS
06	2024	PROPOSED SIGNAGE APPROVAL		ARTAS ARCHITECTS
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19	2024	PROPOSED SIGNAGE APPROVAL		ARTAS ARCHITECTS
20	2024	PROPOSED SIGNAGE APPROVAL		ARTAS ARCHITECTS

ELEVATION MATERIALS LEGEND	
	200 BLOCKWORK WALL
	TIMBER SCREEN / BATTEN CLADDING



TAROONA REDEVELOPMENT

NOD ON PATERSON

PLANNING
231038
SHEET SIZE: A2 (LANDSCAPE)

A210-DA04

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Assessment Checklist for Development Applications for Non-Dwelling/Non-Residential Use and/or Development within the Low Density Residential Zone.

Application No: DA-2024-25	Description: Addition and alteration to existing church building, new signage, parking upgrade, landscaping and associated works
Applicant: 6ty Ltd	Owner: Nod On Paterson Pty Ltd
Location: 124 Channel Highway, Taroom	

Checklist is based on KIPS2015 and provisions of PD8 (which commenced 22 Feb 2022)

Clause	Compliance/Comments
12.3 Use Standards	
<p>Clause 12.3.1 - Non-Residential Use</p> <p>A1 - Hours of operation must be within:</p> <p>(a) 8.00 am to 6.00 pm Mondays to Fridays inclusive;</p> <p>(b) 9.00 am to 12.00 noon Saturdays;</p> <p>(c) nil Sundays and Public Holidays;</p> <p>except for office and administrative tasks or visitor accommodation.</p>	<p>A1 – Complies – No change to existing.</p>
<p>A2 - Noise emissions measured at the boundary of the site must not exceed the following:</p> <p>(a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm;</p> <p>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am;</p> <p>(c) 65dB(A) (LAmix) at any time.</p>	<p>A2 – Complies</p>
<p>A3 - External lighting must comply with all of the following:</p> <p>(a) be turned off between 6:00 pm and 8:00 am, except for security lighting;</p> <p>(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.</p>	<p>A3 – Complies</p> <p>Security lighting has been included with the application located on the rear of the building facing the car park. A condition is included in the Permit to ensure this Standard is complied with.</p>
<p>A4 - Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of:</p> <p>(a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;</p> <p>(b) 9.00 am to 12 noon Saturdays;</p> <p>(c) nil on Sundays and Public Holidays.</p>	<p>A4 – Complies – no change to existing.</p>
<p>Clause 12.3.2 - Visitor Accommodation</p> <p>A1 - Visitor accommodation must comply with all of the following:</p> <p>(a) is accommodated in existing buildings;</p> <p>(b) provides for any parking and manoeuvring spaces required pursuant to the Parking and</p>	<p>A1 – NA</p>

Clause	Compliance/Comments
Access Code on-site; (c) has a floor area of no more than 160m ² .	
12.4 Development Standards for Buildings and Works	
<p>Clause 12.4.1 – Non-dwelling Development</p> <p>A1 – Non-dwelling development must comply with the following acceptable solutions as if it were a dwelling:</p> <p>(a) 12.4.2 A1 and A3; (b) 12.4.3 A1 (a) and (b); (c) 12.4.7 A1. (d) 12.4.2 A4</p>	<p>A1 – Not Complying</p> <p>A1(a) – 12.4.2 A1 and A3 12.4.2 A1 – Complies - Front setback Front alterations set back (Min setback 11.9m). 12.4.2 A3 – Not Complying - Building Envelope. The deck structure complies however the 2.1m high timber screen along the south side boundary of the deck extends approx. 1m above the BE.</p> <p>A1(b) – 12.4.3 A1 Not Complying</p> <p>(a) Not Complying – Site Coverage 28% Floor area – 445.74 m² Deck 166.39m²</p> <p>(b) – Complies – no change to total impervious surfaces.</p> <p>A1(c) – 12.4.7 A1. Complies – no change to fencing.</p> <p>A1(d) – 12.4.2 A4 - Complies No trees of high conservation value will be impacted.</p>
<p>A2 – Non-residential garages and carports must comply with all of the following acceptable solutions as if they were ancillary to a dwelling:</p> <p>(a) 12.4.2 A2; (b) 12.4.5 A1.</p>	<p>A2 – NA</p>
<p>A3 - Outdoor storage areas must comply with all of the following:</p> <p>(a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.</p>	<p>A1 – Complies – no change to existing.</p>
<p>Clause 12.4.2 - Setbacks and building envelope</p> <p>A1 - Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:</p> <p>(a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or</p> <p>(b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or</p> <p>(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more</p>	<p>A1(a) – Complies – all works are at least 4.5 m setback from frontage.</p> <p>A1(b) – NA</p> <p>A1(c) – NA</p>

Clause	Compliance/Comments
<p>than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street.</p>	
<p>A2 - A garage or carport must have a setback from a frontage of at least:</p> <ul style="list-style-type: none"> (a) 5.5 m, or alternatively 1m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage. 	<p>A2 – NA</p>
<p>A3 - A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> <ul style="list-style-type: none"> (a) be contained within a building envelope (refer to diagrams 12.4.2A, 12.4.2B, 12.4.2C and 12.4.2D) determined by: <ul style="list-style-type: none"> (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and (b) only have a setback within 1.5m of a side boundary if the dwelling: <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser). 	<p>A3 – NA - see Clause 12.4.1 above.</p>
<p>A4 - No trees of high conservation value will be impacted.</p>	<p>A4 – Complies</p>
<p>Clause 12.4.3 - Site coverage and private open space</p> <p>A1 – Dwellings must have:</p> <ul style="list-style-type: none"> (a) a site coverage of not more than 25% (excluding eaves up to 0.6m); and (b) a site area of which at least 25% of the site area is free from impervious surfaces; (c) n/a, only applicable to multiple dwelling. 	<p>A1(a) – see Clause 12.4.1 above.</p>
<p>Clause 12.4.5 - Width of openings for garages and carports</p> <p>A1 – A garage or carport within 12 m of a primary</p>	<p>A1 – NA</p>

Clause	Compliance/Comments
frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage not exceeding 6m or half the width of the frontage (whichever is the lesser).	
<p>Clause 12.4.7 - Frontage fences</p> <p>A1 - A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than:</p> <p>(a) 1.2 m if the fence is solid; or</p> <p>(b) 1.5 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).</p>	<p>A1 – Complies</p>

Code Provisions

Clause	Compliance/Comments
E5.0 Road and Railway Assets Code	
<p>Clause E5.5.1 – Existing road accesses and junctions</p> <p>A1 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p>	<p>A1 – NA</p>
<p>A2 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p>	<p>A2 – NA</p>
<p>A3 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.</p>	<p>A3 – Complies</p> <p>4 additional car parking spaces provided.</p>
<p>E5.5.2 Exiting level crossings</p> <p>A1 – Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.</p>	<p>A1 – NA</p>
<p>Clause E5.6.1 - Development adjacent to roads and railways</p> <p>A1.1 – Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2</p>	<p>A1.1 – NA</p>

Clause	Compliance/Comments
<p>road, in an area subject to a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots. 	
<p>A1.2 – Buildings, may be:</p> <ul style="list-style-type: none"> (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: <ul style="list-style-type: none"> (i) the existing building; or (ii) an immediately adjacent building. 	<p>A1.2 – NA</p>
<p>Clause E5.6.2 - Road access and junctions</p> <p>A1 – No new access or junction to roads in an area subject to a speed limit of more than 60km/h.</p>	<p>A1 – NA</p>
<p>A2 – No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.</p>	<p>A2 – Complies - existing</p>
<p>Clause E5.6.3 – New level crossings</p> <p>A1 – No acceptable solution (requires assessment against performance criteria)</p>	<p>A1 – NA</p>
<p>Clause E5.6.4 - Sight distance at accesses, junctions and level crossings</p> <p>A1 – Sight distances at:</p> <ul style="list-style-type: none"> (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. 	<p>A1 – Complies - existing</p>
<p>E6.0 Parking and Access Code</p>	
<p>Clause E6.6.1 - Number of car parking spaces</p> <p>A1 - The number of on-site car parking spaces must be:</p> <ul style="list-style-type: none"> (a) no less than the number specified in Table E6.1; <p>except if:</p> <ul style="list-style-type: none"> (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; 	<p>A1 – Complies</p> <p>Table E6.1 requires 1 car parking space for each 15m² floor area or for each 3 seats whichever is the greater.</p> <p>4 additional car parking spaces provided.</p> <p>The proposed extensions are for an outdoor deck which is not expected to increase car parking space demand for the use.</p>
<p>Clause E6.6.2 – Number of Accessible Car Parking Spaces for People with a Disability</p> <p>A1 - Car parking spaces provided for people with a disability must:</p> <ul style="list-style-type: none"> (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; 	<p>A1 – Complies – of the 4 new car parking spaces there are 2 disability spaces provided.</p>

Clause	Compliance/Comments
(c) be located as close as practicable to the building entrance.	
<p>Clause E6.6.3 – Number of Motorcycle Parking Spaces</p> <p>A1 - The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p>	A1 – NA
<p>Clause E6.6.4 – Number of Bicycle Parking Spaces</p> <p>A1 - The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p>	A1 – NA
<p>Clause E6.7.1 - Number of vehicular accesses</p> <p>A1 – The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.</p>	A1 – Complies – existing
<p>Clause E6.7.2 - Design of vehicular accesses</p> <p>A1 – Design of vehicle access points must comply with all of the following:</p> <p>(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;</p> <p>(b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.</p>	A1 – Complies
<p>Clause E6.7.3 - Vehicular passing areas along an access</p> <p>A1 – Vehicular passing areas must:</p> <p>(a) be provided if any of the following applies to an access:</p> <p>(i) it serves more than 5 car parking spaces;</p> <p>(ii) is more than 30 m long;</p> <p>(iii) it meets a road serving more than 6000 vehicles per day</p>	A1 – Complies

Clause	Compliance/Comments
<p>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;</p> <p>(c) it meets a road serving more than 6000 vehicles per day;</p> <p>(d) have the first passing area constructed at the kerb;</p> <p>(e) be at intervals of no more than 30 m along the access.</p>	
<p>Clause E6.7.4 - On-site turning</p> <p>A1 – On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:</p> <p>(a) it serves no more than two dwelling units;</p>	<p>A1 – Complies</p>
<p>Clause E6.7.5 - Layout of parking areas</p> <p>A1 – The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.</p>	<p>A1 – Complies</p>
<p>Clause E6.7.6 - Surface treatment of parking areas</p> <p>A1 – Parking spaces and vehicle circulation roadways must be in accordance with all of the following:</p> <p>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;</p> <p>(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p>	<p>A1 – Complies</p>
<p>Clause E6.7.7 - Lighting of parking areas</p> <p>A1 – Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>	<p>A1 – Complies</p>
<p>Clause E6.7.8 - Landscaping of parking areas</p> <p>A1 – Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.</p>	<p>A1 – Complies – 5% of the area of the car park landscaped.</p>
<p>Clause E6.7.9 – Design of motorcycle parking areas</p> <p>A1 - The design of motorcycle parking areas must</p>	<p>A1 – NA</p>

Clause	Compliance/Comments
<p>comply with all of the following:</p> <ul style="list-style-type: none"> (a) be located, designed and constructed to comply with section 2.4.7 “Provision for Motorcycles” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building. 	
<p>Clause E6.7.10 – Design of bicycle parking facilities</p> <p>A1 - The design of bicycle parking facilities must comply with all the following;</p> <ul style="list-style-type: none"> (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building. 	<p>A1 – NA</p>
<p>A2 - The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 “Design of Parking Facilities” and clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard. R1</p>	<p>A2 – NA</p>
<p>Clause E6.7.11 – Bicycle end of trip facilities</p> <p>A1 - For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.</p>	<p>A1 – NA</p>
<p>Clause E6.7.12 – Siting of car parking</p> <p>A1 - Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.</p>	<p>A1 – NA</p>
<p>Clause E6.7.13 – Facilities for commercial vehicles</p> <p>A1 - Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:</p> <ul style="list-style-type: none"> (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site. 	<p>A1 – NA</p>
<p>Clause E6.7.14 - Access to a road</p> <p>A1 – Access to a road must be in accordance with the requirements of the road authority.</p>	<p>A1 – Complies – No change to existing.</p>

Clause	Compliance/Comments
E7.0 Stormwater Management Code	
<p>Clause E7.7.1 - Stormwater drainage and disposal A1 – Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</p>	<p>A1 – Complies</p>
<p>A2 – A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:</p> <p>(a) the size of new impervious area is more than 600 m²;</p> <p>(b) new car parking is provided for more than 6 cars;</p> <p>(c) a subdivision is for more than 5 lots.</p>	<p>A2 – Complies</p>
<p>A3 – A minor stormwater drainage system must be designed to comply with all of the following:</p> <p>(a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;</p> <p>(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.</p>	<p>A3 – NA</p>
<p>A4 – A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.</p>	<p>A4 – NA</p>
<p>E15.0 Inundation Prone Areas Code The site is within a Riverine Inundation Hazard Area, as it is located in Coastal Inundation Hazard Area and an area subject to risk of flooding of 1% Annual Exceedance Probability (AEP) in 2100. However, the proposal will not impact this area. Therefore, Code E15.0 is not applicable. Council Stormwater Engineer has reviewed the Inundation risk to the property and has deemed the proposed development as not increasing any risk for inundation on the surrounding areas.</p>	
E17.0 Signs Code	
<p>Clause E17.6.1 – Use of Signs A1 – A sign must be a permitted sign in Table E.17.3.</p>	<p>A1 – Not Complying – wall sign is discretionary in Low Density Zone.</p>
<p>A2 - A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.</p>	<p>A2 – Complies</p>
<p>A3 - A sign must not contain flashing lights, moving parts or moving or changing messages or graphics, except if a Statutory Sign</p>	<p>A3 – Complies</p>
<p>A4 - An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign</p>	<p>A4 – Complies</p>
<p>Clause E17.7.1 - Standards for Signs A1 - A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table</p>	<p>A1 – Complies Wall sign approx. 2m x 0.8m= 1.6m² Wall Sign</p>

Clause	Compliance/Comments
E17.3.	(a) Message on the front face only; (b) Projection from the face of the wall or fence no more than 450mm; (c) Does not extend laterally beyond the wall or above the top of the wall to which it is attached; (d) Area of sign no more than 2m ² .
<p>A2 - The number of signs per business per street frontage must comply with all of the following:</p> <p>(a) maximum of 1 of each sign type; (b) maximum of 1 window sign per window; (c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3; (d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6.</p> <p>except for the following sign types, for which there is no limit;</p> <p>(i) Building Site, (ii) Name Plate, (iii) Newspaper Day Bill, (iv) Open/Closed, (v) Real Estate, (vi) Street Number, (vii) Temporary Sign.</p>	A2 – Complies – 1 sign.
A3 - Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.	A3 – Complies
A4 - Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.	A4 – Complies
<p>Clause E17.7.2 - Standards for signs on Heritage Places subject to the Heritage Code or within Heritage Precincts or Cultural Landscape Precincts</p> <p>A1 - No acceptable solution (requires assessment against performance criteria)</p>	A1 – NA

Note: Codes not listed in this Checklist have been assessed as not being relevant to the assessment of this application.

OPEN SESSION RESUMES

14 PETITIONS STILL BEING ACTIONED

There are no petitions still being actioned.

15 PETITIONS RECEIVED IN LAST PERIOD

At the time the Agenda was compiled no Petitions had been received.

16 OFFICERS REPORTS TO COUNCIL

16.1 KINGSTON BEACH LOCAL AREA TRAFFIC MANAGEMENT

File Number: 28.255

Author: David Reeve, Director Engineering Services

Authoriser: Dave Stewart, Chief Executive Officer

Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.1 Service provision meets the current and future requirements of residents and visitors.

1. PURPOSE

- 1.1 To provide feedback on the engagement for Local Area Traffic Management (LATM) measures at Kingston Beach and to outline next steps.

2. BACKGROUND

- 2.1 Council recently commissioned a LATM study for Kingston Beach and as part of the findings from the report undertook engagement to seek the views of the community as to measures that Council could consider for improving pedestrian safety and traffic management. The survey was completed in December 2023 and the main findings are discussed within the body of the report.

3. STATUTORY REQUIREMENTS

- 3.1 Section 21 of the *Local Government (Highways) Act 1982* legislates Council's responsibility regarding the construction, maintenance and management of local highways.

4. DISCUSSION

- 4.1 The LATM report was undertaken by SMEC and provided a number of options that could be considered for the Kingston Beach area to improve traffic flow and pedestrian

safety. The main aspects of this report were then used to inform an engagement process with the community.

- 4.2 The engagement process took place between 13 November 2023 and 12 December 2023 and had 236 responses.
- 4.3 The detailed response is attached but some of the main points worth highlighting are:
 - 4.3.1 Just under 50% of respondents were residents of Kingston Beach, the rest representing others outside the area.
 - 4.3.2 Walking and dining within Kingston Beach were two of the more popular activities suggested by respondents.
 - 4.3.3 Of those outside of the Kingston Beach area the most popular mode to get there was by car, however, both walking and cycling also rated highly.
 - 4.3.4 There was high support from the respondents for the proposed traffic management measures along Beach Road which included kerb extensions near the Early Learning Centre (79% support), kerb extensions near Balmoral Road intersection (78% support), raised threshold at the start of the 40km/hr section in Beach Road (86% support), wombat crossings in Beach Road within commercial area, and patterned marking at the intersection of Beach Road and Osborne Esplanade as a perceptual countermeasure (83% support)
 - 4.3.5 Support for cycling in Kingston Beach at the expense of parking on Beach Road had a mixed reaction with only about 50% support for this option.
- 4.4 Comments from the consultation will help finalise the design of various traffic calming measures and pedestrian facilities. In particular, balancing the needs of visitors, residents, businesses and public transport providers.

5. FINANCE

- 5.1 There is \$350K in the 23/24 budget to undertake various LATM works at Kingston Beach. The prioritised works will be for traffic calming measures along Beach Road and improved pedestrian crossing points. Completion of other recommended LATM measures will form part of future budget bids.

6. ENVIRONMENT

- 6.1 The proposed LATM measures are intended to enhance the built environment and be in keeping with the character of Kingston Beach.

7. COMMUNICATION AND CONSULTATION

- 7.1 Detailed consultation has been undertaken which has shown strong support for a range of proposed traffic management and pedestrian accessibility improvements for Kingston Beach.

8. RISK

- 8.1 The risks associated with the future implementation of the proposals are similar to many projects. Council will continue to work closely with all affected stakeholders to ensure the best acceptable solution for the proposed measures.

9. CONCLUSION

- 9.1 Consultation on a range of proposed traffic management measures and improvements for pedestrian crossing points has indicated strong community support.
- 9.2 A dedicated section along Beach Road for cyclists had less support and this measure will be further considered to try and provide a compromise solution that will suit.
- 9.3 The designs of various traffic management and pedestrian access improvement along Beach Road are well advanced with a view to finalising shortly so works can be tendered.
- 9.4 Further consideration will be given to other identified LATM improvements in future budgets.

10. RECOMMENDATION

That Council:

- (a) Note the results from the consultation in attachment 2, the Local Area Traffic Management Engagement Report; and
- (b) Endorse the installation of various traffic management and pedestrian improvements along Beach Road, as identified in the attached Local Area Traffic Management consultants report and budgeted in the 2023/24 budget.

ATTACHMENTS

1. **LATM Consultants report**
2. **LATM Engagement report**



SMEC INTERNAL REF. 3007004

Report

Kingston Beach Local Area Traffic Management Study

Prepared for: Kingborough Council
11 April 2023

Through our specialist expertise,
we deliver advanced infrastructure
solutions for our clients and partners.

Leveraging our 70-year history of delivering nation-building infrastructure, we provide technical expertise and advanced engineering services to resolve complex challenges.

Through our network of global specialists collaborating with local partners, we connect you with the best teams and capabilities to deliver innovative and sustainable solutions.

We're redefining exceptional

Document Control

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1	11 April 2023	Lachlan Beckworth Laura Procter	Timothy Clune	Laura Procter

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Kingborough Council.

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This report must be read as a whole. The executive summary is not a substitute for this. Any subsequent report must be read in conjunction with this report.

The report supersedes all previous draft or interim reports, whether written or presented orally, before the date of this report. This report has not and will not be updated for events or transactions occurring after the date of the report or any other matters which might have a material effect on its contents, or which come to light after the date of the report. SMEC is not obliged to inform you of any such event, transaction or matter nor to update the report for anything that occurs, or of which SMEC becomes aware, after the date of this report.

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Executive Summary

Kingborough Council has contracted SMEC to undertake a Local Area Traffic Management (LATM) study for the Kingston Beach area. The Kingston Beach LATM study area is a popular recreation, work and education space for residents and visitors alike, with established commercial properties and residential areas and popular public open space. Within the precinct there are areas of high vehicular and pedestrian traffic with numerous potential conflict points. There has been ongoing community concern for pedestrian safety in the area and a lack of safe pedestrian crossing points has been raised in community forums. This has been the primary motivation for the Kingston Beach LATM study.

The LATM report includes the following:

- Chapter 2: Existing Conditions
- Chapter 3: Key Issues & Opportunities
- Chapter 4: Local Area Traffic Management Plan Development
- Chapter 5: Cost Estimates
- Chapter 6: Recommended Staging Plan
- Chapter 7: Summary & Next Steps

In summary the report has presented the process undertaken in the development of a recommended Local Area Traffic Management plan for the Kingston Beach study area. The LATM study has included an extensive review of existing background information, traffic and crash data, as well as site investigations and workshops with Council to confirm existing issues and opportunities.

Key safety concerns related to active transport users, namely pedestrians and cyclists. The local community has been vocal about the safety risks faced by pedestrians crossing Beach Road and Osborne Avenue. A lack of dedicated cycling infrastructure along identified strategic cycling routes is also a key issue. Compliance with the 40km/h speed limit along Beach Road and Osborne Esplanade is also thought to be contributing to the perceived safety risks, also noting a prevalence of parking and manoeuvring type crashes occurring along the main activity road lengths.

A 'long list' of potential projects was developed, and this was then assessed, both through consultation, as well as using a Multi Criteria Analysis, and preferred recommended treatments were then carried forward for concept design development.

Concept plans have been developed for several of the proposed LATM treatments, as follows:

- 3007004-01-001 Beach Road LATM Study Treatment Option, includes:
 - Item 1.1 Beach Road: west end threshold treatment – flat top road hump
 - Item 1.2 Beach Road: kerb extensions with patterned pavement treatment at 2 x locations
 - Item 2.1 Beach Road: Wombat crossing outside off-street public carpark
 - Item 2.5, Option 1: Osborne Avenue: Wombat crossing
- 3007004-02-001 Osborne Esplanade Treatment Option, includes:
 - Item 2.5, Option 2: Osborne Esplanade: Shared Zone
- 3007004-02-002 Osborne Esplanade Treatment Option, includes:
 - Item 2.5, Option 3: Perceptual Countermeasure on Zebra Crossing approaches
- 3007004-03-001 Osborne Esplanade Sharrows
- 3007004-04-001 Balmoral Road Bend: Linemarking Treatment

An overall recommended Local Area Traffic Management Plan for the Kingston Beach LATM area has also been prepared (Drawing 3007004-10-001). All drawings are provided at Appendix E.

Executive Summary

Indicative cost estimates have been prepared for each of the key proposed treatments, to assist with budgetary planning and confirmation of staging priorities.

The next steps will be:

- Council to undertake community consultation and confirm the preferred options to be adopted, particularly for Osborne Esplanade;
- Functional design of the LATM measures and formal cost estimations to verify costs; and
- Confirmation of a priority listing for the treatments, which will be dependent on available funding and relative priority with competing projects within Kingborough Council.

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Introduction

1. Introduction

Kingborough Council has contracted SMEC to undertake a Local Area Traffic Management (LATM) study for the Kingston Beach area. The study has been primarily motivated by continuing community concerns for pedestrian safety through the precinct. It aims to ensure that appropriate and effective solutions are considered to address these concerns.

1.1 Background

The Kingston Beach LATM study area is a popular recreation, work and education space for residents and visitors alike, with established commercial properties and residential areas and popular public open space. Within the precinct there are areas of high vehicular and pedestrian traffic with numerous potential conflict points. There has been ongoing community concern for pedestrian safety in the area and a lack of safe pedestrian crossing points has been raised in community forums.

The study area is shown in Figure 1, with a particular focus on Beach Road and Osborne Esplanade, as well as the central Kingston beach business precinct, as requested by Council.



Figure 1: Kingston Beach LATM study area

It is understood that concerns about traffic speed and public safety have been voiced by the community over several years, initiatives by Council including a trial of one-way traffic flow along Osborne Esplanade in 2018. More broadly within the Kingston area, the Kingston Place Strategy was developed in partnership with local businesses, the community and Kingborough Council and adopted at a Council meeting in May 2020 following extensive consultation. Feedback indicated the community wanted Kingston to be a dynamic, thriving and connected place with more attractive green spaces and improved links for pedestrians and cyclists. The Kingston Beach LATM study aims to

Introduction

provide a holistic transport plan that considers this context and priorities safe and efficient outcomes for all transport users.

1.2 Objective

The objectives of this project area to:

- Undertake a LATM study for the Kingston Beach study area which reviews existing transport conditions, identifies issues and opportunities to improve safety and access for all modes of transport, with a key emphasis on improvements to active transport (pedestrians and cyclists).
- Develop a staged and prioritised works schedule for the study area for the next 5 to 10 years, including indicative costs estimates.

1.3 Stakeholder Consultation

SMEC has held workshops at key points through the study process with Council's Senior Roads Engineer, these have included:

- Project Inception – 10th November 2022
- Workshop 1, existing conditions, background document review and issues & opportunities – 7th December 2022
- Workshop 2, priority movement routes, proposed projects – 1st February 2023

In addition, SMEC met with Council's Senior Roads Engineer on-site on Monday 12th December, to review issues and observe traffic and movements at key locations.

Stakeholder consultation with the Kingston Beach community stakeholders, including local businesses, and residents, will be undertaken by Council at the conclusion of this study.

1.4 Policy and background review

A policy and background documentation review were completed to help guide the development of the LATM and to ensure any previous policy or infrastructure proposals were considered, this review is provided in Appendix A.

1.5 References

The following reports and / or parties have been referenced or consulted in the preparation of this LATM report:

- Austroads Guide to Traffic Management Series, particularly Part 8
- Austroads Guide to Road Design Series
- Australian Standards AS1742 Series
- Austroads Safe System Assessment Framework (2016)

1.6 Report structure

The LATM report has been set out with the following chapters:

- Chapter 2: Existing Conditions
- Chapter 3: Key Issues & Opportunities
- Chapter 4: Local Area Traffic Management Plan Development
- Chapter 5: Cost Estimates
- Chapter 6: Recommended Staging Plan
- Chapter 7: Summary & Next Steps

2. Existing Conditions

2.1 Site Locality

Kingston Beach is located approximately 10 kilometres south of Hobart, within the municipality of Kingborough Council. The study area was shown in Figure 1, which has a particular focus on Beach Road and Osborne Esplanade, as well as the central Kingston beach business precinct.

2.2 Key Land Use

Kingston Beach is a predominantly 'General Residential' zoned residential area under the Planning Scheme. Key non-residential land uses within the Kingston Beach study area include:

- The Beach Road precinct:
 - Kingston Beach Early Learning Centre and Child Care Centre;
 - Kingston Beach Early Childhood Intervention Service Kindergarten;
 - Kingston Beach Community Hall, home to the Kingston Beach Market, which operates on the second Sunday of each month;
 - Kingston Beach RSL Club;
 - Several retail, hospitality, health and commercial businesses, including:
 - Boho at the Beach;
 - Fall Real Estate and Harcourts Real Estate;
 - Panko Chan;
 - Chosen Pieces Thrift Store;
 - Kingston Beach Service Centre;
 - Total health and Rehabilitation;
 - Beauty @ Kingston Beach;
 - PEP Pizza;
 - Kingston Beach Health Centre; and
 - The Salty Dog Hotel (located on the south-west corner of Beach Road and Osborne Esplanade); and
 - Kingston Beach Take Away (located on the north-west corner of Beach Road and Osborne Esplanade).
- The Osborne Avenue precinct:
 - Kingston Beach Public Toilets & Surf Life Saving Club storage (located north-east of Beach Road);
 - Kingston Beach Motel;
 - Several retail and hospitality businesses including:
 - Robbie Brown's;
 - Eb + Flo Local Espresso;
 - Next Level Kayaking; and
 - Zero81 Napoli Ristorante and Pizzeria.
 - Kingston Beach Boat Ramp (located south of Beach Road);
 - Ewing Avenue access which provides access through to Recreation Street and the Kingston Beach Oval including the Kingston Crows Cricket Club; and

Existing Conditions

- Kingston Beach Sailing Club (located at the south end of Osborne Avenue where it meets Mount Royal Road).
- Rotary Centennial Park ('The Duck Park'), including playground and exercise stations, located on the north-west side of Balmoral Road;
- The Browns River passive recreation facilities along the north-east side of Balmoral Road;
- Kingston Dog Beach, located at the north-east extent of the foreshore at the mouth of Browns River;
- A search for short-term/holiday residential properties returns around 15 properties spread throughout the Kingston Beach Area.

The current Planning Scheme for Kingborough is the Kingborough Interim Planning Scheme 2015. Land use zoning for the study area is shown in Figure 2.

Key land uses highlighted in the lists above are shown in Figure 3.

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Existing Conditions

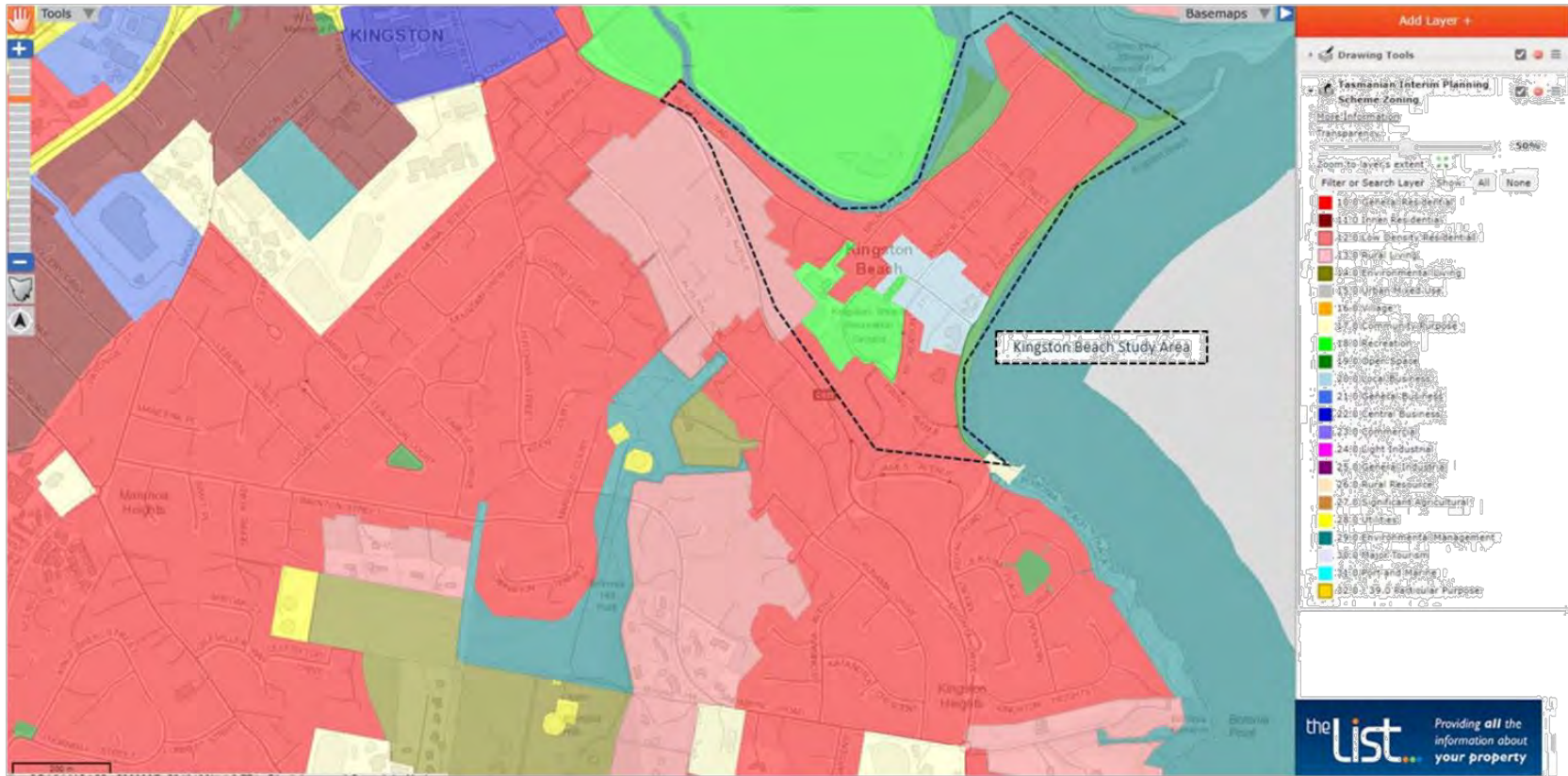


Figure 2: Kingston Beach – Planning Scheme Zoning Map (Source: [the List - Land Information System Tasmania \(thylt.tas.gov.au\)](https://www.the-list.com.au/land-information-system-tasmania/))

Existing Conditions



Figure 3: Key land uses (map source: Google Earth).

Existing Conditions

2.3 Existing Road Network

2.3.1 Local Roads Overview

Table 1 summarises the existing conditions of key roads within the study area.

Table 1: Existing road network

Road element	Beach Road	Osborne Esplanade	Balmoral Road	Recreation Street/Ewing Avenue	Mount Royal Road
Speed limit (kph)	40	40	40	40	40
Classification	Local	Local	Local	Local	Local
Managed by	Kingborough Council	Kingborough Council	Kingborough Council	Kingborough Council	Kingborough Council
Carriageway width (m)	8.8	7.1	5.3	4.7	7.1
Total number of traffic lanes	Two	Two	Two	One	Two
Traffic control	Priority at Balmoral Road, Windsor Street, and Recreation Street Give Way at Osborne Esplanade	Priority at Beach Road and Victoria Street	Give Way at Beach Road and Balmoral Road (east-west) Priority at Rollins Avenue and Victoria Street	Give way at Beach Road	Priority at James Avenue
Road user hierarchy	Collector Road	Collector road	Local Street	Local Street	Collector Road
On the principal bicycle network?	No	No	No	No	No
On a strategic cycling corridor?	Yes	Yes	Yes	No	Yes
Bicycle facilities	No	No	No	No	No
Pedestrian facilities	Pedestrian path on both sides of the road	Pedestrian path on northeast side of the road Off-road shared user path on the southwest side of the road	Pedestrian path on the southwest side of the road	Pedestrian path on the south side on the road between Osborne Esplanade and the crossover Pedestrian path on east side of the road north of the crossover	Pedestrian paths on both sides of the road
Bus routes / facilities	Public bus routes 407, 411, 427	Public bus routes 407, 411	No	No	No
B-Double approved route?	No	No	No	No	No
Over-dimensional approved route?	No	No	No	No	No

Existing Conditions

Road element	Beach Road	Osborne Esplanade	Balmoral Road	Recreation Street/Ewing Avenue	Mount Royal Road
Over size and over mass (OSOM) route?	No	No	No	No	No
On-Street car parking facilities?	Parallel parking permitted on both sides of the road	Parallel parking permitted on the west side of the road south of Beach Road Indented parallel and perpendicular parking permitted in allocated bay on the east side of the road south of Beach Road Indented parallel and perpendicular parking permitted in allocated bay on the east side of the road north of Beach Road	Parallel parking permitted on both sides of the road Indented perpendicular parking provided at Rotary Centennial Park	Parallel parking permitted on the east side of the road	No

2.3.2 Existing Traffic Control and Management

The existing traffic control and management features are shown in Figure 4 and Figure 5 and are tabulated in

. Osborne Avenue features several speed humps throughout the study area with advisory speed limits of 20km/h. It also features a zebra crossing near to the Beach Road intersection.

Kerb Extensions feature on Balmoral Road and Windsor Street. These slow cornering speeds and provide shorter crossing distances for pedestrians.

Ewing Avenue is one-way between the sports reserve and Osborne Crescent in the westbound direction. This limits access to Osborne Esplanade and reduces any ‘rat running’ that may be performed to avoid the business/restaurant centre of Kingston Beach.

The precinct also has several horizontal curves which serve to reduce the achievable speed. There is also a steep incline on Osborne Esplanade towards Mount Royal Road that is not shown below. In the southbound direction it serves as a speed reducing elements, however, in the northbound direction, it enables high rates of speed.

Existing Conditions



Figure 4: Existing traffic management features (map source: Google Earth).

Existing Conditions

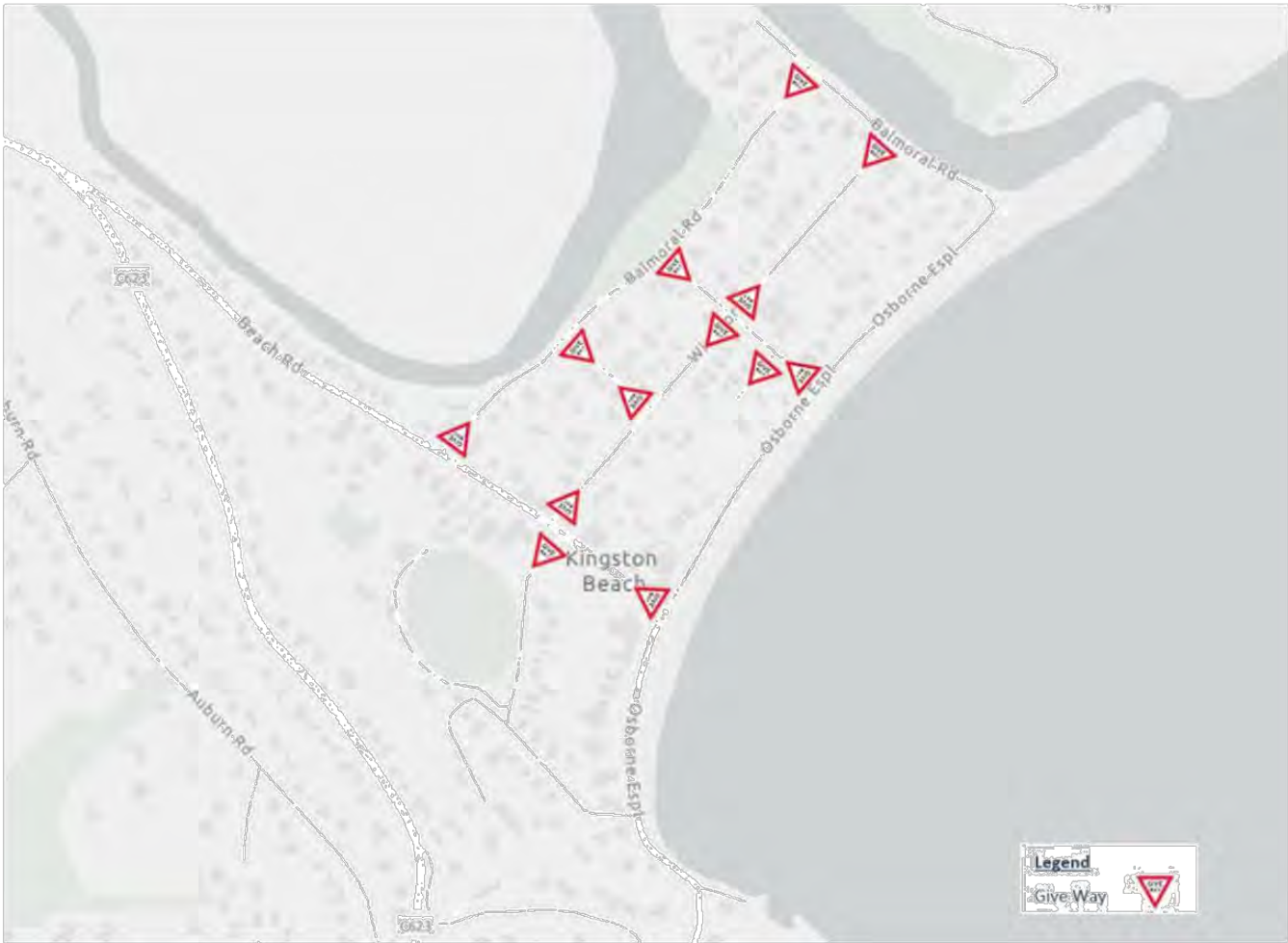


Figure 5: Existing traffic control features (map source: ESRI).

Existing Conditions

Table 2: Traffic management and control features inventory.

Location	Feature
Traffic Management Features	
Mount Royal Road	Steep grade and horizontal curves
Osborne Esplanade	5 x Speed humps
Osborne Esplanade near Beach Road	Zebra Crossing
Ewing Avenue	One-way (westbound direction only)
Ewing Avenue intersection with Recreation Street	Crossover
Windsor Street intersection with Beach Road	2 x Kerb extension
Windsor Street intersection with Balmoral Road	2 x Kerb extension
Balmoral Road (north-south) intersection with Balmoral Road (east-west)	Kerb extension
Osborne Esplanade intersection with Balmoral Road	90° Horizontal curve
Balmoral Road	Horizontal curves
Traffic Control Features	
Intersection of Beach Road and Balmoral Road	Give Way (Beach Road Priority)
Intersection of Balmoral Road and Rollins Avenue	Give Way (no signage or linemarking) (Balmoral Road priority)
Intersection of Balmoral Road and Victoria Street	Give Way (no signage or linemarking) (Balmoral Road priority)
Intersection of Balmoral Road (north-south) with Balmoral Road (east-west)	Give Way (Balmoral Road east-west priority)
Intersection of Beach Road and Windsor Street	Give Way (Beach Road priority)
Intersection of Windsor Street and Rollins Avenue	Give Way (no signage or linemarking) (Windsor Street priority)
Intersection of Windsor Street and Victoria Street	Give Way (Victoria Street priority)
Intersection of Windsor Street and Balmoral Road	Give Way (Balmoral Road priority)
Intersection of Beach Road and Recreation Street	Give Way (Beach Road priority)
Intersection of Ewing Avenue and Recreation Street	Give Way (Recreation Street priority)
Intersection of Osborne Esplanade and Ewing Avenue	N/A
Intersection of Osborne Esplanade and Beach Road	Give Way (Osborne Esplanade priority)
Intersection of Osborne Esplanade and Victoria Street	Give Way (Osborne Esplanade priority)
Intersection of Osborne Esplanade and Balmoral Road	N/A
Intersection of Albert Street and Victoria Street	Give Way (no signage or linemarking) (Victoria Street priority)

2.3.3 Traffic Data

Various traffic surveys have been conducted in the Kingston Beach area over the last several years. The subsections below review and explore these survey results.

2.3.3.1 2016 survey data

In 2016, two traffic surveys were undertaken. One was undertaken on Beach Road (outside number 63) over two weeks from 18th April to 2nd May. The other was undertaken on Osborne Esplanade (outside number 25) over four weeks from 23rd December to 20th January. The survey locations are shown below in Figure 6 and results are provided in Table 3.

Existing Conditions

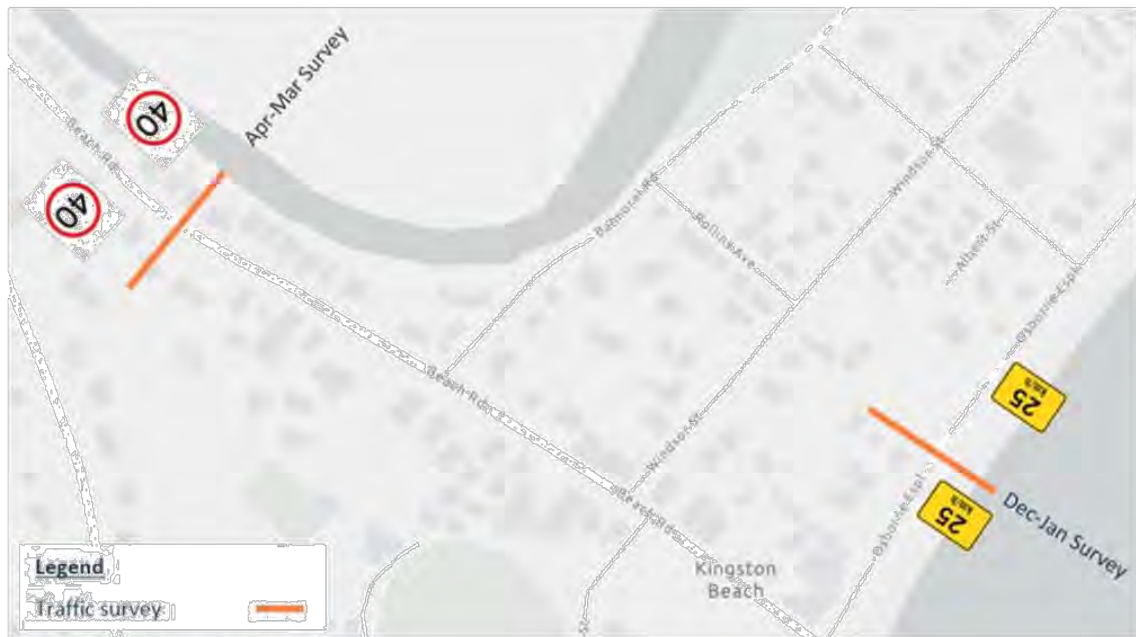


Figure 6: 2016 traffic survey locations (map source: ESRI).

Table 3: 2016 traffic survey results.

	Beach Road		Osborne Esplanade	
Average daily traffic	5339 vehicles		2312 vehicles	
AM peak (11:00am – 12:00pm)	448 vehicles		187 vehicles	
PM peak	499 vehicles (12pm-1pm)		218 vehicles (1pm-2pm)	
% Light vehicles and motorcycles	92.2%		96.2%	
% Commercial and heavy vehicles	7.5%		3.1%	
% Bicycles	0.4%		0.7%	
	<u>Westbound</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Eastbound</u>
85 th %ile speed	46.4km/h	50.4km/h	31.0km/h	33.5km/h
Mean speed	41.5km/h	44.3km/h	25.6km/h	29.6km/h
% Exceeding speed limit (40km/h)	62.9%	76.7%	5.8%	10.6%

The survey data indicates that:

- Beach Road has a relatively high traffic volume;
- Beach Road and Osborne Esplanade experience a similar AM peak period, and Osborne Esplanade has a slightly delayed PM peak period (1 hour);
- Osborne Esplanade has less commercial/heavy vehicles use - in alignment with the road characteristics;
- Osborne Esplanade is used by more (on-road) cyclists compared to Beach Road, perhaps reflective of the movement/place characteristics of Osborne Esplanade; and
- Relatively, speeds are much lower on Osborne Esplanade than Beach Road as per the advisory speed limits, and compliance is much higher.

This data infers that Beach Road was used as more of a thoroughfare (more of a ‘movement’ classification) and Osborne Esplanade was used as more of a destination (more of a ‘place’ classification). This is evidenced by the

Existing Conditions

relatively poor speed compliance on Beach Road, the lower traffic volume on Osborne Esplanade, and the lower volume of commercial and heavy vehicles on Osborne Esplanade.

2.3.3.2 2018 Survey Data

In 2018, 5 traffic surveys were undertaken within the study area (another was also undertaken outside of the study area on Mount Royal Road). The survey locations and periods include:

- Balmoral Road (outside number 32) over two weeks from 25th April to 9th May;
- Windsor Street (outside number 33A) over two weeks from 25th April to 9th May;
- Victoria Street (outside number 4) over two weeks from 25th April to 9th May;
- Osborne Esplanade (outside number 32) over one week from 29th June to 6th July; and
- Osborne Esplanade (outside number 22) over two weeks from 25th April to 9th May.

The survey locations are shown below in Figure 7 and results are provided in Table 4.

These traffic surveys were commissioned to investigate the impact of a one-way trail for the precinct. The trial is explored in Appendix A. The April-May surveys were started two weeks before the trial was implemented and ran for two more weeks after the trail had begun. The June-July survey was commissioned to investigate the number of vehicles travelling the wrong way in the trial and was implemented after the trial had begun.



Figure 7: 2018 traffic survey locations (map source: ESRI).

Existing Conditions

Table 4: 2018 traffic survey results.

	Balmoral Road		Windsor Street		Victoria Street		Osborne Esplanade (#22)		Osborne Esplanade (#32)	
Average daily traffic	479 vehicles		624 vehicles		706 vehicles		1257 vehicles		1260 vehicles	
AM peak	48 vehicles (11am-12pm)		58 vehicles (11am-12pm)		69 vehicles (10am-11am)		120 vehicles (11am-12pm)		123 vehicles (11am-12pm)	
PM peak	54 vehicles (1pm-2pm)		74 vehicles (1pm-2pm)		74 vehicles (12pm-1pm)		131 vehicles (1pm-2pm)		137 vehicles (12pm-1pm)	
% Light vehicles and motorcycles	96.1%		95.1%		95.1%		95.5%		96.1%	
% Commercial and heavy vehicles	3.2%		4.4%		4.9%		2.9%		2.4%	
% Bicycles	0.7%		0.5%		0.1%		1.7%		1.5%	
	<u>Westbound</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Eastbound</u>
85th %ile speed	41.4km/h	36.7km/h	42.1km/h	43.6km/h	34.9km/h	36.0km/h	31.0km/h	31.7km/h	24.5km/h	25.9km/h
Mean speed	34.2km/h	30.5km/h	35.3km/h	34.6km/h	29.3km/h	29.5km/h	23.2km/h	26.1km/h	19.5km/h	20.4km/h
% Exceeding speed limit (40km/h)	20.9%	5.9%	24.5%	28.3%	4.7%	6.7%	2.2%	1.2%	0.0%	0.2%

The survey data indicates that:

- Osborne Esplanade received more traffic than other parallel routes;
- The southern end of Osborne Esplanade had an earlier peak than the middle section of Osborne Esplanade (reflects the location of commercial areas);
- All roads experienced a similar daytime peak of 10am-2pm;
- On-road bicycle use was relatively higher on Osborne Esplanade than other surveyed streets on the Kingston Beach local road network;
- Speed compliance was significantly reduced on Windsor Street and Balmoral Road than the other surveyed streets.

This data infers that Balmoral Road and Windsor Street was used as more of a thoroughfare (more of a ‘movement’ classification, likely for residential access given the land use) and Osborne Esplanade was used as more of a destination (more of a ‘place’ classification). This is evidenced by the significantly reduced speed compliance on these roads, and the lower volume of commercial and heavy vehicles on Osborne Esplanade.

Existing Conditions

2.3.3.3 2021 Survey Data

As part of a response to a motion for pedestrian safety issues to be investigated (explored below), Council officers commissioned pedestrian and traffic surveys. Traffic surveys were conducted over two weeks from 4th November to 18th November. Pedestrian surveys were conducted over one week from 22nd November to 2nd December during the AM traffic peak hour. Survey locations are shown in Figure 8 and survey data is summarised in Table 5 and Table 6.



Figure 8: Traffic survey locations (map source: ESRI).

Table 5: Summarised traffic survey data.

	Counter 1		Counter 2	
Average daily traffic	6400 vehicles		4700 vehicles	
AM peak (11:30am – 12:30pm)	580 vehicles		420 vehicles	
PM peak (12:00pm-1:00pm)	540 vehicles		395 vehicles	
% Light vehicles and motorcycles	94.2%		84.3%	
% Commercial and heavy vehicles	5.3%		15.2%	
% Bicycles	0.6%		0.6%	
	<u>Westbound</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Eastbound</u>
85 th %ile speed	47.5km/h	47.5km/h	51.1km/h	40.0km/h
Mean speed	42.2km/h	42.0km/h	38.4km/h	33.3km/h
% Exceeding 40km/h	67%	63%	32%	15%
% Exceeding 45km/h	30%	27.5%	22%	4%

Existing Conditions

Table 6: Summarised pedestrian survey data.

	Pedestrian 1 Near public carpark	Pedestrian 2 Beach Road	Pedestrian 2 Osborne Esplanade
Average peak hour crossings	80	60	210
Number of sensitive ¹ peak hour pedestrians	4	1	3
Average waiting time	5s	0.7s	0.2s
Maximum waiting time	30s	8s	4s
% crossing away from pedestrian crossing points	80%	57%	26%

2.3.3.4 Summary of Traffic Survey Data

An overall summary of key traffic survey data for Beach Road and Osborne Avenue is provided in Figure 9.

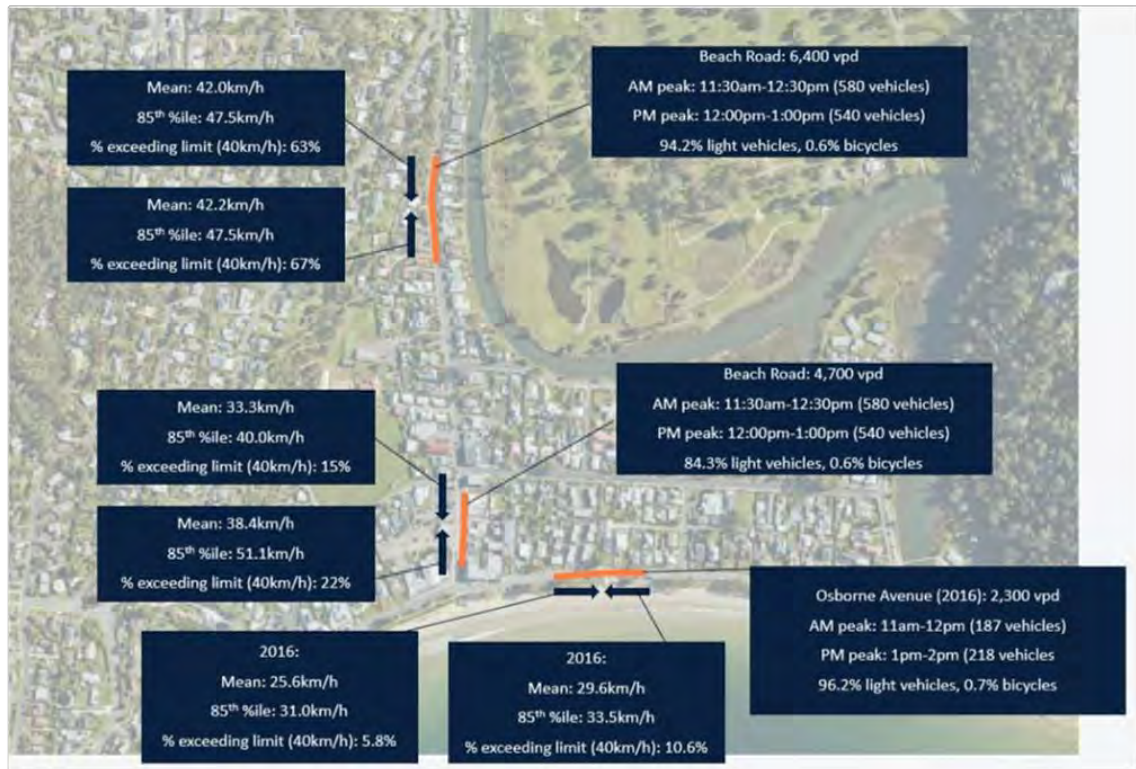


Figure 9: Overall Summary of Key Traffic Survey Data

¹ Includes elderly pedestrians, vision and mobility impaired pedestrians, and pedestrians under 12 years of age.

2.4 Active & Public Transport

2.4.1 Active Transport

The existing active transport facilities provided within the Kingston Beach Study Area are shown in Figure 10. It is noted that cyclists are legally allowed to use footpaths unless otherwise signed throughout Tasmania. The paths shown below are the sealed paths with adequate widths for a wheelchair or pram. It is noted that the bridge crossing Browns River in the north is for pedestrians only – cyclists must dismount to cross. Council have indicated that this is on the Capital Works Program for upgrade within the next 5 years, and it will likely be upgraded to be wide enough to accommodate cyclists.

There are no formal on-road cycling facilities within the study area. An approximately 1m wide lane without bicycle demarcations has been informally marked on the east side of Osborne Esplanade behind the parking facilities.



Figure 10: Existing active transport facilities (map source: Google Earth).

2.4.2 Public Transport

Existing public transport provisions through the Kingston Beach study area are shown in Figure 11, including the route travel path and the location of bus stops. There are three bus routes that service the area:

- Route 407: Blackmans Bay via Southern Outlet, Kingston Central, Kingston Beach;
- Route 411: Howden via Southern Outlet, Kingston Central, Kingston Beach, Blackmans Bay; and
- Route 427: Blackmans Bay via Taroona, Kingston Central, Kingston Beach.

They run along Beach Road and Osborne Esplanade (south of Beach Road).

It is noted that the off-street public car parking area to the south-west side of Beach Road in front of the Kingston Beach Health Centre is used by commuters as an informal Park and Ride facility. Parking within this off-street area is not subject to parking restrictions. The use of this area by commuters restricts the use of the facility for Kingston Beach businesses and services during typical weekdays.

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Existing Conditions



Figure 11: Existing public transport facilities (map source: Google Earth).

Existing Conditions

2.5 Crash Data Analysis

Kingborough Council provided SMEC with the available 5-year crash data to November 2022. The locations of crashes are shown in Figure 12 and detailed in Table 7. Pedestrian crash types are highlighted in orange.



Figure 12: Crash location map (source: stategrowth.tas.gov.au, Kingborough Council).

Table 7: 5-year crash history to November 2022.

Area	DCA	Severity Unknown	Property Damage Only Crash	First Aid Injury Crash	Minor Injury Crash	Serious Injury Crash	Fatal Crash	Grand Total
A	100 (Near Side)				1			1
	160 (Parked)			1				1
	130 (Rear End)		3					3
	Not noted		3					3
B	109 (Other pedestrian)		1					1
	169 (Other on Path)		1					1
C	139 (Other Same Direction)		1					1
	169(Other on Path)		1					1
	160 (Parked)		2					2
D	110 (Cross Traffic)				1			1
	189 (Other Curve)			1				1

Existing Conditions

Area	DCA	Severity Unknown	Property Damage Only Crash	First Aid Injury Crash	Minor Injury Crash	Serious Injury Crash	Fatal Crash	Grand Total
	163 (Vehicle Door)		1					1
E	130 (Rear End)		1					1
	160 (Parked)		1					1
	163 (Vehicle Door)		1					1
F	147 (Emerging from Driveway/Lane)		1	1				2
	163 (Vehicle Door)		1					1
	149 (Other Manoeuvring)		2					2
	169 (Other on Path)		1					1
F(A)	146 (Reversing into Fixed Object/Parked Vehicle)		1					1
	149 (Other Manoeuvring)		5					5
G	120 (Head On)		1					1
H	Not noted		1					1
I	149 (Other Manoeuvring)		1					1
J	169 (Other on Path)		1					1
	175 (Off End of Road/T-Intersection)		1					1
K	149 (Other Manoeuvring)		1					1
	147 (Emerging from Driveway/Lane)		1					1
L	160 (Parked)				1			1
M	100 (Near Side)			1				1
	144 (Parking Vehicles Only)		1					1
N	144 (Parking Vehicles Only)		1					1
O	146 (Reversing into Fixed Object/Parked Vehicle)		1					1
	149 (Other Manoeuvring)		3					3
P	144 (Parking Vehicles Only)		1					1
Q	149 (Other Manoeuvring)		3					3
	160 (Parked)		1					1
R	183 (Off Left Bend into Object/Parked Vehicle)		1					1
S	120 (Head On)						1	1
T	146 (Reversing into Fixed Object/Parked Vehicle)		1					1
Grand Total		0	47	4	3	0	1	55

Kingston Beach area on the whole has a relatively high number of property damage only crashes (47 out of 55 crashes, 85%). From a road safety engineering viewpoint, this preliminarily indicates that crash energy is well managed. Crash energy is typically well managed through low speeds and less consequential crash types e.g., crashes involved with parking etc rather than high angle intersection crashes.

The most frequent crash types are:

Existing Conditions

- DCA 149 – Other Manoeuvring (15 No.);
- DCA 160 – Parked (6 No.);
- DCA 169 – Other Parked Car (4 No.);
- DCA 130 – Rear End (4 No.); and
- DCA 163 – Vehicle Door (3 No.).

These crash types are usually very low-speed crash types with low crash severity outcomes (except DCA 163). Vehicle data is not available for these crashes, however, DCA 163 (Vehicle Door) crashes usually involve cyclists travelling adjacent to parallel parking lanes. Council has confirmed that this is not the case in this instance, indicating that the vehicle door crashes involved a second motorised vehicle rather than a cyclist.

It is also noted that a DCA 120 (Head On) crash occurred on Osborne Esplanade/Mount Royal Road with fatal injuries. Council have advised that this crash was incidental. A power disruption caused a crew to manage underground services that were buried under the road reserve. The pavement cut was temporarily filled with a cold-pack asphalt before it could be permanently reinstated. The local cyclist was undertaking their usual route northbound on Mount Royal Road (downhill) where they hit the temporarily reinstated patch. They were then vaulted into oncoming traffic. Council has confirmed that the road has been fully reinstated, and this has been confirmed through site inspection.

Some key crash trend spots/lengths have been identified in Figure 13.

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Existing Conditions

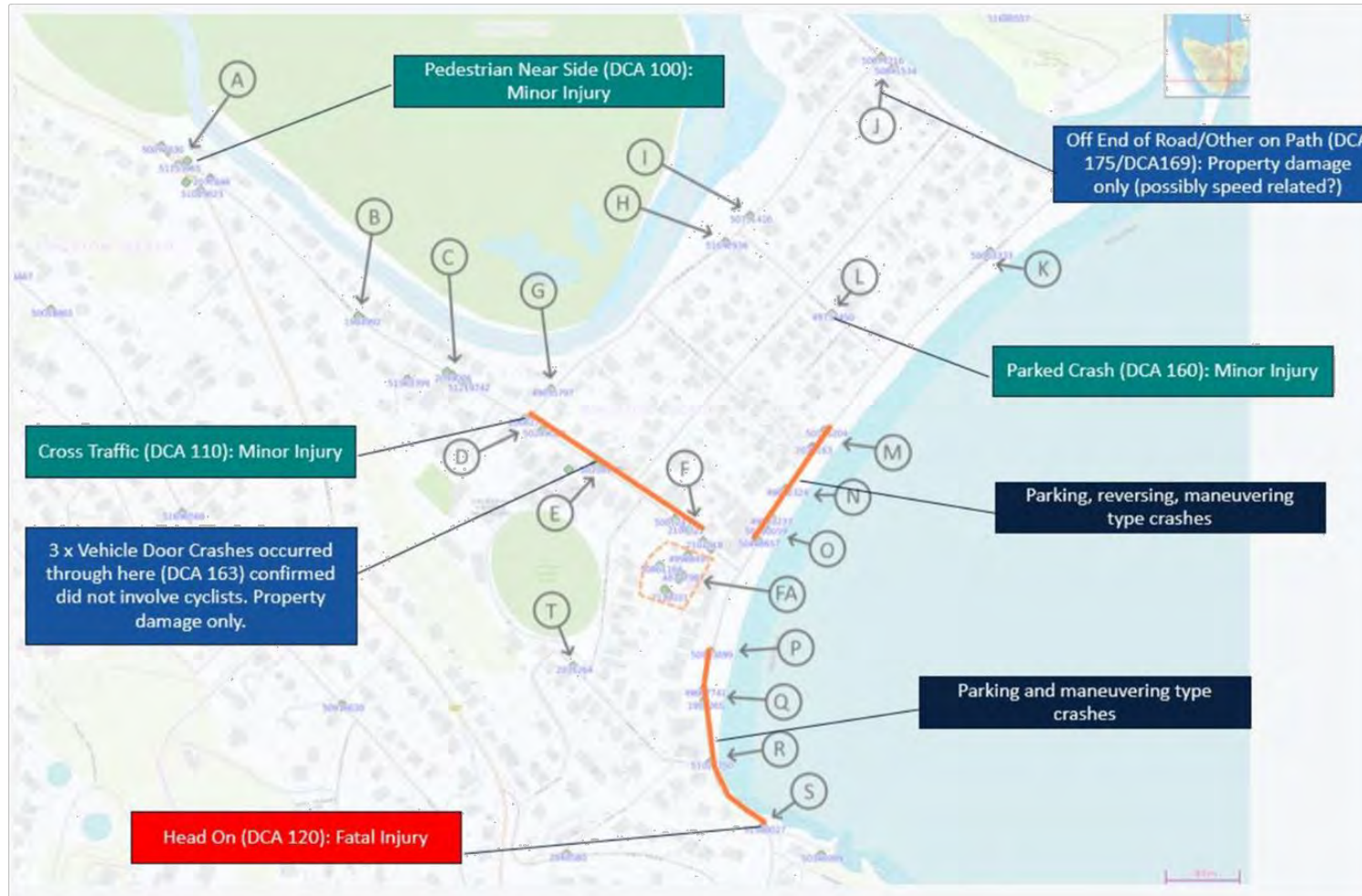


Figure 13: Crash history location/crash type trends (source: stategrowth.tas.gov.au, Kingborough Council).

2.6 Site Observations

Site inspections were undertaken by SMEC to capture first-hand data of on-site behaviour and transport dynamics, and to confirm existing conditions. The site was inspected during the day and evenings on Saturday and Sunday 10th and 11th December, and on the morning of Monday 12th December 2022. The weather was fine and overcast on all days.

The following observations were made:

Beach Road:

- Beach Road has short term parking restrictions for short lengths of the project extent.
- The off-street parking spaces are unrestricted (Salty Dog, medical centre, and hall).
- Beach Road has a narrow carriageway. When cars are parallel parked on both side of the carriageway, two-way flow is automatically calmed by the reduced trafficable width.
- Pedestrians generally have good sight distance in both direction of Beach Road.
- Bicycles and motor vehicles must share the traffic lane on Beach Road.
- The line marking condition on Beach Road is generally poor and maintenance is required.

Rotary Centennial Park:

- Parking could be formalised for the Rotary Centennial Park, no issues observed, low level of activity at all times observed.

Osborne Esplanade/Foreshore:

- The parking at the north end of Osborne Avenue (north of Beach Road) has wheel stops, and spaces are generally well defined.
- The parking at the south end (south of Beach Road) has sections without have wheel stops, including the parallel parking spaces.
- Parking is consistently 80-100% occupied (weekends), but there is unrestricted parking available on side streets. There is No Stopping yellow linemarking at the intersections to reinforce statutory No Stopping distances.

Recreation Reserve:

- Access is via a narrow one-way circulation road (Ewing Avenue then Recreation Street).
- Did not observe the reserve in action – cricket was not on as expected (or may have been at lunch break?), low levels of activity observed.

Activity Observations:

- Saturday:
 - Kingston Beach:
 - Passive recreation – walking, swimming etc
 - Beach volleyball with a radio station set up near the SLSC facilities
 - Sailing club was being utilised
 - Salty Dog al fresco dining was heavily utilised over lunch.
 - The study area was busier during the day and less busy at night.
 - Not as many patrons at restaurants in the evening as during the day.
- Sunday:
 - Kingston Beach:
 - Passive recreation – walking, swimming etc

- Beach volleyball
- Cultural dancing
- Sea kayaking
- The Kingston Beach Makers Market was on at the community hall.
- Cafes were all full.
- High pedestrian activity on both sides of Beach Road and Osborne Esplanade.
- Salty Dog was not open for breakfast.
- Salty Dog provided live music in the afternoon.
- High volumes of recreational walking and dog walking.
- High volume of recreational swimming in the morning.
- Monday:
 - Kingston Beach:
 - Passive recreation – walking, swimming etc
 - Cafes were busy.
 - High pedestrian activity on both sides of Beach Road and Osborne Esplanade.
 - High volumes of recreational walking and dog walking.
 - Some recreational swimming observed.

Photographs of the abovementioned observations are provided at Appendix B.

2.6.1 Shared Use Path Review

Council specifically requested that Kingston Beach footpaths be reviewed for their appropriateness to be formalised as Shared Use Paths (SUPs). It is noted that in Tasmania, cyclists can legally cycle on standard footpaths where it is not signed as otherwise.

Austrroads Guide to Road Design 6a: Paths for Walking and Cycling (2017) indicates that a standard regional SUP is approximately 3.0m wide. This accommodates two cyclist's handlebars or cargo bags, two prams, or two wheelchairs passing at the same time. Also, this width provides adequate width to slowly overtake pedestrians and other path users.

Reviewing the existing Kingston Beach footpaths, none of the existing footpaths can be recommended to be designated as SUPs. Considering desire line and given the carriageway width restrictions through Kingston Beach, only the foreshore path is suggested for upgrade to an SUP path. The integration of the path in the south to Mount Royal Road would have to be appropriately considered for safety given the grade, and the connection to the north would have to be appropriately considered for connectivity given the unsealed nature of Tyndall Road and the walking tracks.

4. Key Issues and Opportunities

A summary of the identified key issues and opportunities for the Kingston Beach study area have been tabulated in Table 8 and mapped in Figure 14. They include findings from the background document review, those identified during SMEC’s investigations, and discussions with Council.

Key issues have been prioritised as either high, medium or low priority, based on their impact on safety and amenity.

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Key Issues and Opportunities

Table 8: Kingston Beach Key Issues & Opportunities.

Item	Location	Issue	Opportunity	Priority (High, Medium, Low)
1.0 Traffic Speeds				
1.1	Beach Road west end	Poor 40km/h Speed Limit compliance westbound and eastbound	Traffic calming treatment to reinforce 40km/h speed limit and improve speed compliance and road safety. Options include: <ul style="list-style-type: none"> Updated entry treatment where the 40km/h speed zone commences, possibly including: <ul style="list-style-type: none"> a raised threshold treatment; and/or a place making pavement treatment which highlights a change from a 'movement' to a 'place' function for this section of Beach Road. 	High
1.2	Beach Road length	Poor 40km/h Speed Limit compliance westbound	Traffic calming treatment/s to reinforce 40km/h speed limit and improve speed compliance and road safety. Options include: <ul style="list-style-type: none"> speed hump treatments at appropriate spacings to calm traffic; and/or road narrowing treatment using kerb extensions to reduce trafficable width and encourage lower speeds; and/or a place making pavement treatment which highlights a change from a 'movement' to a 'place' function for this section of Beach Road. 	High
1.3	Osborne Esplanade near Beach Road	Poor 40km/h Speed Limit compliance northbound	Traffic calming treatment to reinforce 40km/h speed limit and improve speed compliance and road safety. Options include: <ul style="list-style-type: none"> a place making pavement treatment at the intersection of Osborne Avenue and Beach Road, to further reinforce the location as a 'place' rather than a 'movement' focus; and/or conversion of this area to a Shared Zone to highlight the mix of pedestrians, cyclists and general traffic at this location, and improve placemaking; and/or upgrade the zebra crossing to a wombat crossing to reduce traffic speeds and improve visibility of the device and safety for users (noting that this area has recently been upgraded). 	High

Key Issues and Opportunities

Item	Location	Issue	Opportunity	Priority (High, Medium, Low)
2.0 Pedestrian Facilities & Safety				
2.1	Beach Road Commercial Precinct	Pedestrians crossing informally. Council has received ongoing concerns from the community regarding crossing safety for pedestrians along this length.	Dedicated pedestrian crossing facility adjacent to the off-road public car park. This could be installed as wombat crossings, which slow traffic as well as providing good visibility and amenity to pedestrians.	High
2.2	Beach Road – near #69 (west end towards Roslyn Avenue)	Crash involving a pedestrian.	Traffic calming treatment to reinforce 40km/h speed limit and improve speed compliance and road safety.	High
2.3	Beach Road outside childcare facility	Reports of children running across the road.	Traffic calming treatment to reinforce 40km/h speed limit and improve speed compliance and road safety. Pedestrian safety fencing to prevent children from running across the road and guide them to safer crossing locations. Soft measure could be a school road safety initiative to teach children how to safely behave and awareness of the road environment.	High
2.4	Osborne Esplanade – near Surf Life Saving facilities	Crash involving a child pedestrian. Reports of children running across the road.	Upgrade crossing point to a wombat crossing and clearly define pedestrian priority.	High
2.5	Osborne Esplanade Zebra Crossing	Sight line issues for vehicles approaching Osborne Esplanade from Beach Road (eastbound) to the pedestrians crossing. Pedestrians crossing Osborne Esplanade using the zebra crossing are obscured by the glassed-in alfresco dining area on the corner. They can only be seen once the turning movement has been completed.	Options include: <ul style="list-style-type: none"> Consider removal of the glass screening to improve sight lines to pedestrians at the crossing point. Upgrade the zebra crossing to a wombat crossing to raise the height of pedestrians relative to driver sight lines, improve visibility of the treatment and reduce traffic speeds. 	High

Key Issues and Opportunities

Item	Location	Issue	Opportunity	Priority (High, Medium, Low)
2.6	Rotary Centennial Park to Christopher Johnson Memorial Park & the Kingston Beach Dog Beach	No pedestrian connection along Browns River to connect these passive recreation spaces.	Design of a SUP facility along the Browns River on the Kingston Beach side, including raised boardwalk where required, to provide a dedicated passive recreation facility and improved amenity for local residents.	Medium
3.0 Cyclist Facilities & Safety				
3.1	Beach Road	<p>Beach Road does not have sufficient width for cyclists to have a dedicated cycling lane, without significant loss of on-street parallel parking. There is also not sufficient road reserve to widen the footpath to provide a dedicated off-road SUP of sufficient width.</p> <p>This results in motor vehicles and bicycles needing to share the traffic lane. There is currently no linemarking or signage to support this arrangement.</p>	<p>Beach Road is proposed as a first priority for a shared cycling facility in the Kingborough Cycling Strategy.</p> <p>There are major constraints to providing a dedicated cycling facility along this route given the limited road reserve width. Options considered, all which have considerable constraints, have included:</p> <ul style="list-style-type: none"> • A SUP through the Kingston Beach Golf Club; or • Removal of all kerbside parallel parking along Beach Road to provide width for an on-road kerbside cycling lane. <p>Our first recommendation would be to provide the dedicated infrastructure. However, we acknowledge the considerable constraints faced to achieving this.</p> <p>As an interim measure, we recommend that consideration is given to the use of Sharrows along Beach Road, from where the off-road path finishes at Roslyn Avenue, through to Osborne Esplanade.</p> <p>"Sharrows" or Share Lane Markings are pavement markings used to indicate a shared environment for bicycles and motor vehicles. The 'sharrows' highlight cycling routes and recommend the lateral positioning of bike rider, while alerting all road users to the presence of bicycles on the road. The 'sharrows' are not a dedicated cycling facility, but a pavement marking which supports a complete bike network.²</p>	High
3.2	Osborne Esplanade	<p>An informal 1.0m wide lane has been linemarked behind the 90-degree parking bays on Osborne Esplanade north of Beach Road.</p> <p>This facility is problematic as it suggests to both motorists and cyclists that this is a safe</p>	<p>Osborne Esplanade and Balmoral Road are proposed as a priority for an on-road cycling facility in the Kingborough Cycling Strategy.</p> <p>Our first recommendation would be to provide a dedicated and separated cycling facility, however, acknowledge that width required to achieve this would require a significant impact on the existing 90-degree parking bays, or consideration of conversion to a One-Way traffic arrangement and a reallocation of pavement to a cycling lane.</p> <p>As an interim treatment, it is recommended that the current linemarking is removed and that Sharrows are implemented along Osborne Avenue and Balmoral Road. Sharrows indicate to</p>	High

² VicRoads Supplement to AS 1724.9:2000 *Manual of Uniform Traffic Control Devices Part 9: Bicycle Facilities – Edition 1, October 2015*

Key Issues and Opportunities

Item	Location	Issue	Opportunity	Priority (High, Medium, Low)
		location for cyclists to travel, where in fact it puts them directly behind reversing vehicles. It also indicates to motorists that cyclists should be travelling further over to the left than they may be comfortable doing, given the parked cars, and that they do not need to share the main traffic lane with cyclists.	both motorists and cyclists that the road pavement is a shared travel path and encourage a safe and joint use of the road.	
3.3	Kingston Beach residential area north of Beach Road	No cycling route provided.	A dedicated on-road or off-road cycling path would be the first preference to accommodate cyclists safely through this residential area. However, this would require either reallocation of road space from parking, or a significant off-road facility. As detailed above, it is recommended that Sharrows are considered for the Kingborough Cycling Strategy route around the Kingston Beach residential area of along Osborne Avenue north of Beach Road and then following Balmoral Road all the way around to where it meets Beach Road.	Medium
4.0 Other				
4.1	Off-Street Parking Facilities	The off-street parking facilities to the south side of Beach Road were observed to be used for all-day commuter type parking. It is anecdotally known that Kingston Beach or nearby residents use the bus service to journey into Hobart with free all-day parking. This congests the key off-street parking facility making finding parking for other users of the precinct generally difficult. It also necessitates further on-street parking, which has been shown to be less safe than off-street parking, given the prevalence	Consider implementation of short (1-2 hour) and medium (4-6 hour) parking restrictions through the off-street carpark, depending on specific needs of the local community. This should be coupled with significant education and communication campaign to encourage use of the new 'park and ride' facilities further north-west within Kingston.	Low

Key Issues and Opportunities

Item	Location	Issue	Opportunity	Priority (High, Medium, Low)
		of manoeuvring and dooring type crashes through the area, including cyclists.		
4.2	Linemarking throughout precinct	Throughout the precinct, the maintenance of linemarking is noted to be generally poor. This suggests that maintenance for linemarking is limited by budget constraints. This may lead to erosion of traffic controls.	Consideration of this should be accounted for in recommendations for traffic management throughout the Kingston Beach local area. New treatments should be designed and implemented with longer-lasting paint types that will have less regular maintenance requirements.	Low
4.3	Osborne Esplanade on-street carparking south of Beach Road	The parking on Osborne Esplanade south of Beach Road does not have wheel stops for the 90° spaces or the parallel parking spaces. This may lead to vehicles encroaching onto the footpath or striking pedestrians when entering/exiting the carparks.	Install wheel stops where appropriate for the indented angle parking on Osborne Esplanade south of Beach Road.	Medium
4.4	Balmoral Road T-Intersection	There were two recorded crashes at this intersection, one involving a vehicle losing control, suggesting an inappropriate speed.	This intersection has recently been upgraded to change priority to the NW-SE Balmoral Road, and a kerb extension installed on the SE corner. It is recommended that this intersection continue to be monitored for traffic safety concerns. Consideration could be given to traffic calming treatments on each approach to the intersection if it is deemed warranted.	Medium
4.5	Rotary Centennial Park	Informal gravel parking area can result in an inefficient parking outcome. Debris from gravel parking spaces can migrate to the road surface where it becomes a hazard for cyclists and motorcyclists.	Consider upgrading and formalising the parking area.	Low

Key Issues and Opportunities

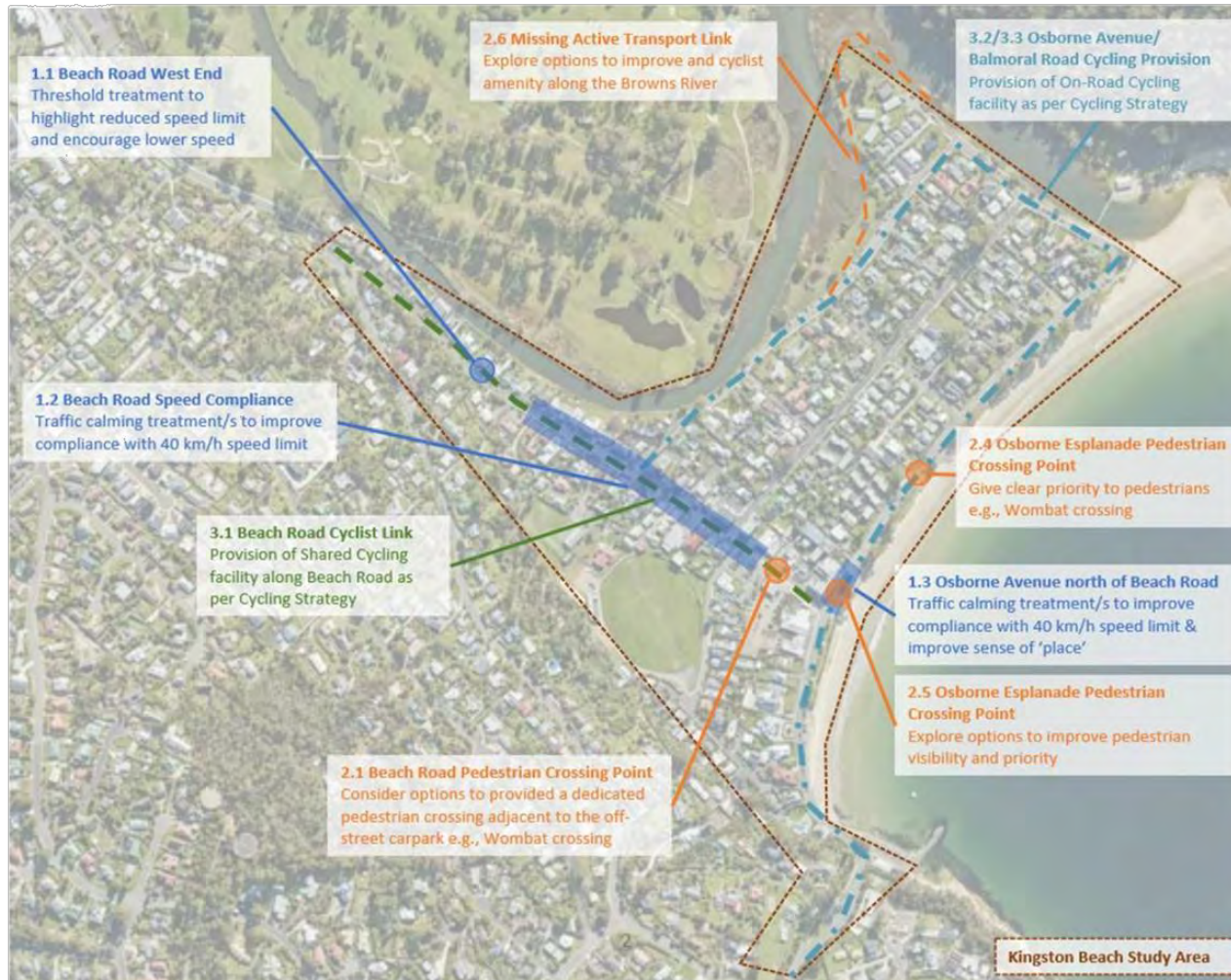


Figure 14: Key Issues & Opportunities (map source: Metro Maps).

5. Local Area Traffic Management Plan Development

The development of an overall Local Area Traffic Management Plan for the Kingston Beach area has considered the key objectives of the study as defined by Council:

- Undertake a LATM study for the Kingston Beach study area which reviews existing transport conditions, identifies issues and opportunities to improve safety and access for all modes of transport, with a key emphasis on improvements to active transport (pedestrians and cyclists).
- Develop a staged and prioritised works schedule for the study area for the next 5 to 10 years, including indicative costs estimates.

As such, all modes of transport have been considered in the choice of proposed treatments, with emphasis given to improvements for active transport users.

When selecting treatments, broad urban design and town planning principles are applied as well as key traffic management objectives. Treatments are selected which are deemed appropriate for the road classification, transport requirements, and level of 'place'. Treatments are carefully located and spaced, to achieve aspirational traffic speeds and provide an overall 'local area' treatment, to avoid less effective standalone treatments.

5.1 Active Transport Route Priorities

Priority pedestrian routes have been determined through review of background documents, discussions with Council (see Section 1.3 for details) and SMEC's investigations. The priority pedestrian routes are:

1. Beach Road Pedestrian Crossing Point

Pedestrians crossing to/from the central business area of Kingston Beach to the car park adjacent to the recreation reserve and medical centre.

2. Osborne Esplanade Crossing (north of Beach Road)

Pedestrians crossing to/from the central business area of Kingston beach to the car parks and foreshore adjacent to the Beach Road intersection.

3. Osborne Esplanade Crossing (Surf Lifesaving Club)

Pedestrians crossing to/from the foreshore carparks and foreshore to the Surf Life Saving Centre on Osborne Esplanade.

4. Balmoral Road Loop

Pedestrian access between Centennial Park and the Dog Beach.

The Kingborough Cycling Strategy was outlined in Section 2.4.1. It identifies a desire to provide a dedicated Shared Facility along Beach Road down to Osborne Avenue, and to provide an on-road cycling facility along Osborne Avenue and around Balmoral Road.

5.2 Safe System Approach to Project Priorities

The proposed projects are heavily informed by current Australian road safety best practice, the Safe System approach. The Safe System is a road safety philosophy that requires roads to be designed and managed so that death and serious injury are avoidable. The basic principles are:

- Humans are fallible, and will inevitably make mistakes when driving, riding or walking.
- Despite this, road trauma should not be accepted as inevitable. No one should be killed or seriously injured on our roads.
- To prevent serious trauma, the road system must be forgiving, so that the forces of collisions do not exceed the limits that the human body can tolerate.

Local Area Traffic Management Plan Development

The Safe System philosophy underpins Australia’s emerging strategic approach to road safety. It is divided into four core interrelated pillars:

- **Safer Roads:** Relates to both the road itself and the roadside. This considers ways to reduce the chance of a crash occurring as well as the consequence when one does occur.
- **Safer Speeds:** Relates to the speed at which vehicles are likely to travel on the road. Factors that influence operating speeds includes posted speed limits, the level of compliance with the speed limit and physical constraints. Unsafe speeds can increase both likelihood and consequence of a crash.
- **Safer Vehicles:** Relates to the safety features, including intelligent technologies that are incorporated into vehicles of different types, which contribute to crash avoidance and/or reduced crash severity.
- **Safer Road Users:** Relates to road user behaviour, driver/rider training and licensing, levels of compliance and personal safety equipment in the case of vulnerable road users such as cyclists and motorcyclists.

Safe System Tolerances are an integral reference when considering crash risk. The tolerances describe the human body’s capacity to absorb the crash energy for common crash types. Beyond these energy limits, the likelihood of fatal injury is 10% (Jurewicz et al. 2015). Table 9 gives these tolerances.

Table 9. Safe System energy tolerances.

Crash Type	Tolerance
Head on	70 km/h
Side impact	50 km/h
Side impact with fixed point hazard (e.g., tree or pole)	30 km/h
Impact with pedestrian, cyclist, or motorcyclist	30 km/h

The proposed projects adopt this Safe System framework more so than typical warrant-based assessment. While warrants are important for determining whether a treatment would be effective in each traffic environment (speed and volume), warrants alone can be restrictive. Often treatments that would benefit an area would not be implemented where they would be of great benefit due to seasonality or other traffic dynamics that skew warrant inputs. Adopting an energy-management approach enables safe system solutions to be prioritised.

5.3 LATM Long List of Treatment Options

A long list of LATM projects have been developed and subsequently discussed with Council, some projects were flagged as being captured by other investment strategies or rejected in early feedback, and as such were not included in the LATM long list of projects.

Table 10 outlines the LATM long list of projects and whether these have been either accepted (to be taken forward for concept design / cost estimation) or rejected (with justification given as). Item numbers are the same as to those assigned in the Issues and Opportunities located at Table 8.

Local Area Traffic Management Plan Development

Table 10: LATM long list

Item	Location	Issue	Opportunity	Priority Issue	Proposed Treatment Option/s	Description	Adopted for Recommended LATM Plan
1.0 Traffic Speeds							
1.1	Beach Road west end	Poor 40km/h Speed Limit compliance westbound and eastbound	Traffic calming treatment to reinforce 40km/h speed limit and improve speed compliance and road safety. Options include: <ul style="list-style-type: none"> Updated entry treatment where the 40km/h speed zone commences, possibly including: <ul style="list-style-type: none"> a raised threshold treatment; and/or a place making pavement treatment which highlights a change from a 'movement' to a 'place' function for this section of Beach Road. 	High	Kingston Beach Threshold Treatment	Updated entry treatment where the 40km/h speed zone commences, including a raised threshold treatment with a place making pavement treatment which highlights the change from a 'movement' to a 'place' function for this section of Beach Road.	Yes
1.2	Beach Road length	Poor 40km/h Speed Limit compliance westbound	Traffic calming treatment/s to reinforce 40km/h speed limit and improve speed compliance and road safety. Options include: <ul style="list-style-type: none"> speed hump treatments at appropriate spacings to calm traffic; and/or road narrowing treatment using kerb extensions to reduce trafficable width and encourage lower speeds; and/or a place making pavement treatment which highlights a change from a 'movement' to a 'place' function for this section of Beach Road. 	High	Speed Humps	Austrroads Guide to Traffic Management Part 8, 2022 (AGTM8-22) suggests road humps for reducing speeds and crash risk. Speed cushions are not recommended as drivers often attempt to dodge the cushion by veering to the left. When cyclists are present, this is dangerous. For this reason, a raised hump/threshold treatment is proposed at the existing 40km/h speed limit signs to set a standard for the speed environment (Item 1.1 above), and then speed humps would be repeated to ensure an effective speed reduction treatment along the length of Beach Road.	No – Council did not believe speed humps at regular intervals would be supported by the community.
					Road Narrowing Treatment: Kerb Extensions	Austrroads Guide to Traffic Management Part 8, 2022 (AGTM8-22) suggests kerb extensions/lane narrowing for reducing speeds and crash risk. It is proposed that extensions are placed on Beach Road at key locations where the benefit.	Yes
					Pavement Treatment: 'Dragons Teeth' Perceptual Countermeasure	Application of the 'dragons' teeth' linemarking treatment was considered for application at both ends of Beach Road through the Beach Road precinct. Surveys showed that this area has poor speed compliance (westbound) and high pedestrian activity (pedestrians crossing away from the formal crossing points). (Examples: Anglesea Road near Hardings Road, Freshwater Creek, VIC; and Warrigal Road near Batesford Road, Chadstone, VIC).	No – Council not convinced of effectiveness of treatment.
1.3	Osborne Esplanade near Beach Road	Poor 40km/h Speed Limit compliance northbound	See Item 2.5 for Options developed for this location.	High	-	-	-
2.0 Pedestrian Safety							
2.1	Beach Road Commercial Precinct	Pedestrians crossing informally. Council has received ongoing concerns from the community regarding crossing safety for pedestrians along this length.	Dedicated pedestrian crossing facility adjacent to the off-road public car park. This could be installed as wombat crossings, which slow traffic as well as providing good visibility and amenity to pedestrians.	High	Raised Wombat Crossing	A wombat crossing could be considered opposite the medical centre and car park on Beach Road to facilitate pedestrian movements (create priority) and to compliment the calmed speed environment. (Example: Main Street near The Esplanade, Mornington, VIC).	Yes
2.2	Beach Road – near #69 (west end towards Roslyn Avenue)	Crash involving a pedestrian.	See Item 1.2 for Beach Road speed reduction recommendations.	High	-	-	-
2.3	Beach Road outside childcare facility	Reports of children running across the road.	See Item 1.2 for Beach Road speed reduction recommendations. Pedestrian safety fencing to prevent children from running across the road and guide them to safer crossing locations. Soft measure could be a school road safety initiative to teach children how to safely behave and awareness of the road environment.	High	-	-	-

Local Area Traffic Management Plan Development

Item	Location	Issue	Opportunity	Priority Issue	Proposed Treatment Option/s	Description	Adopted for Recommended LATM Plan
2.4	Osborne Esplanade – near Surf Life Saving facilities	Crash involving a child pedestrian. Reports of children running across the road.	Upgrade crossing point to a wombat crossing and clearly define pedestrian priority.	High	Wombat Crossing	<p>A pedestrian crossing features on Osborne Esplanade near the Surf Life Saving Centre (motor vehicle priority). It has been designed such that the surface colour is different from the traffic lane to raise awareness for the crossing. Crossing priority is managed through signage but remains unclear. Council has indicated that this is intentional so that priority can be managed by pedestrians and motor vehicle traffic.</p> <p>It is proposed that this crossing is formalised given its location (near the public bathroom facilities, change rooms, and SLSC) and existing conditions. An upgrade to a wombat crossing is deemed appropriate given the reduction of speed to Safe System pedestrian tolerances, as recommended in AGTM8-22. A wombat crossing would also make priority clear (i.e., in favour of the pedestrian) for both pedestrians and motor vehicle traffic as the crossing would be consistent with other crossings in the network.</p>	Yes
2.5	Osborne Esplanade Zebra Crossing	<p>Poor 40km/h Speed Limit compliance northbound.</p> <p>Sight line issues for vehicles approaching Osborne Esplanade from Beach Road (eastbound) to the pedestrians crossing. Pedestrians crossing Osborne Esplanade using the zebra crossing are obscured by the glassed-in alfresco dining area on the corner. They can only be seen once the turning movement has been completed.</p>	<p>Options include:</p> <ul style="list-style-type: none"> upgrade the zebra crossing to a wombat crossing to reduce traffic speeds and improve visibility of the device and safety for users (noting that this area has recently been upgraded); or conversion of this area to a Shared Zone to highlight the mix of pedestrians, cyclists and general traffic at this location, and improve placemaking; or improve conspicuity of the zebra crossing with a contrast pavement treatment on each approach to the zebra crossing; and consider removal of the glass screening to improve sight lines to pedestrians at the crossing point. 	High	<p>Pedestrian Facilities Option 1: Osborne Esplanade zebra crossing upgrade to a Wombat crossing</p>	<p>It is proposed that the existing zebra crossing on Osborne Esplanade be replaced with a wombat crossing. While it has previously been determined as not warranted based on the volume characteristics, a vertical displacement device would be a beneficial speed management device in this area as recommended by AGTM8-22 (see Table 7.1). A wombat crossing would ensure that motor vehicle traffic is always slowing on the approach to the crossing. The wombat crossing should be such a height that it will slow vehicles to below the Safe System tolerance speed for pedestrians (30km/h).</p>	Yes – Option for consideration
					<p>Pedestrian Facilities Option 2: Osborne Esplanade zebra crossing conversion to a Shared Zone</p>	<p>It is proposed that the existing zebra crossing on Osborne Esplanade be removed and this length of Osborne Esplanade be replaced with a Shared Zone, significantly reducing vehicle speeds, and formally allowing this to be a shared space between pedestrians, cyclists and motorised transport. The treatment would be constructed with a long flat-top road hump and supplemented with a placemaking pavement treatment.</p>	Yes – Option for consideration
					<p>Pedestrian Facilities Option 3: Perceptive countermeasure treatments on the approach to Osborne Esplanade zebra crossing</p>	<p>It is proposed that an alternative aggregate is used on the approach to the zebra crossing on Osborne Esplanade to highlight the conflict point. The aggregate should be lighter in colour to be distinguished in both good and poor visibility conditions.</p>	Yes – Option for consideration
					<p>Remove glass screening at the alfresco area</p>	<p>It is proposed that the ‘parklet’ style alfresco area on the corner be reviewed to be more transparent or otherwise improve sight lines to the pedestrian crossing.</p>	No – Council did not believe this would be supported by the local traders/ community
2.6	Rotary Centennial Park to Christopher Johnson Memorial Park & the Kingston Beach Dog Beach	No pedestrian connection along Browns River to connect these passive recreation spaces.	Design of a SUP facility along the Browns River on the Kingston Beach side, including raised boardwalk where required, to provide a dedicated passive recreation facility and improved amenity for local residents.	Medium	Shared Use Path including boardwalk.	Design of a SUP facility along the Browns River on the Kingston Beach side, including raised boardwalk where required, to provide a dedicated passive recreation facility and improved amenity for local residents.	Low priority. For future consideration.

Local Area Traffic Management Plan Development

Item	Location	Issue	Opportunity	Priority Issue	Proposed Treatment Option/s	Description	Adopted for Recommended LATM Plan
3.0 Cyclist Safety							
3.1	Beach Road	Beach Road does not have sufficient width for cyclists to have a dedicated cycling lane, without significant loss of on-street parallel parking. There is also not sufficient road reserve to widen the footpath to provide a dedicated off-road SUP of sufficient width. This results in motor vehicles and bicycles needing to share the traffic lane. There is currently no linemarking or signage to support this arrangement.	Beach Road is proposed as a first priority for a shared cycling facility in the Kingborough Cycling Strategy.	High	Dedicated Off-Road Shared Use Path	There are major constraints to providing a dedicated cycling facility along this route given the limited road reserve width. Options considered, all which have considerable constraints, have included: <ul style="list-style-type: none"> • A SUP through the Kingston Beach Golf Club; or • Removal of all kerbside parallel parking along Beach Road to provide width for an on-road kerbside cycling lane. Our first recommendation would be to provide the dedicated infrastructure. However, we acknowledge the considerable constraints faced to achieving this.	For continued review & investigation by Council
					Sharrows	As an interim measure, we recommend that consideration is given to the use of Sharrows along Beach Road, from where the off-road path finishes at Roslyn Avenue, through to Osborne Esplanade. "Sharrows" or Share Lane Markings are pavement markings used to indicate a shared environment for bicycles and motor vehicles. The 'sharrows' highlight cycling routes and recommend the lateral positioning of bike rider, while alerting all road users to the presence of bicycles on the road. The 'sharrows' are not a dedicated cycling facility, but a pavement marking which supports a complete bike network. ²	Yes
3.2	Osborne Esplanade	No formal cycling facility.	Osborne Esplanade and Balmoral Road are proposed as a priority for an on-road cycling facility in the Kingborough Cycling Strategy.	High	Sharrows	As an interim measure, we recommend that consideration is given to the use of Sharrows along Osborne Esplanade, looping around to Balmoral Road.	Yes
3.3	Kingston Beach residential area north of Beach Road	No cycling route provided.	Our first recommendation would be to provide a dedicated and separated cycling facility, however, acknowledge that width required to achieve this would require a significant impact on the existing 90-degree parking bays along Osborne Avenue, or consideration of conversion to a One-Way traffic arrangement and a reallocation of pavement to a cycling lane. As an interim treatment, it is recommended that the current linemarking is removed and that Sharrows are implemented along Osborne Avenue and Balmoral Road. Sharrows indicate to both motorists and cyclists that the road pavement is a shared travel path and encourage a safe and joint use of the road.	Medium		"Sharrows" or Share Lane Markings are pavement markings used to indicate a shared environment for bicycles and motor vehicles. The 'sharrows' highlight cycling routes and recommend the lateral positioning of bike rider, while alerting all road users to the presence of bicycles on the road. The 'sharrows' are not a dedicated cycling facility, but a pavement marking which supports a complete bike network. ²	
4.0 Other Items							
4.1	Off-Street Parking Facilities	The off-street parking facilities to the south side of Beach Road were observed to be used for all-day commuter type parking. It is anecdotally known that Kingston Beach or nearby residents use the bus service to journey into Hobart with free all-day parking. This congests the key off-street parking facility making finding parking for other users of the precinct generally difficult. It also necessitates further on-street parking, which has been shown to be less safe than off-street parking, given the prevalence of manoeuvring and dooring	Short to medium term parking restrictions.	Low	Parking Restrictions	Consider implementation of short (1-2 hour) and medium (4-6 hour) parking restrictions through the off-street carpark, depending on specific needs of the local community. This should be coupled with significant education and communication campaign to encourage use of the new 'park and ride' facilities further north-west within Kingston.	Yes – for further consideration by Council

Local Area Traffic Management Plan Development

Item	Location	Issue	Opportunity	Priority Issue	Proposed Treatment Option/s	Description	Adopted for Recommended LATM Plan
		type crashes through the area, including cyclists.					
4.2	Linemarking throughout precinct	Throughout the precinct, the maintenance of linemarking is noted to be generally poor. This suggests that maintenance for linemarking is limited by budget constraints. This may lead to erosion of traffic controls.	Consideration of this should be accounted for in recommendations for traffic management throughout the Kingston Beach local area. New treatments should be designed and implemented with longer-lasting paint types that will have less regular maintenance requirements.	Low	-	-	-
4.3	Osborne Esplanade on-street carparking south of Beach Road	The parking on Osborne Esplanade south of Beach Road does not have wheel stops for the 90° spaces or the parallel parking spaces. This may lead to vehicles encroaching onto the footpath or striking pedestrians when entering/exiting the carparks.	Install wheel stops where appropriate for the indented angle parking on Osborne Esplanade south of Beach Road.	Medium	-	-	Continue to monitor.
4.4	Balmoral Road T-Intersection	There were two recorded crashes at this intersection, one involving a vehicle losing control, suggesting an inappropriate speed.	This intersection has recently been upgraded to change priority to the NW-SE Balmoral Road, and a kerb extension installed on the SE corner. It is recommended that this intersection continue to be monitored for traffic safety concerns. Consideration could be given to traffic calming treatments on each approach to the intersection if it is deemed warranted.	Medium	Resheeting and linemarking	The crash history near 36 Balmoral Road suggests the T-intersection is sometimes misunderstood by motor vehicles, or that vehicles are negotiating the bend at an inappropriately high speed. As such, resealing and refreshing of pavement markings are proposed. The T-intersection will have existing priorities maintained.	Yes
4.5	Rotary Centennial Park	Informal gravel parking area can result in an inefficient parking outcome. Debris from gravel parking spaces can migrate to the road surface where it becomes a hazard for cyclists and motorcyclists.	Consider upgrading and formalising the parking area.	Low	-	-	Continue to monitor.

5.4 Multi-Criteria Analysis (MCA) for Project Prioritisation

Prioritisation of the proposed projects (for each route above) was undertaken using a Multiple Criteria Analysis (MCA) process. An MCA establishes a matrix of criteria and weightings to increase the objectivity of decision making.

The assessment criteria and associated project assessment outcomes are outlined in the following sub-sections.

5.4.1 Assessment Criteria

The development of the MCA criteria is the key part of the process as the identification of the most suitable projects are directly related to the quality and weighting of the criteria and their relevance to Council objectives.

The criteria used for the proposed projects were developed collaboratively with Council and SMEC representatives prior to commencing the assessment. The criteria decided upon are:

- Safety benefits;
- Estimated capital costs;
- Traffic Impacts;
- Likelihood of Modal Shift; and
- Inclusivity Impacts.

These criteria align with Kingborough's Integrated Transport Strategy (2010) by contributing to safety, accessibility, equity, sustainable transport, and travel behaviour change.

5.4.2 Assessment Weightings

Guidance from Department for Transport and Main Roads (Smarter Solutions: Multi-Criteria Analysis Tool – Technical Note, October 2016) was sought to objectify the weighting process. However, the weighting methods used did not logically align with criteria importance.

First, a maximum weighting of 100 was selected arbitrarily. The aim of this LATM Study is to improve safety first and foremost, so a large weighting (50) was applied. Then, Value for Money (estimated capital costs) was determined to be next most important so a weighting of 20 was agreed upon. Finally, Traffic Impacts, Likelihood of Modal Shift and Inclusivity Impacts were determined to be evenly important and as such, the remaining 30 weighting points were evenly divided amongst them (10 each). In summary, the following weightings were adopted for the analysis:

- Safety benefits – 50;
- Estimated capital costs – 20;
- Traffic Impacts – 10;
- Likelihood of Modal Shift – 10; and
- Inclusivity Impacts – 10.

5.4.3 Assessment Execution

The assessment is undertaken by scoring the compliance of each project with the criteria (out of a nominal score of 3). Scoring guidelines have been written to ensure that scoring is applied evenly and with justification. These guidelines can be found at Appendix C. The compliance scoring is then multiplied with the criteria weighting to achieve a weighted criterion score for the project. The weighted criterion scores for the project are then summed to yield the final project assessment score. The project scores can then be ranked to find the highest priority projects.

5.4.4 Assessment Results

The MCA results are shown below in Table 11, with full results at Appendix D. These results can be used to inform the LATM plan and the schedule of works. Projects with a higher score and rank are of highest benefit and should be implemented as early as possible.

Local Area Traffic Management Plan Development

It is noted that this tool is particularly useful when considering options for a single location, such as for Osborne Esplanade. When considering overall LATM priorities and staging, it is important that a more holistic approach is taken, to ensure that lengths of road are treated, rather than individual standalone treatments which are less effective when installed in isolation.

Table 11: MCA results.

MCA Rank	Location	Proposed Treatment Option/s	MCA Score	Item	
Beach Road					
1	Beach Road commercial precinct	Wombat crossing	240	2.1	
	Whole Beach Road extent	Sharrows	240	3.1	
3	West end of Beach Road extent	Road hump threshold treatment	210	1.1	
4	Beach Road length	Road narrowing treatment: kerb extensions	200	1.2	
Osborne Esplanade					
1	Osborne Esplanade – near Surf Life Saving facilities	Wombat crossing	275	2.4	
2	Osborne Esplanade length	Sharrows	240	3.2	
3		Upgrade to wombat crossing	215	2.5	
4		Osborne Esplanade zebra crossing	Perceptive countermeasure treatment	175	2.5
			Conversion to shared zone	175	2.5
Balmoral Road Loop					
1	Balmoral Road length	Sharrows	240	3.3	
2	Balmoral Road T-intersection	Resheeting and linemarking	210	4.4	

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6. Concept Plans

Concept plans have been developed for several of the proposed LATM treatments, as follows:

- 3007004-01-001 Beach Road LATM Study Treatment Option, includes:
 - Item 1.1 Beach Road: west end threshold treatment – flat top road hump
 - Item 1.2 Beach Road: kerb extensions with patterned pavement treatment at 2 x locations
 - Item 2.1 Beach Road: Wombat crossing outside off-street public carpark
 - Item 2.5, Option 1: Osborne Avenue: Wombat crossing
- 3007004-02-001 Osborne Esplanade Treatment Option, includes:
 - Item 2.5, Option 2: Osborne Esplanade: Shared Zone
- 3007004-02-002 Osborne Esplanade Treatment Option, includes:
 - Item 2.5, Option 3: Perceptual Countermeasure on Zebra Crossing approaches
- 3007004-03-001 Osborne Esplanade Sharrows
- 3007004-04-001 Balmoral Road T-intersection: Linemarking Treatment

An overall recommended Local Area Traffic Management Plan for the Kingston Beach LATM area has also been prepared (Drawing 3007004-10-001). All drawings are provided at Appendix E.

Plans are overlaid on aerial imagery to give a conceptual view of how a treatment may be integrated to the site. This gives an indication to Council and stakeholders how treatments are implemented.

Designs have been prepared in line with current Australian Standards and Austroads Guidelines. They are conceptual in nature prepared on aerial images and not on-site measurements, and, once the overall LATM plan is confirmed and adopted by Council, these should proceed to functional design of the LATM measures, including survey and service proving etc.

7. Cost Estimates

The likely costs of each proposed treatment need to be understood to inform the recommended staging and scheduling of works. Below in The preliminary estimates are based on cost rates for similar projects applied to the quantities derived from the conceptual sketch designs. Compounding allowances have been added to the likely construction costs to account for project delivery costs and contingency rates are based on costs as at 2023.

The following allowances have been made in deriving the preliminary cost estimates:

- Traffic management (10% of construction value, \$4000 minimum)
- Site establishment including provision of access, survey Setout, provision of site and office compounds, insurances and other works as specified. (10% of construction value)
- Site Management and supervision (10% of construction value)
- OHS, Quality and Environmental Plans & Monitoring (1% of construction value)
- Program administration (3% of construction value)
- Design fees (10% of construction value, \$3500 minimum)
- Survey (where applicable, 10% of construction value)
- Service proving (provisional, where required, 5% of construction value)
- Contingency (20% of construction value + specific inclusions above)
- Escalation (5% of base estimate, construction value + specific inclusions + contingency)

The following has been excluded from the preliminary cost estimates:

- Environmental issues and costs associated with public/authority consultation;
- Working in rock;
- Removal of hazardous materials;
- Work to existing services (other than the allowances made);
- Staging costs;
- Security;
- Allowance for premium or overtime rates associated with any out of hours working or acceleration;
- Land Acquisition (if required);
- Legal / Financing charges; and
- GST.

A cost estimate procedure, which estimates the 'inherent or range risk' (uncertainty in rates and quantities), and 'contingent risk' (an allowance for unforeseen or unknown cost items across the project), has not been undertaken.

Table 12 is a summary of estimated project costs. Treatments have been grouped by street, to enable a sense of cost associated with treating each length of road (in particular Beach Road and Osborne Esplanade).

For detailed cost break down, please refer to Appendix F. The preliminary estimates are based on cost rates for similar projects applied to the quantities derived from the conceptual sketch designs. Compounding allowances have been added to the likely construction costs to account for project delivery costs and contingency rates are based on costs as at 2023.

The following allowances have been made in deriving the preliminary cost estimates:

- Traffic management (10% of construction value, \$4000 minimum)
- Site establishment including provision of access, survey Setout, provision of site and office compounds, insurances and other works as specified. (10% of construction value)

Cost Estimates

- Site Management and supervision (10% of construction value)
- OHS, Quality and Environmental Plans & Monitoring (1% of construction value)
- Program administration (3% of construction value)
- Design fees (10% of construction value, \$3500 minimum)
- Survey (where applicable, 10% of construction value)
- Service proving (provisional, where required, 5% of construction value)
- Contingency (20% of construction value + specific inclusions above)
- Escalation (5% of base estimate, construction value + specific inclusions + contingency)

The following has been excluded from the preliminary cost estimates:

- Environmental issues and costs associated with public/authority consultation;
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- Removal of hazardous materials;
- Work to existing services (other than the allowances made);
- Staging costs;
- Security;
- Allowance for premium or overtime rates associated with any out of hours working or acceleration;
- Land Acquisition (if required);
- Legal / Financing charges; and
- GST.

A cost estimate procedure, which estimates the 'inherent or range risk' (uncertainty in rates and quantities), and 'contingent risk' (an allowance for unforeseen or unknown cost items across the project), has not been undertaken.

Table 12: Cost estimates summary.

Item	LATM Treatment	Cost
Beach Road		
1.1	Road hump threshold treatment on Beach Road	\$62,000
1.2	Kerb extensions on Beach Road	\$269,000
2.1	Wombat crossing on Beach Road near medical centre carpark	\$82,600
3.1	Sharrows on Beach Road	\$16,200
Osborne Esplanade		
2.4	Osborne Esplanade SLSC flat top road hump upgrade to wombat crossing	\$12,900
2.5	Pedestrian Facilities Option 1: Osborne Esplanade zebra crossing upgrade to a wombat crossing	\$88,300
	Pedestrian Facilities Option 2: Osborne Esplanade zebra crossing conversion to a Shared Zone	\$257,100
2.5	Pedestrian Facilities Option 3: Perceptive countermeasure treatments on the approach to Osborne Esplanade zebra crossing	\$28,900
	3.2	Sharrows on Osborne Esplanade
Balmoral Loop		
3.3	Sharrows on Balmoral Road	\$15,600
4.4	Balmoral Road T-intersection reformation / countermeasures	\$54,800

8. Recommended Staging of Works

The full implementation of the recommended Kingston Beach Local Area Traffic Management Plan has the greatest chance of achieving Council's goals and objectives. It is clear that the order in which devices or countermeasures are installed, and the length of time over which that occurs, could drastically impact the performance of the overall LATM scheme. Risks associated with staging works include:

- Localised speed reduction only if treatments are installed in isolation;
- The effectiveness of individual treatments will be less than if installed with a series of devices working together;
- The installation of the first 'big ticket', high priority items may do enough to then justify not completing the scheme, with good proposals of lower priority never being implemented.

However, Council must work with a set capital works budget each year and so prioritisation and staging of works will be essential.

Priorities for treatments should be drawn from the assessments detailed throughout this report, which have highlighted various considerations such as key objectives of the study, the need to treat lengths of road rather than isolated locations, and the MCA which included weighted considerations of costs etc.

Austrroads Guide to Traffic Management Part 8: Local Street Management articulates:

"Works may be staged, or implemented in full at one time. Staging is usually undertaken for practical or funding reasons, but it may also be used as a form of trial or familiarisation. In particular, there may be uncertainty about the traffic displacement effects of a set of treatments, so the scheme may be implemented gradually, and the changes monitored at each stage. Where there are identified accident black spots (usually at intersections), countermeasures may be installed in isolation in advance of the rest of the area scheme. A pre-opening stage road safety audit should be carried out before the modified street is opened to traffic. Staging precinct by precinct is usually better than scattered sequencing of treatments. Another technique for staging is to work inwards from the boundaries of the local area, so that appropriate behaviour is 'signalled' to incoming traffic.

However, staging can seriously compromise the speed effects of a series of devices forming an integrated installation. The whole set of treatments is needed to obtain the desired speed effect. In addition, there are practical difficulties."

Council will need to carefully consider their allocated budget, year by year, and then prioritise treatments accordingly. Council has indicated their priority routes, in order, for treatment are:

1. Beach Road;
2. Osborne Esplanade; and
3. the Balmoral Road loop.

With other treatments to follow, or be included along the way, as budget allows.

9. Summary & Next Steps

This report has presented the process undertaken in the development of a recommended Local Area Traffic Management plan for the Kingston Beach study area. The LATM study has included an extensive review of existing background information, traffic and crash data, as well as site investigations and workshops with Council to confirm existing issues and opportunities. A long list of potential projects was developed, and this was then assessed, both through consultation, as well as using a Multi Criteria Analysis.

Concept options have been developed for several key treatment options, as well as an overall recommended Local Area Traffic Management plan.

The next steps will be:

- Council to undertake community consultation and confirm the preferred options to be adopted, particularly for Osborne Esplanade;
- Functional design of the LATM measures and formal cost estimations to verify costs; and
- Confirmation of a priority listing for the treatments, which will be dependent on available funding and relative priority with competing projects within Kingborough Council.

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Appendix A

Background review

Background review

Relevant documents and investigations have been reviewed to contextualise this LATM study. This ensures that the local traffic engineering history is well understood before key issues are defined and solutions are engineered. The following documents have been included in this review:

- Council Report – ‘Beach Road Pedestrian Crossing’ (April 2022) (and associated traffic data);
- Kingston Place Strategy 2020-2050;
- Kingborough Cycling Strategy 2021-2030;
- Kingborough Footpath Provision and Maintenance Policy 5.1;
- Council Report – ‘Kingston Beach One-Way Trial Report’ (2017-2018).

A review summary for each of these documents is provided below.

Council Report – Beach Road Pedestrian Crossing

In April 2022, the Engineering Services branch of Kingborough Council responded to a motion for pedestrian road safety issues on Beach Road be investigated. Council officers undertook pedestrian and traffic surveys (detailed above) and developed conclusions about the road safety issues present. Treatments were also suggested. Below is a summary of the main points drawn from the report:

- A relatively high percentage of motorists exceed the 40km/h speed limit sign south of the Roslyn Avenue intersection. This suggests that the existing signage and road geometry are ineffective in reducing vehicle speeds;
- A relatively moderate percentage of motorists exceed the 40km/h speed limit just south of Windsor Street. This also suggests that the existing civil engineering elements are ineffective at reducing vehicle speeds;
- There is a relatively high percentage of pedestrians jaywalking on Beach Road near the business district south of Windsor Street;
- There is a moderate percentage of pedestrians jaywalking on Beach Road near the business district at the intersection of Osborne Esplanade (pedestrians cross approximately 40m west of the pram ramps);
- Most pedestrians crossing Osborne Esplanade near the business district do so via the zebra crossing;
- For the great majority of the time, pedestrians do not struggle to find gaps in traffic to cross at the locations surveyed;
- An assessment was undertaken using the Austroads Pedestrian Crossing Facility Selection Tool which indicated that a raised platform is the only appropriate crossing facility on:
 - Beach Road near the business district south of Windsor Street;
 - Beach Road near the business district at the intersection of Osborne Esplanade; and
 - Osborne Esplanade just north of Beach Road where the existing pedestrian crossing is.

A LATM study was recommended to install civil engineering solutions to calm traffic on entry to the Kingston Beach precinct (detailed in this report).

Kingston Place Strategy 2020-2050

The Kingborough Place Strategy 2020-2050 outlines the vision and actions to achieve a self-sufficient, walkable, green & stayable, investment attracting Central Kingston. The strategy has limited impact on the Kingston Beach precinct as it focuses on the business district to the northwest. Below is a summary of the strategy that may have flow-on effects for the Kingston Beach precinct:

- The strategy aims to increase the area’s development, investment, volume of land use users, and length of stay.
- An action for the strategy is to improve walking connections to public transport on Beach Road.

Appendix A

Community and stakeholder engagement surveys highlight that an improved walking and cycling network beyond Central Kingston is desirable.

Kingborough Cycling Strategy 2021-2030

The Kingborough Cycling Strategy provides direction for cycling development in Kingborough's future. It aims to improve conditions for those that already cycle in Kingborough, and to attract new ridership. It identifies that 78% of people are interested in cycling but are concerned and aims to improve conditions to quell concerns. The strategy considers both transport and recreational cyclists. Below is a summary of the main directions and actions of the strategy that relate to the Kingston Beach area:

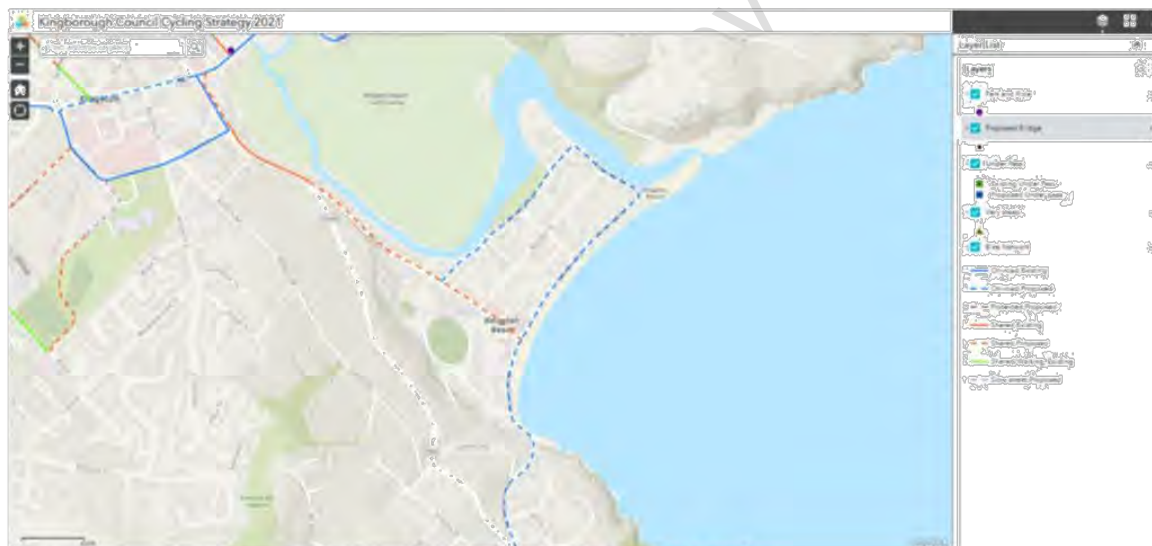
- Cycle tourism is growing in popularity and the Strategy aims to support this. Tinderbox Road is listed as one of the most popular road cycling routes in Kingborough. Tinderbox Road can be accessed from Osborne Esplanade and Roslyn Avenue.
- Beach Road south of the intersection with Roslyn Avenue to the foreshore is proposed as a shared cycle facility (first priority).
- The circuit starting at the intersection of Beach Road/Balmoral Road and continuing clockwise through Balmoral Road, Osborne Esplanade, Mount Royal Road and Roslyn Avenue is proposed as an on-road cycling facility (first priority).
- Strategic and advocacy actions include:
 - Installing usage counters to build an active transport dataset for the municipality; and
 - Develop and implement a wayfinding strategy that includes improved signage and mapping for active travel.
- Infrastructure actions include:
 - Investigating options for an uphill bicycle lane from Algona Road to Jindabyne Road and investigating a shared path on the western side of Roslyn Avenue including safe intersection upgrades;
 - Investigating options to pursue opportunities for a shared path between Kingston and Kingston Beach.

The Strategy's objectives and actions, and the proposed bicycle routes within the Kingston Beach precinct are shown on the subsequent plans.

Appendix A



Kingborough Cycling Strategy objectives and actions (source: Kingborough Cycling Strategy 2021-2030, Figure 15).



Kingborough Council Cycling Strategy 2021 (map source: <https://kingborough.maps.arcgis.com/>).

Kingborough Footpath Provision and Maintenance Policy 5.1

The Kingborough Footpath Provision and Maintenance Policy 5.1 ensures that footpaths are provided and maintained in an equitable, sustainable, practical and safe manner. It outlines where footpaths are to be provided and which footpaths are priority (distributor road, collector through roads, public transport route roads, and roads adjacent to significant pedestrian generators). The policy also states that footpaths are to be maintained to achieve a safe, convenient and comfortable state for pedestrian passage. Technical specifications of footpaths are also provided.

Kingston Beach One-Way Trial Report

Starting in 2017, Kingborough Council explored a one-way trial for the precinct northeast of Beach Road. Initially, a full trial including parking bay realignment on Osborne Esplanade was proposed to Council, however this was not supported. After a consultant investigated the feasibility of the proposal, it was determined that the trial would:

- Significantly reduce the traffic volume on Osborne Esplanade; and
- Significantly increase the traffic volume on adjacent streets, namely Victoria Street (up to 3 x existing traffic volumes), Windsor Street, and the section of Balmoral Street between Osborne Avenue and Windsor Street.

Fully realigning the parking on Osborne Street to 60° parking would result in a loss of 22% of existing parking spaces (preferred over 45° degree parking which would result in a loss of 40% of existing parking spaces). A parking occupancy survey was conducted during a peak traffic period in May 2016 which found:

- 83% of car parks between Beach Road and Victoria Street were occupied; and
- 56% of car parks between Victoria Street and Balmoral Road were occupied.

Community feedback also noted that during busy periods, Osborne Esplanade and Victoria Street were blocked by parked vehicles requiring vehicles to reverse to facilitate passing. Albert Street has also been reported as being so heavily saturated with parked vehicles that residents are required to reverse out of Albert Street on to Victoria Street. Parking for the area has therefore been shown to be a key asset and any detrimental changes to parking yield would have unsatisfactory outcomes if not managed in some other way (modal shift or provision of additional convenient off-street parking, for example).

Initially in 2017, Council resolved to not continue with the trial. However, in February 2018, after a proposal for a lower-cost trial was proposed (through a reduction of the trial area), Council resolved to pursue the one-way trial with the caveat of implementing signage, pavement markings and junction barriers only.

In April 2018, the one-way trial was undertaken on Osborne Esplanade (northbound only) through to Windsor Street. It involved signage, pavement markings and intersection barrier reformation at Victoria Street and Windsor Street. To determine the performance of the one-way treatment, the community and local businesses were surveyed. The surveys revealed:

- Most people who responded to the survey (411 No.) lived in Kingston Beach or visited once per day (60%), with 31% visiting Kingston Beach once per week;
- 52% of respondents (414 No.) said that the trial had not improved their overall visiting experience;
- 47% of respondents (418 No.) said that in their opinion public safety had not been improved by the treatment;
- 49% of respondents (416 No.) said that in their opinion, the traffic flow did not improve with the treatment;
- 64% of respondents (418 No.) said that in their opinion, parking was no different or not any easier than the existing conditions;
- 50% of respondents (418 No.) said that in their opinion, the trial had no effect on traffic speed; and
- 50% of respondents (418 No.) said that they did not support the treatment being installed permanently, with 8% not being sure.

Additionally, the survey provided opportunity for open comments. Among others, concerns included:

- The increase in traffic on residential streets, including the introduction of heavy vehicles (volume, noise, speed, and general amenity concerns) (84 concerned respondents);
- Drivers travelling contra-flow despite the treatment (44 concerned respondents);
- Road signage needing improvement (35 concerned respondents); and
- Angle parking not provided (15 concerned respondents).

Other feedback considered alternative treatments to treat traffic speed and road safety. Also included was consideration for emergency vehicle access.

Appendix A

Five local businesses were also engaged to provide feedback. Three of the businesses indicated that the trial had no impact on their business. Two businesses indicated that their customer feedback was positive, one said feedback was mixed, one said feedback was mostly negative, and the other did not receive any feedback. Business concerns included:

- The suggestion of a narrower carriageway to enforce the one-way system; and
- The suggestion that the one-way system stops at Victoria Street.

The traffic surveys for the trial showed a reduction of traffic volumes on Osborne Esplanade by 22% with approximately 2% disobeying the one-way treatment. One percent of traffic exceeded the speed limit. Further, the surveys showed:

- Traffic on Victoria Street increased by 113%, with 5% of traffic exceeding the speed limit;
- Traffic on Windsor Street increased by 176% with 25% of traffic exceeding the speed limit; and
- Traffic on Balmoral Road between Victoria Street and Windsor Street experienced a 7% reduction of traffic. Before the trial, the southbound movement had a higher volume than the northbound movement (59% and 41% respectively). After the trial, the northbound movement was much higher at 71% (southbound at 29%).

The trial was concluded after the planned period. With the loss of parking required to facilitate the system and the stakeholder feedback received, Council resolved to reinstate the two-way system.

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Appendix B

Site Photographs

Appendix B

Beach Road



Figure B-1: Beach Road west of Balmeral Road view east



Figure B-2: Beach Road at Windsor Street – view west towards Kingston Beach Market activity

Appendix B



Figure B-3: Beach Road east of Windsor Street – view west towards Kingston Beach Market activity



Figure B-4: Beach Road west of Windsor Street – view west towards Kingston Beach Market activity

Appendix B



Figure B-5: Beach Road off-street public carpark – view south-east



Figure B-6: Beach Road approach to Osborne Esplanade – view southeast

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Appendix B

Osborne Esplanade



Figure B-7: Osborne Esplanade at Surf Life Saving Club – view north to crossing point



Figure B-8: Osborne Avenue north of Beach Road – view southwest towards Beach Road adjacent to 90 degree parking

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Figure B-9: Osborne Esplanade & Beach Road Intersection – view towards Osborne Avenue zebra crossing



Figure B-10: Osborne Avenue & Beach Road Intersection – view north-east

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Figure B-11: Osborne Avenue angled parking south of Beach Road – view north



Figure B-12: Osborne Avenue angled parking south of Beach Road – view south

Appendix B



Figure B-13: Osborne Avenue south of Beach Road – view south



Figure B-14: Kingston Beach weekend activities – view north

Appendix B

Balmoral Road



Figure B-15: Balmoral Road north of Beach Road – view north-east



Figure B-16: Balmoral Road at Rotary Centennial Park – view north-east at informal parking

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Figure B-17: Balmoral Road at Rotary Centennial Park – view south-west at informal parking



Figure B-18: Balmoral Road bend –view south-east towards intersection

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Figure B-19: Balmoral Road bend –view north-east towards intersection



Figure B-20: Balmoral Road bend –view south-west towards intersection

Appendix B

Windsor Street



Figure B-21: Windsor Street at Victoria Street – view north-east



Figure B-22: Windsor Street at Victoria Street – view south-west

Appendix B

Community Facilities



Figure B-23: View towards Early Childhood Intervention Service Carpark off Beach Road



Figure B-24: View towards Kingston Beach Early Learning Centre Access off Beach Road

Appendix C

MCA Scoring Guidelines

Kingston Beach LATM Study
MCA Scoring Guidelines



Project Prioritisation Scoring Guidelines				ADOPTED WEIGHTING
	1	2	3	
Safety benefits	The project presents no/limited impact to current safety concerns for road traffic, pedestrians, patrons, and/or cyclists.	The project presents minor impact to safety concerns for road traffic, pedestrians, patrons, and/or cyclists and minimum design requirements are satisfied .	The project presents major impact to safety concerns for road traffic, pedestrians, patrons, and/or cyclists compared to existing conditions.	50
Estimated capital costs	Estimate project capital cost >\$50,000 .	Estimate project capital costs ≤ \$50,000 and > \$25,000 .	Estimate project capital costs ≤ \$25,000 .	20
Traffic impacts	The project provides a significant reduction to traffic flows and intersection performance. A high likelihood of vehicle diversion to alternate routes that are unfavourable.	The project provides a minor reduction to traffic flows and intersection performance. A minor likelihood of vehicle diversion to alternate routes that are unfavourable.	The project provides no reduction to traffic flows and intersection performance. Existing travel patterns favourably unimpacted or improved.	10
Likelihood of modal shift	The project provides no significant change to route usage with no change to pedestrian/cyclist or public transport volumes.	The project provides minor change to route usage with minor increase to pedestrian/cyclist or public transport volumes.	The project provides significant change to route usage with significant increase to pedestrian/cyclist or public transport volumes.	10
Inclusivity impacts	The project provides unfavourable impacts to pedestrian/cyclist inclusivity. Pedestrian/cyclist inclusivity is considered to be how agreeable the infrastructure is for users of broad age, ability, and impairment ranges and considers the use of diverse mobility devices and recreational mobility equipment.	The project provides no impacts to pedestrian/cyclist inclusivity. Pedestrian/cyclist inclusivity is considered to be how agreeable the infrastructure is for users of broad age, ability, and impairment ranges and considers the use of diverse mobility devices and recreational mobility equipment.	The project provides favourable impacts to pedestrian/cyclist inclusivity. Pedestrian/cyclist inclusivity is considered to be how agreeable the infrastructure is for users of broad age, ability, and impairment ranges and considers the use of diverse mobility devices and recreational mobility equipment.	10

Appendix D

MCA Results

Kingston Beach LATM Study: Project Prioritisation

Proposed Project	Details	MCA Total	Safety Benefits				Estimated Capital Costs				Traffic Impacts				Likelihood of Modal Shift				Inclusivity Impacts		
			Criteria Weighting	Score	Justification	Weighted Score	Criteria Weighting	Score	Justification	Weighted Score	Criteria Weighting	Score	Justification	Weighted Score	Criteria Weighting	Score	Justification	Weighted Score	Criteria Weighting	Score	Justification
at crossing on Beach Road near medical centre carpark	A wombat crossing could be considered opposite the medical centre and car park on Beach Road to facilitate pedestrian movements (create priority) and to complement the calmed speed environment. (example: Main Street near The Esplanade, Mornington, VIC).	230	50	3	Reduces vehicle speeds at pedestrian-motor vehicle intersection point but does not completely separate users or eliminate crash risk.	150	20	1	Estimate project capital cost >\$50,000.	20	10	2	Minor reduction in speed and possibility of minor queues forming during events and busy periods	20	10	2	Possibility of encouraging walking due to improved safety.	10	10	3	If well designed (limited vertical displacement for pedestrians) this provides a safe, comfortable and convenient crossing point for a diversity of people by giving priority to all pedestrians
hump threshold treatment on Beach Road	Austrroads Guide to Traffic Management Part 8, 2022 (AGTMB-22) suggests road humps for reducing speeds and crash risk. Speed cushions are not recommended as drivers often attempt to dodge the cushion by veering to the left. When cyclists are present, this is dangerous. For this reason, a raised hump/threshold treatment is proposed at the existing 40km/h speed limit signs to set a standard for the speed environment.	210	50	3	Reduces speeds significantly, but the possibility for speeds beyond Safe System tolerance may still be present	150	20	1	Estimate project capital cost >\$50,000.	20	10	2	Minor reduction in speed for Beach Road	20	10	1	Not likely to motivate modal shift	10	10	1	Does not effect inclusivity for active transport users
Sharrows on Beach Road	AGTMB-22 suggests bicycle facilities for reducing crash risk and increasing cyclist safety. It is noted that Beach Road has a restricted carriageway width, however, in line with the Kingborough Cycling Strategy, Beach Road is proposed to be upgraded to include a shared cycling facility. This could be done by marking 'sharrows' on the road to mark the traffic lanes as shared lanes. Supporting signage is also recommended.	230	50	2	Provides greater awareness of cyclists but does not remove risk of cyclist-motor vehicle crash types	100	20	1	Estimate project capital costs \$25,000.	60	10	3	No change to traffic flows	30	10	2	Possibility of encouraging mode shift due to improved safety, on-road support and overall connectivity	10	10	3	Likely to encourage less confident riders to use Beach Road and access the Kingston Beach precinct
Kerb extensions on Beach Road	Austrroads Guide to Traffic Management Part 8, 2022 (AGTMB-22) suggests kerb extensions/lane narrowing for reducing speeds and crash risk. It is proposed that extensions are placed on Beach Road at points of need - near the early learning centres.	200	50	3	Reduces vehicle speeds at pedestrian-motor vehicle intersection point but does not completely separate users or eliminate crash risk.	150	20	0.5	Estimate project capital costs >\$50,000.	10	10	2	Minor reduction in speed for Beach Road	20	10	1	Not likely to motivate modal shift	10	10	1	Does not effect inclusivity for active transport users
Osborne Esplanade SLSC flat top road hump upgrade to wombat crossing	A pedestrian crossing features on Osborne Esplanade near the Surf Life Saving Centre (motor vehicle priority). It has been designed such that the surface colour is different from the traffic lane to raise awareness for the crossing. Crossing priority is managed through signage but remains unclear. Council has indicated that this is intentional so that priority can be managed by pedestrians and motor vehicle traffic. It is proposed that this crossing is formalised given its location (near the public bathroom facilities, change rooms, and SLSC) and existing conditions. An upgrade to a wombat crossing is deemed appropriate given the reduction of speed to Safe System pedestrian tolerances that it would provide, as recommended in AGTMB-22. A wombat crossing would also make priority clear for both pedestrians and motor vehicle traffic as the crossing would be consistent with other crossings in the network.	275	50	3	Reduces vehicle speeds at pedestrian-motor vehicle intersection point but does not completely separate streams or eliminate crash risk. Clarifies right of way for all users.	150	20	3	Estimate project capital costs \$25,000.	60	10	2	Minor reduction in speed and possibility of minor queues forming during events and busy periods	20	10	1.5	Possibility of encouraging walking due to improved safety and priority. Existing treatment has confusing priorities.	15	10	3	Likely to improve accessibility by making priority clear.
Sharrows on Osborne Esplanade	AGTMB-22 suggests bicycle facilities for reducing crash risk and increasing cyclist safety. It is noted that Osborne Esplanade has a restricted carriageway width, and in line with the Kingborough Cycling Strategy, Osborne Esplanade is proposed to be upgraded to include an on-road cycling facility. This could be done by marking 'sharrows' on the road to mark the traffic lanes as shared lanes. Supporting signage is also recommended.	240	50	2	Provides greater awareness of cyclists but does not remove risk of cyclist-motor vehicle crash types	100	20	3	Estimate project capital costs \$25,000.	60	10	3	No change to traffic flows	30	10	2	Possibility of encouraging mode shift due to improved safety, on-road support and overall connectivity	20	10	3	Likely to encourage less confident riders to use Beach Road and the Osborne Avenue to access and explore the Kingston Beach precinct
Osborne Esplanade zebra crossing upgrade to a wombat crossing	It is proposed that the existing zebra crossing on Osborne Esplanade be replaced with a wombat crossing. While it has previously been determined as not warranted based on the volume characteristics, a vertical displacement device would be a beneficial speed management device in this area as recommended by AGTMB-22 (see Table 7.1). A wombat crossing would ensure that motor vehicle traffic is always slowing on the approach to the crossing. The wombat crossing should be such a height that it will slow vehicles to below the Safe System tolerance speed for pedestrians (50km/h). It is also proposed that the 'parklet' style art fresco area on the corner be reviewed to be more transparent or otherwise improve sight lines to the pedestrian crossing.	215	50	2.5	Reduces vehicle speeds at pedestrian-motor vehicle intersection point but does not completely separate streams or eliminate crash risk.	125	20	1	Estimate project capital cost >\$50,000.	20	10	2	Minor reduction in speed and possibility of minor queues forming during events and busy periods	20	10	2	Possibility of encouraging walking due to improved safety	20	10	3	If well designed (limited vertical displacement for pedestrians) this provides a safe, comfortable and convenient crossing point for a diversity of people by giving priority to all pedestrians
Optive countermeasure treatment on approach to Osborne Esplanade zebra crossing	It is proposed that an alternative aggregate is used on the approach to the zebra crossing on Osborne Esplanade to highlight the conflict point. The aggregate should be lighter in colour to be distinguished in both good and poor visibility conditions.	175	50	1.5	Reduces vehicle speeds at pedestrian-motor vehicle intersection point by raising awareness of crossing but does not completely separate streams or eliminate crash risk	75	20	2	Estimate project capital costs between \$25,000 and \$50,000	40	10	3	No change to traffic flows	30	10	1	Possibility of encouraging walking due to improved safety	20	10	1	Does not effect inclusivity for active transport users
Osborne Esplanade zebra crossing conversion to a Shared Zone	It is proposed that the existing zebra crossing on Osborne Esplanade be removed and this length of Osborne Esplanade be replaced with a Shared Zone, significantly reducing vehicle speeds, and formally allowing this to be a shared space between pedestrians, cyclists and motorised transport. The treatment would be constructed with a long flat-top road hump, and supplemented with a placemaking pavement treatment.	175	50	2	Reduces vehicle speeds at pedestrian-motor vehicle intersection point but does not completely separate streams or eliminate crash risk	100	20	0.5	Estimate project capital cost >\$50,000.	10	10	2	Minor reduction in speed and possibility of minor queues forming during events and busy periods	20	10	2.5	Possibility of encouraging walking due to improved safety	25	10	2	Improves inclusivity for active transport users by allowing ease of access for prams, wheelchairs etc if treatment is brought up to footpath height.
Sharrows on Balmoral Road	AGTMB-22 suggests bicycle facilities for reducing crash risk and increasing cyclist safety. It is noted that Balmoral Road has a restricted carriageway width, and in line with the Kingborough Cycling Strategy, Balmoral Road is proposed to be upgraded to include an on-road cycling facility. This could be done by marking 'sharrows' on the road to mark the traffic lanes as shared lanes. Supporting signage is also recommended.	240	50	2	Provides greater awareness of cyclists but does not effectively remove risk of cyclist-motor vehicle crash	100	20	3	Estimate project capital costs \$25,000.	60	10	3	No change to traffic flows	30	10	2	Possibility of encouraging mode shift due to improved safety, on-road support and overall connectivity	20	10	3	Likely to encourage less confident riders to use Balmoral Road and Osborne Esplanade
Oral Road T-intersection reformulation / countermeasures	The crash history near 36 Balmoral Road suggests the T-intersection is sometimes misunderstood by motor vehicles, or that vehicles are negotiating the bend at an inappropriately high speed. As such, rescaling and refreshing of pavement markings are proposed. The T-intersection will have positive markings maintained.	210	50	2	Provides greater definition of intersection movements and raises awareness of conflict point	100	20	3	Estimate project capital cost >\$50,000.	60	10	3	No change to traffic flows	30	10	1	Not likely to motivate modal shift	10	10	1	Does not effect inclusivity for active transport users

Appendix E

Concept Plans



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ISSUE	APP'D	DATE	AMENDMENT

GENERAL NOTES


SMC
 Member of the Surlana Jurong Group

DESIGNED
 A. BACKMAN
 22/03/2023
 APPROVED
 L. PROCTER
 22/03/2023

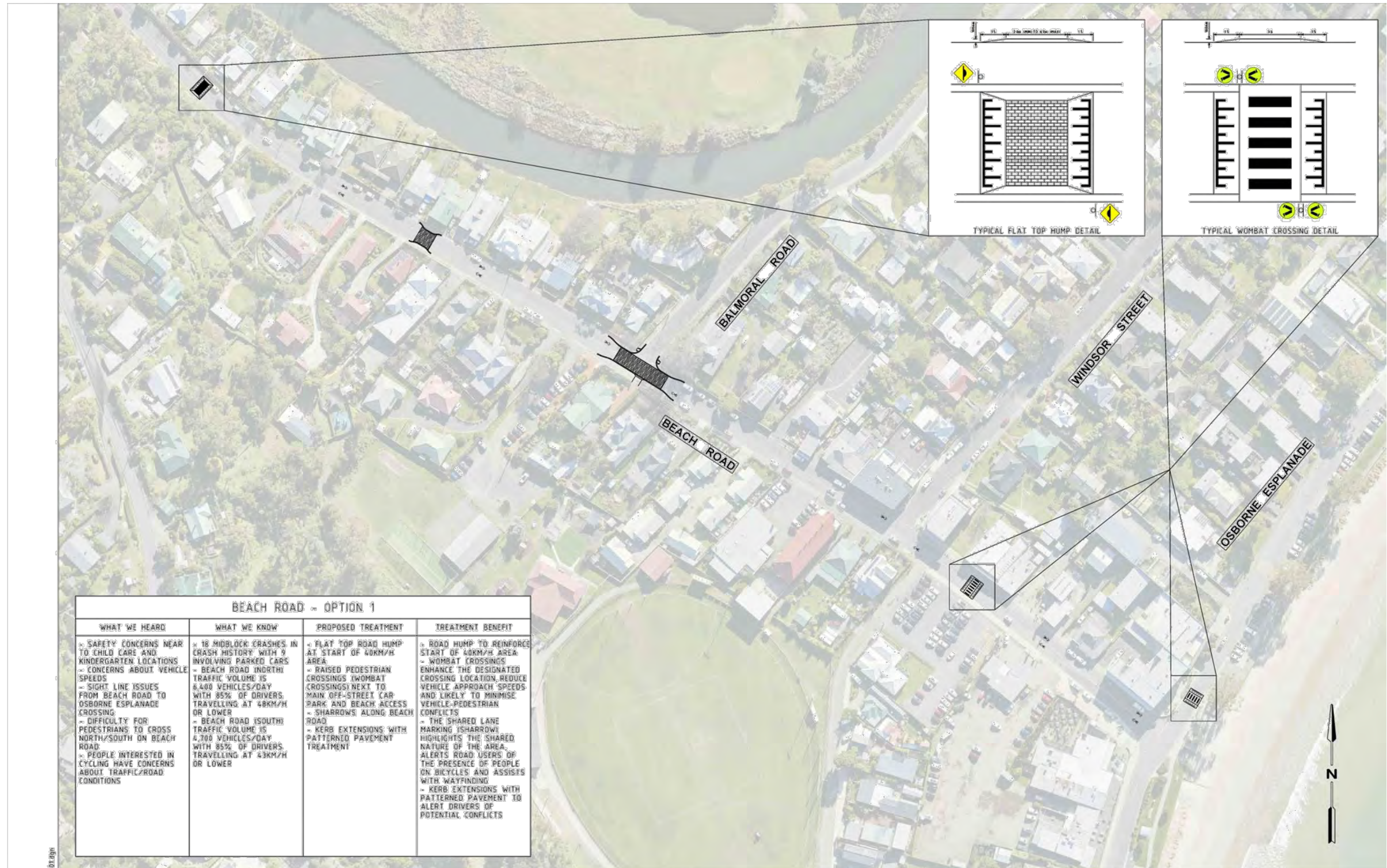
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Kingborough

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KINGSTON BEACH
 KINGSBOROUGH COUNCIL
 LOCAL AREA TRAFFIC MANAGEMENT STUDY
 TREATMENT PLAN

FILE NO. 3007004
 SHEET NO. 1 OF 1
 DRAWING NO. -10-001
 ISSU. -



BEACH ROAD - OPTION 1			
WHAT WE HEARD	WHAT WE KNOW	PROPOSED TREATMENT	TREATMENT BENEFIT
<ul style="list-style-type: none"> SAFETY CONCERNS NEAR TO CHILD CARE AND KINDERGARTEN LOCATIONS CONCERNS ABOUT VEHICLE SPEEDS SIGHT LINE ISSUES FROM BEACH ROAD TO OSBORNE ESPLANADE CROSSING DIFFICULTY FOR PEDESTRIANS TO CROSS NORTH/SOUTH ON BEACH ROAD PEOPLE INTERESTED IN CYCLING HAVE CONCERNS ABOUT TRAFFIC/ROAD CONDITIONS 	<ul style="list-style-type: none"> 18 MIDBLOCK CRASHES IN CRASH HISTORY WITH 9 INVOLVING PARKED CARS BEACH ROAD (NORTH) TRAFFIC VOLUME IS 6,400 VEHICLES/DAY WITH 85% OF DRIVERS TRAVELLING AT 48KM/H OR LOWER BEACH ROAD (SOUTH) TRAFFIC VOLUME IS 4,700 VEHICLES/DAY WITH 85% OF DRIVERS TRAVELLING AT 43KM/H OR LOWER 	<ul style="list-style-type: none"> FLAT TOP ROAD HUMP AT START OF 40KM/H AREA RAISED PEDESTRIAN CROSSINGS (WOMBAT CROSSINGS) NEXT TO MAIN OFF-STREET CAR PARK AND BEACH ACCESS SHARROWS ALONG BEACH ROAD KERB EXTENSIONS WITH PATTERNED PAVEMENT TREATMENT 	<ul style="list-style-type: none"> ROAD HUMP TO REINFORCE START OF 40KM/H AREA WOMBAT CROSSINGS ENHANCE THE DESIGNATED CROSSING LOCATION, REDUCE VEHICLE APPROACH SPEEDS AND LIKELY TO MINIMISE VEHICLE-PEDESTRIAN CONFLICTS THE SHARED LANE MARKING (SHARROW) HIGHLIGHTS THE SHARED NATURE OF THE AREA, ALERTS ROAD USERS OF THE PRESENCE OF PEOPLE ON BICYCLES AND ASSISTS WITH WAYFINDING KERB EXTENSIONS WITH PATTERNED PAVEMENT TO ALERT DRIVERS OF POTENTIAL CONFLICTS

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ISSUE	APP'D	DATE	AMENDMENT
A	A.B.	1/03/23	UPDATED TO INCLUDE COUNCIL COMMENTS

GENERAL NOTES



 Member of the Surbana Jurong Group.

DESIGNED: A. BACKMAN 02/02/2023
 APPROVED: L. PROCTER 06/02/2023

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 PROJ: _____
 FILE: 3007004-01-001



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BEACH ROAD
 KINGSBOROUGH COUNCIL
 LATM STUDY
 TREATMENT OPTION

FILE NO. 3007004
 SHEET NO. 1 OF 1
 DRAWING NO. -01-001
 ISSU A



BEACH ROAD / OSBORNE ESPLANADE - OPTION 1			
WHAT WE HEARD	WHAT WE KNOW	PROPOSED TREATMENT	TREATMENT BENEFIT
◦ SIGHT LINE ISSUES FROM BEACH ROAD TO OSBORNE ESPLANADE CROSSING	◦ 4 CRASHES IN CRASH HISTORY WITH ALL INVOLVING PARKING MOVEMENTS ◦ OSBORNE ESPLANADE TRAFFIC VOLUME IS 2,300 VEHICLES/DAY WITH 85% OF DRIVERS TRAVELLING AT 32KM/H OR LOWER	◦ RAISED SHARED AREA WITH PATTERNED PAVEMENT TREATMENT	◦ IMPROVES PEDESTRIAN SAFETY BY A REDUCED SPEED ENVIRONMENT AND ALERTS DRIVERS TO AN DIFFERENT DRIVING ENVIRONMENT

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ISSUE	APP'D	DATE	AMENDMENT
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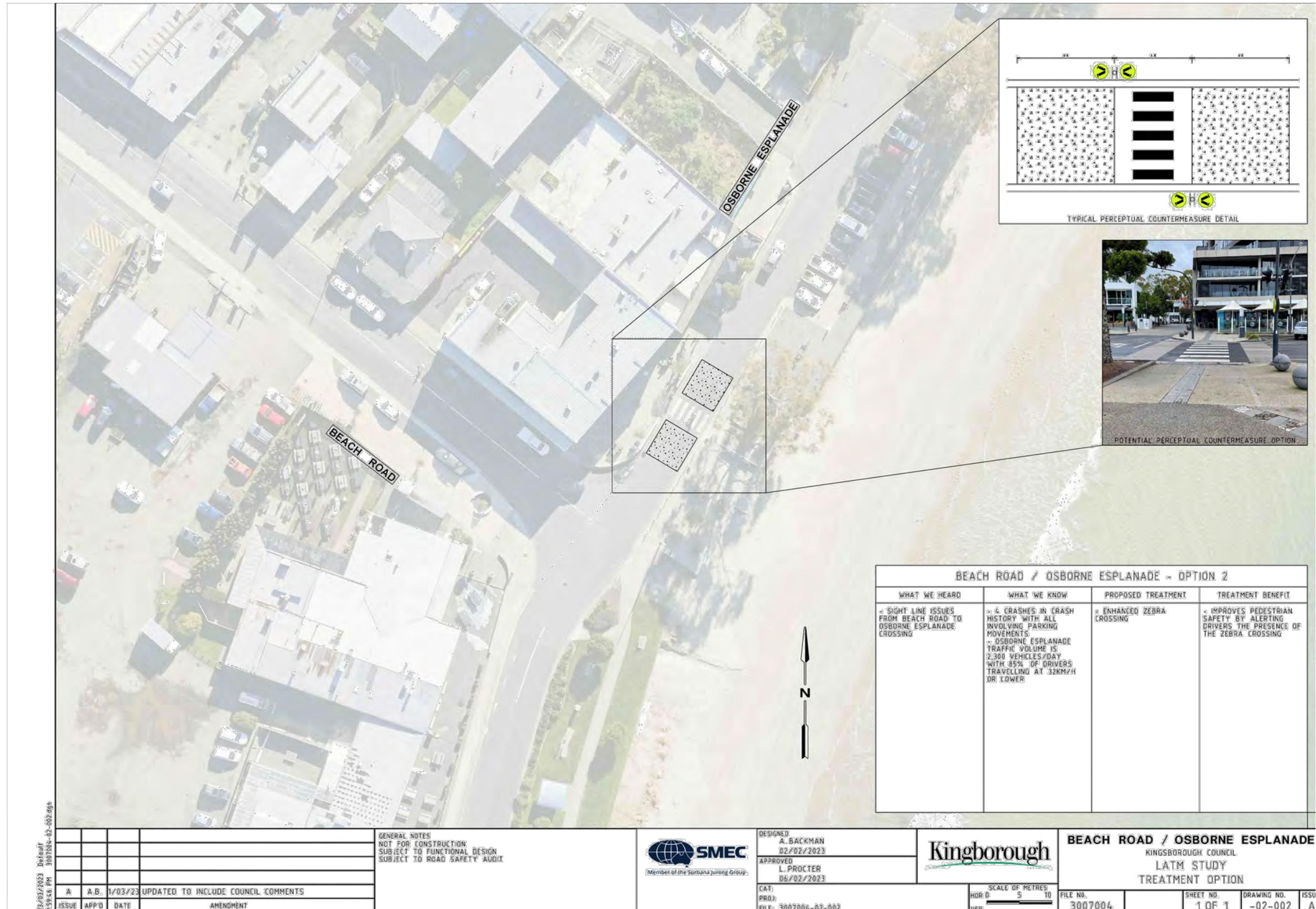
GENERAL NOTES
NOT FOR CONSTRUCTION
SUBJECT TO FUNCTIONAL DESIGN
SUBJECT TO ROAD SAFETY AUDIT


DESIGNED
A. BACKMAN
02/02/2023
APPROVED
L. PROCTER
06/02/2023
 (Member of the Surbana Jurong Group)


 BEACH ROAD / OSBORNE ESPLANADE
 KINGSBOROUGH COUNCIL
 LATM STUDY
 TREATMENT OPTION

FILE NO. 3007004	SHEET NO. 1 OF 1	DRAWING NO. -02-001	ISSU A
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BEACH ROAD / OSBORNE ESPLANADE - OPTION 2			
WHAT WE HEARD	WHAT WE KNOW	PROPOSED TREATMENT	TREATMENT BENEFIT
<ul style="list-style-type: none"> SIGHT LINE ISSUES FROM BEACH ROAD TO OSBORNE ESPLANADE CROSSING 	<ul style="list-style-type: none"> 4 CRASHES IN CRASH HISTORY WITH ALL INVOLVING PARKING MOVEMENTS OSBORNE ESPLANADE TRAFFIC VOLUME IS 2,300 VEHICLES/DAY WITH 85% OF DRIVERS TRAVELLING AT 32KM/H OR LOWER 	<ul style="list-style-type: none"> ENHANCED ZEBRA CROSSING 	<ul style="list-style-type: none"> IMPROVES PEDESTRIAN SAFETY BY ALERTING DRIVERS THE PRESENCE OF THE ZEBRA CROSSING

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ISSUE	APP'D	DATE	AMENDMENT
A	A.B.	1/03/23	UPDATED TO INCLUDE COUNCIL COMMENTS

GENERAL NOTES
 NOT FOR CONSTRUCTION
 SUBJECT TO FUNCTIONAL DESIGN
 SUBJECT TO ROAD SAFETY AUDIT


 DESIGNED: A. BACKMAN 02/02/2023
 APPROVED: L. PROCTER 06/02/2023
 CAT: PROJ: FILE: 3007004-02-002


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BEACH ROAD / OSBORNE ESPLANADE
 KINGSBOROUGH COUNCIL
 LATM STUDY
 TREATMENT OPTION

FILE NO. 3007004	SHEET NO. 1 OF 1	DRAWING NO. -02-002	ISSU A
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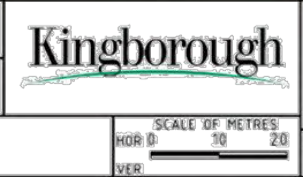
GENERAL NOTES
 NOT FOR CONSTRUCTION
 SUBJECT TO FUNCTIONAL DESIGN
 SUBJECT TO ROAD SAFETY AUDIT



DESIGNED:
A. BACKMAN
02/02/2023

APPROVED:
L. PROCTER
06/02/2023

CAT:
PROJ:
FILE: 3007004-03-001



OSBORNE ESPLANADE
 KINGSBOROUGH COUNCIL
 LATM STUDY
 TREATMENT OPTION

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FILE NO. 3007004	SHEET NO. 1 OF 1	DRAWING NO. -03-001	ISSU A
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BALMORAL ROAD - OPTION 1			
WHAT WE HEARD	WHAT WE KNOW	PROPOSED TREATMENT	TREATMENT BENEFIT
- CONCERNS/CONFUSION OVER INTERSECTION LAYOUT	- 2 CRASHES IN CRASH HISTORY - BALMORAL ROAD TRAFFIC VOLUME IS 480 VEHICLES/DAY WITH 85% OF DRIVERS TRAVELLING AT 30KM/H OR LOWER	- INTERSECTION RESHEET - RE-MARK INTERSECTION AS STANDARD 'T' PRIORITY	- REMOVES CONFUSION CAUSED BY VISABLE REDUNDANT MARKINGS

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ISSUE	APP'D	DATE	AMENDMENT
A	A.B.	1/03/23	UPDATED TO INCLUDE COUNCIL COMMENTS

GENERAL NOTES
NOT FOR CONSTRUCTION
SUBJECT TO FUNCTIONAL DESIGN
SUBJECT TO ROAD SAFETY AUDIT


SMC
 Member of the Surbana Jurong Group

DESIGNED
 A. BACKMAN
 02/02/2023
 APPROVED
 L. PROCTER
 06/02/2023

CAT:
 PROJ:
 FILE: 3007004-04-001


Kingborough
 KINGSBOROUGH COUNCIL

BALMORAL ROAD
 KINGSBOROUGH COUNCIL
 LATM STUDY
 TREATMENT OPTION

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Appendix F

Cost Estimates



3007004 - Kingston Beach LATM Study

Bill of Quantities - 17/03/2023

Beach Road Wombat Crossing adjacent to carpark and 13-19 Beach Road

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Preliminaries				\$ 11,716.00
1.1	Site establishment including provision of access, survey Setout, provision of site and office compounds, insurance and other works as specified.	% of CV	1	10%	\$ 3,674.00
1.2	Site Management and supervision	% of CV	1	10%	\$ 3,674.00
1.3	OHS, Quality and Environmental Plans & Monitoring	% of CV	1	1%	\$ 368.00
1.4	Traffic Management	Item	1	\$ 4,000.00	\$ 4,000.00
2	Site Works & Demolition				\$ 7,100.00
2.1	Excavator	hr	4	\$ 200.00	\$ 800.00
2.2	Truck (x1)	hr	4	\$ 200.00	\$ 800.00
2.3	Labour (2 person)	hr	4	\$ 200.00	\$ 800.00
2.4	Plant Hire (saw cutter)	hr	4	\$ 50.00	\$ 200.00
2.5	Mill out 20mm existing pavement (mounted profile), including dump fee	Item	1	\$ 4,500.00	\$ 4,500.00
3	Concrete Works				\$ 4,200.00
3.1	Kerb and Channel				
3.1.1	Supply & Cast Kerb & Channel (R2, R1, SM2 & SM3)	lin.m.	14	\$ 200.00	\$ 2,800.00
3.2	Footpaths				
3.2.1	125mm depth concrete (S133 mesh) including bedding - new footpath to tie into existing	sq.m	7	\$ 200.00	\$ 1,400.00
4	Pavement Works				\$ 13,500.00
4.1	New Pavement Works				
4.1.1	New asphalt raised pavement treatment	sq.m	54	\$ 250.00	\$ 13,500.00
5	Drainage Works				\$ 7,000.00
5.1	Drainage Pits				
5.1.1	Upgrade existing SEP (inlet & cover)	no.	2	\$ 3,500.00	\$ 7,000.00
6	Signage & Lincemarking				\$ 3,860.00
6.1	Signage				
6.1.1	Remove, store and reinstate required signage	no.	1	\$ 500.00	\$ 500.00
6.1.2	Install new signage	no.	4	\$ 500.00	\$ 2,000.00
6.2	Lincemarking - Thermoplastic Permanent Paint				
6.2.1	Zebra crossing	lin.m	8	\$ 50.00	\$ 400.00
6.2.2	Piano Key markings	lin.m	16	\$ 60.00	\$ 960.00
7	Miscellaneous				\$ 1,080.00
7.1	Supply and Install TGS1 (Hazard & Directional installation)	sq.m	2.2	\$ 500.00	\$ 1,080.00
CV	TOTAL CONSTRUCTION VALUE				\$ 48,436.00
8	Project Management & Design				\$ 17,039.00
8.1	Program Administration	% of CV	1	3%	\$ 1,549.00
8.2	Design	% of CV	1	10%	\$ 6,196.00
8.3	Survey	% of CV	1	10%	\$ 6,196.00
8.4	Service Proving (provisional)	% of CV	1	5%	\$ 3,098.00
BE	BASE ESTIMATE VALUE				\$ 65,495.00
	Contingency Allowance	%	20%		\$ 13,099.00
	Base Estimate + Contingency				\$ 78,594.00
	Evaluation	%	5%		\$ 3,929.70
TE	TOTAL ESTIMATE				\$ 82,523.70



3007004 - Kingston Beach LATH Study

Bill of Materials - 17/03/2023

Beach Road Raised Threshold Treatment near 69 Beach Road

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Preparatory				4,943.00
1.1	Site establishment including provision of access, survey control, provision of site and office compounds, insurance and other works as specified.	% of CV	1	30%	2,396.00
1.2	Site Management and supervision	% of CV	1	30%	3,354.00
1.3	GIS, Quality and Environmental Plans & Monitoring	% of CV	1	3%	335.00
1.4	Traffic Management	Item	1	\$ 4,200.00	4,200.00
2	Site Works & Demolition				7,100.00
2.1	Excavator	hr	4	\$ 200.00	800.00
2.2	Truck (4t)	hr	4	\$ 200.00	800.00
2.3	Labour (2 person)	hr	4	\$ 200.00	800.00
2.4	Plant Hire (raw sites)	hr	4	\$ 200.00	800.00
2.5	Mitros 20mm existing pavement (unsaturated granular), including dump site	Item	1	\$ 4,300.00	4,300.00
3	Pavement Works				11,200.00
3.1	New Pavement Works				11,200.00
3.1.1	New asphalt raised pavement treatment	sqm	34	\$ 329.00	11,186.00
4	Signage & Demarcation				6,900.00
4.1	Signage				6,900.00
4.1.1	Remove, store and replace required signage	no.	3	\$ 200.00	600.00
4.1.2	Install new signage	no.	3	\$ 200.00	600.00
4.2	Demarcation - Thermoplastic Permanent Paint				
4.2.1	Paint Key markings	sqm	36	\$ 10.00	360.00
4.2.2	Surface treatment (CSF)	sqm	30	\$ 200.00	6,000.00
CV	TOTAL CONSTRUCTION VALUE				16,308.00
5	Project Management & Design				17,454.00
5.1	Program Administration	% of CV	1	3%	489.00
5.2	Design	% of CV	1	30%	4,890.00
5.3	Survey	% of CV	1	30%	4,890.00
5.4	Service Drawing (propositional)	% of CV	1	2%	336.00
BE	BASE ESTIMATE VALUE				46,162.00
	Contingency Allowance	%	20%		9,232.40
	Base Estimate + Contingency				55,394.40
	Excitation	%	5%		2,769.72
TE	TOTAL ESTIMATE				58,164.12

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3007004 - Kingston Beach LATH Study
 Bill of Quantities - 17/03/2023
 Beach Road Shantawa

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Preliminary				4,882.00
1.1	Site establishment including provision of access, survey control, provision of site and office compounds, enclosures and other works as specified.	% of CV	1	30%	\$ 420.00
1.2	Site Management and supervision	% of CV	1	30%	\$ 420.00
1.3	GIS, Quality and Environmental Plans & Monitoring	% of CV	1	3%	\$ 42.00
1.4	Traffic Management	Item	1	\$ 4,000.00	\$ 4,000.00
2	Signage & Linemarking				4,200.00
2.1	Linemarking - Thermoplastic Permanent Paint				
2.1.1	Sharrows	m ²	12	\$ 350.00	\$ 4,200.00
CV	TOTAL CONSTRUCTION VALUE				9,082.00
3	Project Management & Design				1,723.00
3.1	Program Administration	% of CV	1	3%	\$ 272.40
3.2	Design	Item	1	\$ 3,900.00	\$ 3,900.00
BE	BASE ESTIMATE VALUE				\$ 12,810.00
	Contingency Allowance	%	20%		\$ 2,562.00
	Base Estimate + Contingency				\$ 15,372.00
	Escalation	%	8%		\$ 768.60
EE	TOTAL ESTIMATE				\$ 16,140.60

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3007004 - Kingston Beach LATH Study
 Bill of Materials - 17/03/2023
 Beach Road Kerb Extensions x 2

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Preparatory				\$ 17,171.00
1.1	Site establishment including provision of access, survey control, provision of site and office compounds, insurance and other works as specified.	% of CV	1	10%	\$ 17,171.00
1.2	Site Management and supervision	% of CV	1	10%	\$ 17,171.00
1.3	GIS, Quality and Environmental Plans & Monitoring	% of CV	1	10%	\$ 17,171.00
1.4	Traffic Management	% of CV	1	10%	\$ 17,171.00
2	Site Works & Demolition				\$ 4,400.00
2.1	Excavator	hr	8	\$ 550.00	\$ 4,400.00
2.2	Truck (40)	hr	8	\$ 175.00	\$ 1,400.00
2.3	Labour (2 person)	hr	8	\$ 175.00	\$ 1,400.00
2.4	Plant Hire (now called)	hr	8	\$ 55.00	\$ 440.00
2.5	Tip/haul fee	ton	1	\$ 440.00	\$ 440.00
3	Concrete Works				\$ 22,000.00
3.1	Kerb and Channel				\$ 22,000.00
3.1.1	Supply of Cast Kerb & Channel (M2, M3, SM1 & SM3)	lin.m	100	\$ 220.00	\$ 22,000.00
3.1.2	Backfill kerb (crusher/screened)	lin.m	6	\$ 366.67	\$ 2,200.00
4	Pavement Works				\$ 44,000.00
4.1	New Pavement Works				\$ 44,000.00
4.1.1	Reinstate 600mm pavement from new kerb (ho. Type N Asphalt, Class 3 ECR)	sq.m	40	\$ 1,100.00	\$ 44,000.00
4.1.2	Asphalt footpath as kerb bitlers	sq.m	100	\$ 440.00	\$ 44,000.00
5	Drainage Works				\$ 7,000.00
5.1	Drainage Pits				\$ 7,000.00
5.1.1	Upgrade existing SFP (into 400mm)	no.	2	\$ 3,500.00	\$ 7,000.00
6	Signage & Line marking				\$ 41,000.00
6.1	Signage				\$ 41,000.00
6.1.1	Remove, store and relocate required signage	no.	2	\$ 20,500.00	\$ 41,000.00
6.2	Line marking - Thermoplastic Permanent Paint				\$ 1,000.00
6.2.1	Yellow 'No Stopping'	lin.m	10	\$ 100.00	\$ 1,000.00
6.2.2	Orange pavement treatment	sq.m	200	\$ 200.00	\$ 40,000.00
6.2.3	Hold line (stop)	lin.m	10	\$ 20.00	\$ 200.00
CV	TOTAL CONSTRUCTION VALUE				\$ 117,916.00
7	Project Management & Design				\$ 55,518.00
7.1	Program Administration	% of CV	1	3%	\$ 3,537.48
7.2	Design	% of CV	1	10%	\$ 11,791.60
7.3	Survey	% of CV	1	10%	\$ 11,791.60
7.4	Service Pricing (professional)	% of CV	1	8%	\$ 9,433.32
BE	BASE ESTIMATE VALUE				\$ 173,434.00
	Contingency Allowance	%	10%		\$ 17,343.40
	Rise Estimate - Contingency				\$ 190,777.40
	Excution	%	8%		\$ 13,882.64
TE	TOTAL ESTIMATE				\$ 204,660.04



3007004 - Kingston Beach LATH Study

Bill of Materials - 17/03/2023

Osborne Esplanade SLSC Wombat Crossing (upgrade of existing flat top road layout)

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Preliminary				4,003.00
1.1	Site establishment including provision of access, survey control, provision of site and office compounds, insurance and other works as specified.	% of CV	1	30%	\$ 30.00
1.2	Site Management and supervision	% of CV	1	30%	\$ 30.00
1.3	GIS, Quality and Environmental Plans & Monitoring	% of CV	1	3%	\$ 3.00
1.4	Traffic Management	Item	1	\$ 4,000.00	\$ 4,000.00
2	Survey & Lining marking				1,070.00
2.1	Lining marking - Thermoplastic Permanent Paint				
2.1.1	Extra crossing	Item	6	\$ 50.00	\$ 300.00
2.1.2	Waste Key markings	Item	13	\$ 60.00	\$ 780.00
2.2	Signage				
2.2.1	Install new R3-1	no.	4	\$ 500.00	\$ 2,000.00
CV	TOTAL CONSTRUCTION VALUE				7,073.00
3	Project Management & Design				3,110.00
3.1	Program Administration	% of CV	1	3%	\$ 310.00
3.2	Design	Item	1	\$ 3,000.00	\$ 3,000.00
BE	BASIS ESTIMATE VALUE				10,183.00
	Contingency Allowance	%	30%		\$ 2,435.60
	Basic Estimate Contingency				\$ 12,531.60
	Excavation	%	3%		\$ 611.98
BE	TOTAL ESTIMATE				13,145.18

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3007004 - Kingston Beach LATH Study
 Bill of Materials - 17/03/2023
 Osborne Esplanade Showcove

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Preliminary				\$ 5,470.00
1.1	Site establishment including provision of access, survey control, provision of site and office compounds, enclosures and other works as specified.	% of CV	1	30%	\$ 700.00
1.2	Site Management and supervision	% of CV	1	30%	\$ 700.00
1.3	GIS, Quality and Environmental Plans & Monitoring	% of CV	1	3%	\$ 90.00
1.4	Traffic Management	Item	1	\$ 4,200.00	\$ 4,200.00
2	Signage & Linemarking				\$ 7,000.00
2.1	Linemarking - Thermoplastic Permanent Paint				
2.1.1	Stencils	sq. m.	20	\$ 350.00	\$ 7,000.00
	TOTAL CONSTRUCTION VALUE				\$ 17,470.00
3	Project Management & Design				\$ 1,812.00
3.1	Program Administration	% of CV	1	3%	\$ 513.60
3.2	Design	Item	1	\$ 3,298.40	\$ 3,298.40
3E	BASE ESTIMATE VALUE				\$ 19,282.00
	Contingency Allowance	%	20%		\$ 3,856.40
	Base Estimate + Contingency				\$ 23,138.40
	Escalation	%	3%		\$ 696.93
1E	TOTAL ESTIMATE				\$ 23,835.33

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3007004 - Kingston Beach LAM Study
 Bill of Materials - 17/03/2023
 Osborne Esplanade Shared Zone

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Preparatory				\$ 15,953.00
1.1	Site establishment including provision of access, survey control, provision of site and office compounds, enclosures and other works as specified.	% of CV	1	30%	\$ 11,358.00
1.2	Site Management and supervision	% of CV	1	30%	\$ 11,358.00
1.3	GIS, Quality and Environmental Plans & Monitoring	% of CV	1	30%	\$ 11,358.00
1.4	Traffic Management	% of CV	1	30%	\$ 11,358.00
2	Site Works & Demolition				\$ 2,100.00
2.1	Excavator	hr	4	\$ 200.00	\$ 800.00
2.2	Truck (40)	hr	4	\$ 200.00	\$ 800.00
2.3	Labour (2 person)	hr	4	\$ 200.00	\$ 800.00
2.4	Plant hire (raw chain)	hr	4	\$ 200.00	\$ 800.00
2.5	Milions 20mm existing pavement (unsaturated profile), including dump site	Item	1	\$ 4,000.00	\$ 4,000.00
3	Concrete Works				\$ 4,000.00
3.1	Sub and Channel				
3.1.1	Supply & Cast Sub & Channel	sqm	30	\$ 200.00	\$ 2,000.00
3.1.2	Formwork	sqm	30	\$ 200.00	\$ 2,000.00
4	Pavement Works				\$ 52,500.00
4.1	New Pavement Works				
4.1.1	New asphalt raised pavement treatment	sqm	250	\$ 210.00	\$ 52,500.00
5	Signage & Lining				\$ 46,400.00
5.1	Signage				
5.1.1	Remove and dispose existing signage	no	4	\$ 300.00	\$ 3,000.00
5.1.2	Install new shared zone signage	no	8	\$ 300.00	\$ 4,000.00
5.2	Lining - Thermoplastic Permanent Paint				
5.2.1	Paint line markings	sqm	30	\$ 60.00	\$ 1,800.00
5.2.2	Surface Treatment (CST)	sqm	100	\$ 200.00	\$ 20,000.00
6	Miscellaneous				\$ 1,500.00
6.1	Supply and install 1000mm x 1000mm insulation	sqm	7	\$ 200.00	\$ 3,000.00
CV	TOTAL CONSTRUCTION VALUE				\$ 113,383.00
7	Project Management & Design				\$ 55,128.00
7.1	Program Administration	% of CV	1	2%	\$ 2,000.00
7.2	Design	% of CV	1	10%	\$ 10,000.00
7.3	Survey	% of CV	1	10%	\$ 10,000.00
7.4	Service Drawing Preparation	% of CV	1	2%	\$ 2,000.00
BE	BASE ESTIMATE VALUE				\$ 704,971.00
	Contingency Allowance	%	5%		\$ 40,582.60
	Base Estimate + Contingency				\$ 745,553.60
	Escalation	%	5%		\$ 37,277.76
EE	TOTAL ESTIMATE				\$ 782,831.36

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3007004 - Kingston Beach LATH Study
 Bill of Materials - 17/03/2023
 Osborne Esplanade Wombat Crossing

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Pre-construction				\$ 12,402.00
1.1	Site establishment including provision of access, survey stonot, provision of site and office compounds, insurance and other works as specified.	% of CV	1	30%	\$ 4,077.00
1.2	Site Management and supervision	% of CV	1	30%	\$ 4,077.00
1.3	QA/QC, Quality and Environmental Plans & Monitoring	% of CV	1	3%	\$ 404.00
1.4	Traffic Management	Item	1	\$ 4,000.00	\$ 4,000.00
2	Site Works & Demolition				\$ 2,100.00
2.1	Excavator	hr	4	\$ 200.00	\$ 800.00
2.2	Truck (40)	hr	4	\$ 200.00	\$ 800.00
2.3	Labour (2 person)	hr	4	\$ 200.00	\$ 800.00
2.4	Plant hire (rear cater)	hr	4	\$ 50.00	\$ 200.00
2.5	Mitros 20mm existing pavement (unsealed granitic), including dump site	Item	1	\$ 4,000.00	\$ 4,000.00
3	Concrete Works				\$ 11,550.00
3.1	Kerb and Channel				
3.1.1	Supply & Cast Kerb & Channel (R5, R1, S10 & S15)	Item	14	\$ 200.00	\$ 2,800.00
3.2	Footpaths				
3.2.1	150mm depth concrete (S15) mesh including bedding - new footpath to tie into existing	sqm	24	\$ 200.00	\$ 4,800.00
3.2.2	Construct DBA Compliant kerb ramps	Item	3	\$ 2,000.00	\$ 6,000.00
4	Pavement Works				\$ 11,550.00
4.1	New Pavement Works				
4.1.1	Reinstate 650mm pavement from new kerb (inc. Type N Asphalt, Class 2 ECR)	sqm	11	\$ 200.00	\$ 2,200.00
4.1.2	New asphalt raised pavement treatment	sqm	42	\$ 223.00	\$ 9,450.00
5	Signage & Demarcation				\$ 1,620.00
5.1	Signage				
5.1.1	Remove, store and re-install signposts	no.	4	\$ 450.00	\$ 1,800.00
5.2	Demarcation - Thermoplastic Permanent Paint				
5.2.1	Extra marking	sqm	6	\$ 50.00	\$ 300.00
5.2.2	Paint Kerb markings	sqm	15	\$ 40.00	\$ 600.00
6	Miscellaneous				\$ 7,500.00
6.1	Supply and install DBA (raised & directional) installation	sqm	7	\$ 200.00	\$ 1,400.00
6.2	Removal, storage and reinstatement of bollards	no.	8	\$ 900.00	\$ 7,200.00
CV	TOTAL CONSTRUCTION VALUE				\$ 113,352.00
7	Project Management & Design				\$ 16,748.00
7.1	Program Administration	% of CV	1	2%	\$ 2,267.00
7.2	Design	% of CV	1	10%	\$ 10,800.00
7.3	Survey	% of CV	1	10%	\$ 10,800.00
7.4	Service Pricing Provisional	% of CV	1	5%	\$ 5,441.00
BE	BASE ESTIMATE VALUE				\$ 130,100.00
	Contingency Allowance	%	20%		\$ 26,020.00
	Final Estimate + Contingency				\$ 156,120.00
	Escalation	%	5%		\$ 7,806.00
TE	TOTAL ESTIMATE				\$ 163,926.00



3007004 - Kingston Beach LATH Study
 Bill of Materials - 17/03/2023
 Osborne Esplanade Perseptive Crossing

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Preliminary				\$ 433.00
1.1	Site establishment including provision of access, survey control, provision of site and office compounds, insurance and other works as specified.	% of CV	1	30%	\$ 1,398.00
1.2	Site Management and supervision	% of CV	1	30%	\$ 1,398.00
1.3	GIS, Quality and Environmental Plans & Monitoring	% of CV	1	3%	\$ 135.00
1.4	Traffic Management	Item	1	\$ 4,200.00	\$ 4,200.00
2	Signage & Linemarking				\$ 11,500.00
2.1	Linemarking - Thermoplastic Permanent Paint				
2.1.1	Yellow curbing	Item	6	\$ 50.00	\$ 300.00
2.1.2	Surface Treatment (CST)	sqm	46	\$ 280.00	\$ 12,920.00
CV	TOTAL CONSTRUCTION VALUE				\$ 26,115.00
3	Project Management & Design				\$ 2,243.00
3.1	Program Administration	% of CV	1	8%	\$ 2,092.00
3.2	Design	% of CV	1	30%	\$ 7,854.00
DE	BASE ESTIMATE VALUE				\$ 22,878.00
	Contingency Allowance	%	20%		\$ 4,579.60
	Risk Estimate - Contingency				\$ 37,483.60
	Escalation	%	8%		\$ 3,322.88
TL	TOTAL ESTIMATE				\$ 29,000.00

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3007004 - Kingston Beach LATH Study
 Bill of Materials - 17/03/2023
 Balmoral Road Showers

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Preliminary				4,882.00
1.1	Site establishment including provision of access, survey control, provision of site and office compounds, enclosures and other works as specified.	% of CV	1	30%	\$ 420.00
1.2	Site Management and supervision	% of CV	1	30%	\$ 420.00
1.3	GIS, Quality and Environmental Plans & Monitoring	% of CV	1	3%	\$ 42.00
1.4	Traffic Management	Item	1	\$ 4,000.00	\$ 4,000.00
2	Signage & Linemarking				4,200.00
2.1	Linemarking - Thermoplastic Permanent Paint				
2.1.1	Stripes	m ²	12	\$ 350.00	\$ 4,200.00
CV	TOTAL CONSTRUCTION VALUE				9,082.00
3	Project Management & Design				3,228.00
3.1	Program Administration	% of CV	1	3%	\$ 274.00
3.2	Design	Item	1	\$ 3,000.00	\$ 3,000.00
BE	BASE ESTIMATE VALUE				12,310.00
	Contingency Allowance	%	20%		\$ 2,462.00
	Base Estimate + Contingency				\$ 14,772.00
	Escalation	%	8%		\$ 784.00
TE	TOTAL ESTIMATE				15,556.00

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3007004 - Kingston Beach LATH Study
 Bill of Materials - 17/03/2023
 Bahoral Road T-Intersection Resheet

The tenderer is responsible for determining the actual quantity of the works and the schedules supplied are issued as a guide and for information only. It is the tenderers responsibility to check the quantities and correct any errors.

Item	Description	Unit of Measure	Quantity	Rate	Amount
1	Preliminary				\$ 4,911.00
1.1	Site establishment including provision of access, survey stonot, provision of site and office compounds, insurance and other works as specified.	% of CV	1	30%	\$ 2,156.00
1.2	Site Management and supervision	% of CV	1	30%	\$ 2,156.00
1.3	Site, Quality and Environmental Plans & Monitoring	% of CV	1	3%	\$ 215.60
1.4	Traffic Management	Item	1	\$ 4,200.00	\$ 4,200.00
2	Site Works & Demolition				\$ 7,100.00
2.1	Excavator	hr	4	\$ 200.00	\$ 800.00
2.2	Truck (40)	hr	4	\$ 200.00	\$ 800.00
2.3	Labour (2 person)	hr	4	\$ 200.00	\$ 800.00
2.4	Plant Hire (raw earth)	hr	4	\$ 200.00	\$ 800.00
2.5	Milium 300mm existing pavement (mounted profile), including dump fee	Item	1	\$ 4,500.00	\$ 4,500.00
4	Pavement Works				\$ 17,150.00
4.1	New Pavement Works				
4.1.1	Resheet (expe. 8 pavement)	sq.m	350	\$ 35.00	\$ 12,250.00
5	Signage & Lincemaking				\$ 2,575.00
5.1	Signage				
5.1.1	Remove, store and reinstate required signage	no.	5	\$ 380.00	\$ 1,900.00
5.2	Lincemaking - Thermoplastic Pavement Paint				
5.2.1	'Yellow Stoppage'	Item	30	\$ 30.00	\$ 900.00
5.2.2	Center line	Item	25	\$ 33.00	\$ 825.00
5.2.3	Hold line (Give Way)	Item	4	\$ 25.00	\$ 100.00
CV	TOTAL CONSTRUCTION VALUE				\$ 71,420.00
6	Project Management & Design				\$ 17,996.00
6.1	Program Administration	% of CV	1	3%	\$ 1,000.00
6.2	Design	% of CV	1	10%	\$ 4,363.00
6.3	Survey	% of CV	1	30%	\$ 4,363.00
6.4	Service (during construction)	% of CV	1	8%	\$ 2,880.00
0E	BASE ESTIMATE VALUE				\$ 41,422.00
	Contingency Allowance	%	5%		\$ 2,071.10
	Base Estimate + Contingency				\$ 23,135.40
	Escalation	%	5%		\$ 2,695.32
1E	TOTAL ESTIMATE				\$ 54,100.00

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Member of the Surbana Jurong Group

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Kingborough

KINGSTON BEACH LOCAL AREA TRAFFIC MANAGEMENT (LATM) ENGAGEMENT REPORT

PREPARED BY
Kingborough Council

March 2024

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Introduction

COMMUNITY FEEDBACK

Council is committed to supporting a safe, healthy and connected community.

This engagement highlighted the proposed new road infrastructure for located on Beach Road and Osborne Esplanade in Kingston Beach.

The infrastructure proposed aims to improve pedestrian safety and traffic management in the area.

PROPOSED ROAD INFRASTRUCTURE UPGRADES

The infrastructure has been carefully located and spaced to achieve slower traffic speeds and safer pedestrian environment.

There are **6 proposed** solutions for Kingston Beach.

- Raised Threshold
- 2 x Wombat Crossings
- Perceptual Countermeasure
- 2 x Kerb Extensions

CONSULTATION

This Consultation involved a community survey, written submissions from the public and information stalls (listening posts) at Kingston Beach.

SURVEY

The survey was open from **13 November** to **12 December 2023**.

Input into the consultation will be used to inform some of the design elements and infrastructure priorities for Kingston Beach moving forward.

Subject to budgetary requirements and community feedback the proposed treatments will be implemented over the next two financial years.

DEMOGRAPHICS

The survey demographics have been divided into three Kingston Beach user groups, residents, employers/employees and visitors to the area. This is to ensure each group is defined.

LISTENING POSTS

Council staff consulted with the community over two pop-up stalls located within Kingston Beach on Thursday 16 and Wednesday 22 November 2023.

EMAIL SUBMISSIONS

Six written submissions were received.

PARTICIPATION SURVEY NUMBERS

236

DEMOGRAPHIC OF SURVEY RESPONSES

The demographic information has been divided into three sections.

- Kingston Beach residents
- Business owners and employees of Kingston Beach
- Visitors to Kingston Beach

Q1. Are you a resident of Kingston Beach?

114 Yes
122 No

Kingston Beach Residents

Q2. Do you own a business in Kingston Beach or are you employed in Kingston Beach?

12 Yes
96 No

Q3. How do you usually get around in Kingston Beach?

Multiple answers could be chosen in this question.

56 Walk
45 Car
4 Cycle and/or other active transport methods
3 Other
1 Bus/taxis/Uber
0 Mobility scooters/wheelchair/walker

Q4. Please tick all activities that you participate in, at Kingston Beach.

Multiple answers could be chosen in this question.

103	Walking	48	Shopping
100	Dining/cafes/restaurants	31	Sport/water sports
76	Leisure	24	Fitness
67	Swimming	21	Health services
55	Dog exercising	16	Childcare
52	Visiting businesses	3	Other
50	Community events		



Kingston Beach Business Owners or Employees

There were 14 people who filled out this survey - who were business owners or employees in Kingston Beach, but who did not live in Kingston Beach.

Q6. What area do you live in?

- 6 Kingston
- 3 Blackmans Bay/Tinderbox/Howden
- 2 Tarooma
- 2 Channel area (Margate to Kettering)
- 1 I don't live in Kingborough, I work there

Q7. How do you get to Kingston Beach for work?

Multiple answers could be chosen for this question.

- 13 Car
- 2 Walk
- 1 Cycle and/or other active transport
- 1 Bus/taxis/Uber

Q8. Outside of working do you participate in any other activities at Kingston Beach?

Multiple answers could be chosen in this question.

- | | |
|-----------------------------|-----------------------|
| 12 Dining/cafes/restaurants | 5 Shopping |
| 11 Walking | 3 Leisure |
| 6 Swimming | 2 Sport/water sports |
| 6 Childcare | 2 Health services |
| 6 Community events | 2 Fitness |
| 5 Dog exercising | 2 Visiting businesses |





Kingston Beach Visitors

There were 108 participants who completed this survey who were visitors to Kingston Beach.

Q9. When you visit Kingston Beach how do you get there?

Multiple answers could be chosen in this question.

- 101 Car
- 30 Walk
- 15 Cycle and/or other active transport methods
- 3 Bus/taxis/Uber
- 1 Run

Q10. Do you participate in any activities at Kingston Beach?

Multiple answers could be chosen in this question

- | | |
|-----------------------------|---|
| 94 Dining/cafes/restaurants | 33 Visiting businesses |
| 88 Walking | 27 Sport/water sports |
| 55 Leisure | 27 Fitness |
| 53 Swimming | 23 Childcare |
| 41 Dog exercising | 15 Health Services |
| 40 Community events | 4 Running/cycling |
| 34 Shopping | 3 Visiting a friend/relative |
| | 1 South East Tasmanian
Aboriginal Corporation
(SETAC) |



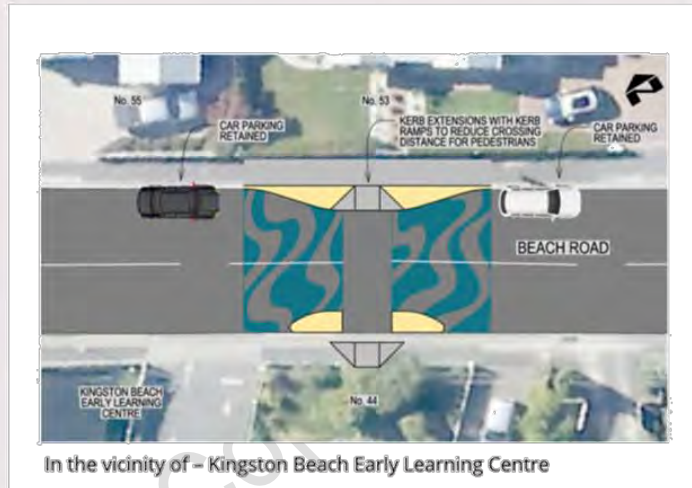
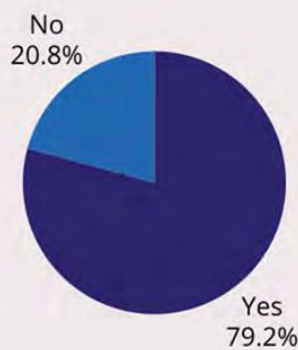
INFRASTRUCTURE SURVEY RESPONSES

Kerb Extensions

Q11. Are you supportive of the proposed kerb extension which is designed to improve pedestrian access and safety for community members using the Early Learning Centre on Beach Road?

Answered by 207

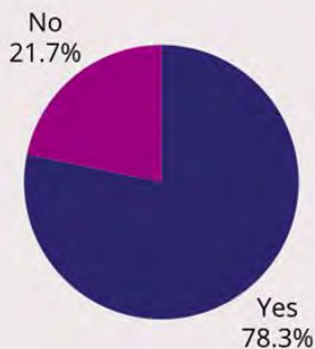
164 Yes
43 No



Q12. Do you support the kerb extension on the corner of Balmoral and Beach Roads which is designed to slow traffic down and improve sightlines for motorists?

Answered by 207

162 Yes
45 No



Kerb Extensions cont.

Q13. Are there any comments you would like to make in regards to these kerb extensions?

Answered by 94 participants and grouped into themes. Some participants mentioned more than one theme:

- | | |
|---|---|
| <p>22 Early Learning Centre:
Parking on one side of road only, add zebra crossing, pedestrian refuge/ paint solid yellow line, speed cameras, more signage of kids crossing</p> <p>19 Cyclists:
Changes are too dangerous for cyclists/scooters. Street is too narrow already.</p> <p>13 Cnr Balmoral/Beach Road:
Kerb extensions should not be placed in this area with turning traffic. Yellow line instead.</p> <p>9 Safety:
Proposed changes will make it more dangerous for traffic. Widen the road not narrow it.</p> | <p>22 Parking:
Consider keeping or increasing car parking spaces in area.</p> <p>5 Driver behaviour/education
Community to be educated on zebra crossings, driver behaviour will make the infrastructure dangerous.</p> <p>2 Location of proposed infrastructure:
Move the kerb extensions down further</p> <p>8 Turning will be made more difficult with new infrastructure
Turning out of Balmoral will be made more difficult.</p> |
|---|---|

Quotes Random sample of responses

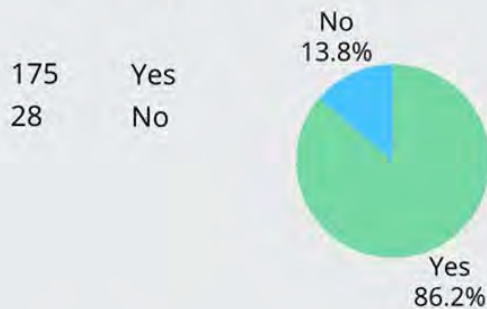
- "A kerb extension in the area of Kingston Beach early learning centre will not slow traffic down..."
- "Yes - Whilst I am supportive of these measures and their intended outcomes, I am concerned about the potential to impact cyclists."
- "The kerb extension outside of KBELC is especially needed."
- "A wombat crossing would make more sense there, even combined with the kerb extension."



Raised Thresholds

Q14. Do you support this Raised Threshold (flat road hump) which is designed to slow down motorists entering Kingston Beach?

Answered by 203



Q15. Are there any comments you would like to make in regards to the Raised Threshold?

Answered by 50 participants and grouped into themes:

- | | | | |
|----|---|---|---|
| 12 | Supportive about proposals | 5 | Cyclists consider their safety |
| 12 | Alternative ideas or location | 3 | Parking restrict and more wanted |
| 8 | Reduce speed signs/infrastructure | 2 | Mt Royal Rd reduce speed |
| 5 | Not supportive driver behaviour, speed already slow, unnecessary | 2 | Buses hard to use narrow road |
| | | 1 | Education about infrastructure |

Quotes Random sample of responses

“Good idea. This should have been done years ago!”

“Yes, but it needs to incorporate a lower speed limit. Most cars continue over speed humps at well above 40km/hr...”

“Keep the road wide. Motorists are already traveling slowly. Don’t waste our money with all these proposals.”

“Passing cars and buses is already fraught with danger. Narrowing the road will not help as vehicles will be speeding up and slowing down to get thru these narrowed sections.”

Wombat Crossings

Q16. Do you support the Wombat Crossing between the commercial area and Beach Road carpark which is designed to give pedestrians crossing priority?

Answered by 203

182	Yes	89.7%
21	No	10.3%

Q17. Do you support the Wombat Crossing which has been designed to give pedestrians crossing priority from the beach to the Kingston Beach toilets?

Answered by 204

192	Yes	94.1%
12	No	5.9%

Q18. Are there any comments you would like to make in regards to these two Wombat Crossings?

Answered by 62 participants and grouped into themes:

- | | |
|---|---|
| <p>18 Positive towards proposal</p> <p>14 More needed & at childcare centre</p> <p>5 Beach Rd one will cause hazards</p> <p>9 Make clearer with signage, landscaping, painting or flashing lights</p> | <p>3 Zebra crossings are better</p> <p>9 Confusion/dangers with carpark</p> <p>2 Better parking in area needed</p> <p>1 No car trial in area</p> <p>1 Ewing raised threshold dangerous</p> |
|---|---|



Wombat Crossings cont.

Q18. cont.

Quotes Random sample of responses

"The proposed location on Beach Rd will create a hazard. It is busy with cars in/out of the car park, the gym car park and outside BOHO and from Windsor St and the service station that make it so busy with so many points to look out for pedestrians and cars in/out and going different directions."

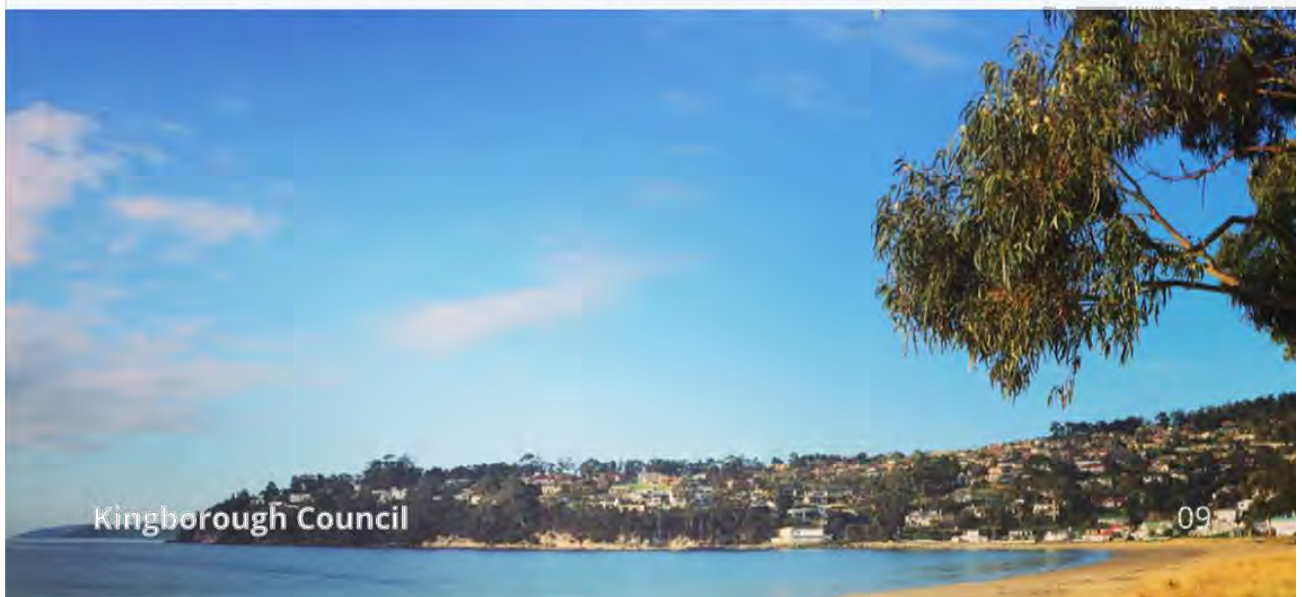
"Wombat crossings are fine, but please be mindful of the sight lines and planting around these features. Poorly chosen plants can create blind spots over time where inappropriate plants grow to hide pedestrians."

"The first would make blockages at the car park entrance and exit. It could cause more accidents."

"Wombat crossings are not readily acknowledged by motorists. The speed hump on Osbourne Esplanade towards the Kingston Sailing Club end is regularly mistaken for a zebra crossing."

"I live near the speed hump near Ewing Avenue, the markings on this hump are often confused both pedestrians and motorists alike who treat it as a zebra crossing."

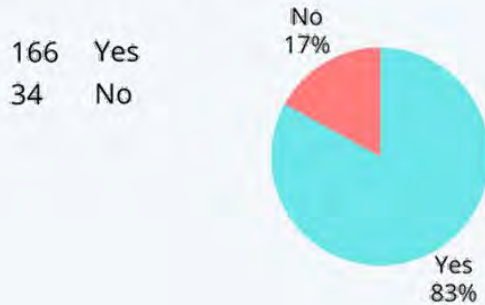
"Had several cars turning left onto the esplanade not stop for pedestrians on the crossing - maybe they are not expecting it & cant see people entering the crossing"



Perceptual Countermeasures

Q19. Do you support this Perceptual Countermeasure on Osborne Esplanade and at the intersection of Beach Road which has been designed to reduce travel speeds?

Answered by 200



Perceptual Countermeasure at the intersection of Osborne Esplanade and Beach Road

Q20. Are there any comments you would like to make in regard to this Perceptual Countermeasure?

Answered by 65 participants and grouped into themes some participants mentioned more than one theme:

- | | |
|--|--|
| <p>18 Positive & Supportive for proposal</p> <p>19 Different Infrastructure, such as zebra crossing, lights</p> <p>11 Glass screens are dangerous - on Osborne Esplanade</p> | <p>11 Confusing for drivers and pedestrians, education campaign needed</p> <p>8 Maintenance of painted surface should be priority</p> <p>8 Unnecessary, ineffective, unsupported,</p> |
|--|--|



Perceptual Countermeasures cont.

Q20. **Quotes** Random sample of responses cont.

"The traffic is usually slow in this area due to the intersection and zebra crossing. I'm concerned that the perceptual countermeasure will cause drivers to focus on the road markings and distract from surroundings."

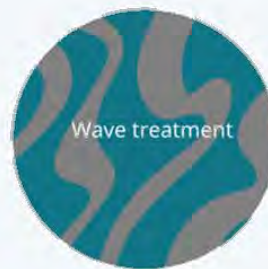
"Low cost, not sure how effective they are but it's worth a go."

"I think they should also be considered for the whole distance from the intersection of Beach Road and Osborne Esplanade to the entrance of Ewing Avenue as sailing and kayaking activities has many people crossing this area carrying kayaks, directly in front of traffic."

Q21. **Which pattern do you prefer to be placed on the surface surrounding some of the road infrastructure solutions? Please click on which pattern you like?**

Answered by 192

87	Wavey lines	45.31%
67	Water droplets	34.90%
38	None of the above	19.79%



Cycling in Kingston Beach



Q22. Would it be acceptable to remove one lane of street parking on Beach Road to create a shared pathway for cyclists and pedestrians in Kingston Beach in the future?

Answered by 197

- 99 Yes 50.25%
- 98 No 49.75%

Q23. Would you like to provide any further feedback on a shared pathway?

Answered by 92

- 28 Supportive
- 31 Not supportive
- 16 Would create parking issues
- 5 Concerns for Cyclist & pedestrian safety
- 4 Work with Golf Course - on future link
- 2 Connect up other cycling routes
- 2 Turn Beach Rd into one way traffic
- 3 Unrelated answer
- 1 Consider future use of area with ferries



Quotes **Random sample of responses**

"Would create significant parking problems, already bad. "

"A reduced speed limit along the beachfront would allow bikes and cars to mix without reducing parking. Most cars already travel slowly as they are looking for parking or aware of pedestrians and cars potentially backing out."

"Parking convenience should not override people's safety when there is already plenty of parking in the area. There is also going to be a need for a safer cycleway to get to the proposed ferry terminal."

"Parking is currently required on both sides of the street, especially when dropping off kids to KBELC - you don't want to have to walk from the parking space across from Panko Chan all the way to KBELC with a 2 year old in tow."

"I do think that a bike lane would be a wonderful idea, however by adding these you will be limiting parking to the Kingston Beach Area even more. "

Q24. Would you like to provide any further feedback on any or all of the proposed traffic proposals to be considered by Council?

Answered by 74

As the answers ranged in topics it was not possible to display or group the themes, instead we have displayed a variety of answers.

Quotes **Random sample of responses**

"Would a 4-way crossing at Beach Road/Osborne Esplanade be considered? People cross here all the time as it is, and it is hazardous."

"Why not apply for a speed limit reduction to 30km/h? The volume of pedestrians, children, cyclists, dogs etc. surely warrants this."

"My only call-out is that any reduction in parking will negatively impact the area as Kingborough is spreading further from the beach (Spring Farm & Huntingfield). It's not practical to walk/cycle from these subdivisions and hence parking is needed."

"Great idea, thank you. Our beach is becoming more and more popular - we need to be kind to our visitors and community and particularly those who live in this special area."

"Council needs to focus on traffic FLOW as well and pedestrian access. What would make pedestrian access better, especially for young children is visibility. Removal of car parking on both sides of beach road would significantly assist with child safety."

"Is there any way to increase car parking in the area? Would it be feasible to have a 'pedestrian only' area in the whole space (road and paths) in front of the corner takeaway to Robbie Browns..."

"I think it misses the real problem- that there is a lack of reliable, functional, transport options and so people have to come by car. Prioritise buses, really regular, affordable public transport."

"Consideration for a kayak / surf ski / watercraft 15 minute load & unload area on the southern end of Kingston Beach instead of parking."

"Make it safer at the childcare."

Q25. Is there anything else that you would like to see developed for the Kingston Beach precinct into the future?

Answered by 92

"Yellow lines painted for 10m on Victoria Street on both sides of the road at the intersection of Osborne Esp/Balmoral Rd intersection consistent with the Windsor St intersections. This is down to a single lane of traffic very weekend with increased community activities."

"Consideration for a kayak/surf ski/watercraft 15 minute load & unload area on the southern end of Kingston Beach instead of parking."

"LESS ACCESS FOR DOGS and more protection for native wild life.."

"Visibility is terrible turning out of Balmoal Rd."

"Dog walkers think that because there is a dog beach at Kingston beach, the rest of the beach is also theirs."

"Seeing how kingston is developing, the beach is and will be a prime attraction for locals and visitors. On a good day, it is hard to enjoy the place only due to shortage of parking. "

"Limited 2-4hr parking on Osborne Esp along Kingston Beach. Local Residents are parking their cars/spare cars, in the spots for days on end... Making it extremely difficult to park in summer time."

"The footpaths need upgrading."

"Removal of the dangerous trees along the beach and replaced with more suitable and safer trees."

"Skate park and pump track designed with all levels of skill accounted for."

"The Osborne Esplanade-Mount Royal corner has poor line-of-sight for traffic and is a high risk area for both pedestrians and cyclists."

"Better active travel links to Kingston CBD. A shared path through the golf course would be a big attraction. "

Listening Posts

This engagement involved **4** listening posts (stalls) set up in different locations on **Thursday 16** and **Wednesday 22 November 2023** in Kingston Beach. Approximately 25 people spoke with the engagement team over this process.

The majority of participants supported the recommended changes. Extra comments included:

- Yellow line on Beach Road opposite Windsor Street to stop people from parking, so people can turn into Windsor Street without being blocked.
- Larger cars should be considered, the proposed changes would make the traffic flow worse, by making road narrower.
- Difficulty exiting (residents) from behind shops on corner of Beach Road and Osborne Esplanade.



Email Submissions

6 written submissions were received via email.

Feedback included statements from 3 individuals as well as the Kingston Beach Early Learning Centre, the Department of State Growth and Hobart Streets (Hobart residents advocating for better streets).

**Kerb Extension
Beach Road & Balmoral Road**

- 2 Supportive
- 2 Not supportive
- 2 No comment made

**Kerb Extension
Kingston Beach Early Learning Centre**

- 2 Supportive
- 1 Not supportive
- 1 With added slow down signs
- 2 No comment made

**Perceptual Countermeasure
Osborne Esplanade and Beach
Road intersection**

- 2 Supportive
- 2 Not supportive
- 2 No comment made

**Wombat Crossing
Beach Road**

- 2 Supportive
- 1 Unsure of location
- 1 Not supportive
- 2 No comment made

**Raised Threshold
Entry area Kingston Beach**

- 3 Supportive
- 3 No comment made

**Wombat Crossing
Toilets Osborne Esplande**

- 3 Supportive
- 3 No comment made

Quotes

Random sample of responses

“Kerb extensions do shorten the crossing distance for pedestrians. However they don't slow cars that much and tend to squeeze bikes into traffic. They're also problematic when bike infrastructure is added later.”



Quotes cont... Random sample of responses

"Perhaps modifying the kerb extension near balmoral road to also be a speed hump/wombat crossing may dissuade them from racing up and down the street late at night. Having three speed humps will prevent them from getting up much speed before having to slow again."

"...Forget the stupid artistic treatment of the road surface. It just provides yet another way to confuse everyone, including cyclists and pedestrians. Do remove parking from one side of Beach Road. However, this can't be done and must not be done unless adequate parking is available elsewhere..."

"A perceptual countermeasure at the intersection of Beach Road and Osborne Esplanade...This is the spot in Kingston Beach that needs change the most — this major intersection has overly wide lanes, gentle corners and an existing pedestrian crossing with poor visibility. Paint doesn't cut it."

"The intersection where Beach Road joins Osbourne Esplanade seems to be problematic, but most problems arise because the pedestrian crossings are unmarked and/or in the wrong place. All that is needed is a little thought to locate them where they are more useful and less confusing."

"To continue to improve this safe crossing area we would like to know if there is going to be any signage to request cars slow down/stop for pedestrians who are waiting on the kerb extension? We would also like to know if there is any reason this particular area has not been considered for a wombat crossing which gives pedestrians crossing priority, even if it was a timed pedestrian crossing, for example 7.30am-9.00am and 3.30pm-5.30pm."

"Council needs to ensure there is sufficient lane width at the proposed kerb extensions and raised threshold for buses to pass without breaching the centreline."



Infrastructure Description

The traffic calming measures will provide a strong indication to motorists to change their driving behaviour to match the change in the road environment.

They have been carefully located and spaced to achieve slower traffic speeds and safer pedestrian environment.

- Raised Threshold
- 2 x Wombat Crossings
- Perceptual Countermeasure
- 2 x Kerb Extensions



Kerb Extensions

There are two **Kerb Extensions** proposed for the area.

One is in the vicinity of the Kingston Beach Early Learning Centre and the second is at the intersection of Beach Road and Balmoral Road.



Raised Thresholds

A **RAISED THRESHOLD** is a flat top road hump.

A raised threshold has been proposed in the vicinity 71 – 73 Beach Road. The location is approximately 20m closer to the Roslyn Ave and Beach Rd intersection than the current speed sign. The existing 'Welcome to Kingston Beach' sign will be relocated to the raised threshold. The reason for the relocation is to minimise impact on parking availability.



Wombat Crossings

A **WOMBAT CROSSING** is a zebra crossing that is placed on a flat top road hump. They give pedestrians crossing priority while the raised platform gives prominence to pedestrians and encourages motorists to slow down on approach to the crossing.

One wombat crossing is proposed for the area between Kingston Beach carpark and commercial area; in the vicinity of 19 Beach Road.



Another wombat crossing is proposed for between the beach and the public toilets at 25A Osborne Esplanade. The existing raised threshold will be upgraded with new markings and include a zebra crossing to give pedestrians crossing priority.



Perceptual Countermeasures

Perceptual Countermeasures are painted road markings which prompt drivers to reduce travel speeds by changing the driver's perception of risk, speed, or comfort.

A perceptual countermeasure has been proposed at the existing zebra crossing on Osborne Esplanade. The surface treatment will be extended to incorporate the Beach Road intersection with Osborne Esplanade.



A perceptual countermeasure on Osborne Esplanade

16.2 KINGSTON PARKING STRATEGY UPDATE

File Number: 28.254

Author: Anthony Verdouw, Executive Officer Engineering Services

Authoriser: David Reeve, Director Engineering Services

Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.2 Infrastructure development and service delivery are underpinned by strategic planning to cater for the needs of a growing population.

1. PURPOSE

- 1.1 The purpose of this report is to present an updated Central Kingston Parking Strategy for Council endorsement.

2. BACKGROUND

2.1 In 2016 Council engaged Parking & Traffic Consultants (PTC) to prepare a parking strategy for Central Kingston. The strategy outlined a number of recommendations in order to provide sustainable parking with an equitable distribution of parking spaces to meet community needs.

2.2 In 2023 a review and update of the 2016 strategy was identified to respond to numerous changes and developments in Kingston, including:

- Kingston Park developments
- Channel Highway reconstruction – Transform Kingston
- Kingston Place Strategy 2020-2050
- New park and ride facilities at Huntingfield, Firthside and Kingston Wetlands
- Population growth and new demographic data.

2.3 Following a competitive tendering process, Council engaged Stantec Australia to complete a review of the 2016 strategy and provide an updated Central Kingston Parking Strategy for Council's consideration and endorsement.

3. STATUTORY REQUIREMENTS

3.1 The management of local highways as per Section 21, and the establishment of controlled parking as per Section 95 of the *Local Government (Highways) Act 1982*.

3.2 Direction from the Transport Commission for use of parking control signs on or near public streets pursuant to Section 59 of the *Traffic Act 1925*.

3.3 Council is responsible for managing local parking arrangements, including the management of contracted public parking facilities, allocation of on-street space and parking restrictions, enforcement of delegated parking rules, management of any on street parking permit schemes and administering the statutory planning process.

4. DISCUSSION

- 4.1 The updated Central Kingston Parking Strategy draws on best practice parking management principles which have been tailored to the local area following site inspections and analysis of local parking supply and demand data, origin/destination travel data, and workshopping with Council officers.
- 4.2 The strategy provides a framework to ensure the community's parking needs are being met and provides guidance to balance the competing demands related to transport, sustainability, the local economy and strategic land use.
- 4.3 The strategy lists four (4) objectives for parking in Kingston to:
- Support the local economy
 - Be managed to prioritise access according to user needs
 - Contribute to a safe and efficient people-focused transport network and urban environment
 - Encourage mode shift and reduce emissions.
- 4.4 The strategy draws on previous works and Council reports, including:
- Central Kingston Parking Strategy 2016
 - Central Kingston Parking Plan 2019
 - Council report and resolution regarding paid parking – January 2020.
- 4.5 The review of parking supply and demand in Kingston found that long term parking in the CBD is at capacity, however, there is long term parking capacity on the CBD periphery and at the external park and ride sites. Short term parking demands in the Kingston CBD are moderate with vacancies at peak times.
- 4.6 There are fifteen (15) action items listed in the parking strategy which will assist Council achieve the objectives for parking management in Kingston. Key actions for consideration include:
- 4.6.1 **Action 4** – Develop and implement a parking wayfinding strategy for Central Kingston to identify key areas of parking for different user needs.
- 4.6.2 **Action 12** – support the construction of a multi-level parking facility to support long stay commuter and staff parking as a mechanism to consolidate existing at-grade parking to improve land use and place outcomes.
- 4.6.3 **Action 13** – support the removal of at grade and on-street car parking where necessary to support improved walking, cycling and place outcomes.
- 4.6.4 **Action 14** – support the introduction of paid parking as a demand management tool to address the high demand for long stay parking within the Kingston CBD.

5. FINANCE

- 5.1 There are cost implications associated with the actions proposed in the strategy which will need to be considered by Council on a case-by-case basis as the action plan is reviewed and implemented.

6. ENVIRONMENT

- 6.1 The parking strategy is consistent with Council policy on transport and sustainability. Implementation of the strategy actions will encourage alternative sustainable transport options as well as facilitate better end of trip services for sustainable transport options and assist reducing car dependency for local trips.

7. COMMUNICATION AND CONSULTATION

- 7.1 If endorsed by Council the updated Central Kingston Parking Strategy will be published on Council's website and communicated to Council staff.
- 7.2 Some of the proposed strategy actions require further consultation and liaison with private carpark property owners and land managers.
- 7.3 Some of the proposed strategy actions require community consultation and communication and engagement plans will need to be developed in alignment with Council's Communications and Engagement Framework on a case-by-case basis.

8. RISK

- 8.1 There are potential operational, financial, and reputational risks associated with some actions proposed in the parking strategy. These risks will need to be assessed and managed in alignment with Council's Risk Management Framework on a case-by-case basis as the action plan is reviewed and implemented.

9. CONCLUSION

- 9.1 The Central Kingston Parking Strategy 2016 has been reviewed and an updated strategy has been developed for Council consideration and endorsement.
- 9.2 The updated Central Kingston Parking Strategy 2023 provides guidance and an action plan to ensure that Council is achieving the best parking and accessibility outcomes, which also supports sustainable transport modes, and is consistent with the growth expectations of the CBD and surrounding area.
- 9.3 The updated Strategy incorporates fifteen (15) action items for Council consideration and implementation, which includes Council's continued in principle support for future paid parking for long stay parking sites within the CBD area.

10. RECOMMENDATION

That Council:

- (a) Endorse the Central Kingston Parking Strategy 2023 as attached to this report.
- (b) Reaffirm in principle support for action item 14 for the introduction of paid parking as a demand management tool to address the high demand for long stay parking in the Kingston CBD.

ATTACHMENTS

1. **Central Kingston Parking Strategy_2023_final draft**

Central Kingston

Car Parking Strategy

PREPARED FOR KINGBOROUGH COUNCIL | 6 OCTOBER 2023 | 300304896

We design with community in mind



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Appendices

Appendix A. Assessment of Existing Strategies.....

Appendix B. TomTom Data Findings

Appendix C. Parking Inventory.....

Executive Summary

Introduction

The Kingston Parking Strategy has been prepared to guide Council in the effective management of parking resources to support Central Kingston, both now and into the future, in line with Council's place and land use objectives for the centre.

The preparation of a parking strategy seeks to provide the guidance that is needed to balance competing demands relating to transport, sustainability and the local economy, which supports Kingston's role as a key retail and commercial centre for the area that features retail amenity, safe and accessible active transport routes and green spaces. Actions within the strategy have been selected to maximise the efficiency of car parking use and management to ensure that it does not unduly dominate the CBD and detract from other 'place' and land use enhancements envisioned.

Structure of the Strategy

The Strategy outlines the strategic context within Council's other related strategies and provides an overview of the existing demographic and travel characteristics of the area.

The Strategy sets out the parking objectives that will guide the management of parking in Kingston, based on the vision for Central Kingston documented in the Kingston Place Strategy.

It also outlines the parking management strategies to be undertaken to achieve the objectives and a prioritised list of recommendations and actions.

Purpose

Council's existing parking strategy was prepared in 2016 and provides a framework to achieve a fair distribution of available parking spaces (on street and off street) to meet the community's parking needs at different times of the day, week and year as well as into the future.

Since 2016 there have been a number of developments in Kingston and surrounds to warrant a review of the strategy and a revised set of recommendations. Recent developments include:

- Ongoing development of the old Kingston High School site – Kingston Park
- Redesign and redevelopment of the Channel Highway, Kingston – Transform Kingston
- Development of the Kingston Place Strategy 2020-2050
- The completion of Park and Ride facilities at the Kingston Wetlands, Huntingfield and Firthside
- Increasing population and new demographic data for both the Kingborough and Huon Valley catchment areas.

As a result of these changes, Council has requested an update to the strategy that includes updated mapping for an expanded study area, revised strategy goals, outcomes and strategic framework and revised parking recommendations and actions.

The preparation of an updated strategy is an action of Council's 2022/23 Annual Plan.

Council's role

Parking is an asset that is managed both publicly and privately.

Council is responsible for managing local parking arrangements, including the management of public parking facilities, allocation of on-street space and parking restrictions, enforcement of parking regulations, management of any parking permit schemes and administering the statutory planning process. Council is also responsible for advocating to external stakeholders, including the State and Federal Governments, on behalf of the community.



Existing Conditions

The Kingston area is currently highly dependent on car use to meet the travel needs of residents and visitors, emphasised by poor walkability in the centre and discontinuous on-street cycle lanes and limited bicycle parking and storage facilities. Council's ability to reduce car dependency is impacted by the efficiency, frequency, and cost of the area's public transport services (which is outside Council's direct control) as well as pedestrian and cycling amenity.

Existing demand for long stay parking in the CBD is generally at capacity, used by both local workers and Hobart commuters, with capacity for long stay parking existing in the CBD periphery and at the external park-and-rides. On the other hand, short stay parking demands in the CBD are moderate, with many vacancies available for parking stays of less than three hours.

Key Findings

Strategic Context:

- Since 2016, Council has actively worked to set a framework and strategy for the management of on-street and off-street parking in Kingston. Previous actions have sought to respond to emerging issues, such as land use changes through redevelopment of CBD land, increasing demand for long stay parking generating by Hobart commuters and the high car dependency of a growing population.
- With the adoption of the Place Strategy and the projects within the Transform Kingston program, there is a move towards improving facilities for pedestrians and cyclists and realising the benefits of creating new green spaces and outdoor dining opportunities along the main strip.
- There is a desire to make better use of high-value land in the CBD than for accommodating the long stay parking demands of commuters that do not directly support the local economy.
- Work to move commuters outside of the CBD has already commenced via the Hobart City Deal Southern Projects, which provides a basis for further action to manage commuter and long stay parking demands within the CBD.

Demographics and Operation:

- As of 2021, the population of the Kingborough Council area was 40,082 persons, with 12,288 persons living in Kingston.
- Kingborough is one of Tasmania's fastest growing municipalities, with population growth projected to remain stable into the near future. The population of the Kingborough Council area is expected to grow by around 30% over the next 20 years, increasing to around 16,000 people by 2041.
- The bulk of the local residential community that is serviced by Central Kingston is located within a 3km radius. These findings are further supported by origin-destination data sourced from TomTom O/D analysis, which shows that around one third of all trips to and from Central Kingston start and finish in the residential areas to the south of the CBD.

Transport Network and Travel Characteristics:

- ABS Census data indicates 56% of households in Kingston have access to two or more motor vehicles with approximately 94% of all households owning at least one vehicle.
- The car is the preferred mode of travel for journey-to-work trips, with 67% of journey-to-work trips undertaken as either a car driver or passenger.
- Over the last ten years, the proportion of journey to work trips by private vehicle by residents of Kingborough has reduced, whilst the proportion of trips made by public transport and active travel modes (cycling and walking) has remained steady. Census data also indicates an increase in the number of people working from home, which is equal to the drop in car use. This suggests that some people who would typically drive to work have chosen to instead work from home.
- The experience of walking along key streets in and around Central Kingston is currently unpleasant, uninteresting and unsafe, with walking links to Central Kingston from surrounding residential development generally poor or non-existent.



- There is an established network of on-road and off-road cycling facilities around the periphery of Central Kingston, including a mix of on-road lanes and shared paths, but there is typically poor links for cyclists to access and circulate through Central Kingston, with discontinuous on-street cycle lanes and limited bicycle parking and storage facilities.
- Buses are the only mode of public transport available in Kingston. During the peak AM and PM periods, buses run at a frequency of 4 to 10 minutes to and from Hobart to Kingston. Outside of peak, there are around 6 services per hour running through the CBD, connecting to Hobart as well as the surrounding areas of Blackmans Bay, Margate, Dover, Summerleas and Geeveston.
- The road network within Central Kingston has undergone recent changes, including converting Channel Highway (Main Street) from an arterial road to a collector road and the construction of a new road link – Goshawk Way – through the Kingston Park site. Central Kingston is bounded by a road loop of collector and arterial roads, with local streets providing access to the uses within the CBD.
- There is currently a high car dependency for the Kingston area, emphasised by the poor walkability in the CBD and the discontinuous on-street cycle lanes and limited bicycle parking and storage facilities.
- Council's ability to reduce car dependency is impacted by the efficiency, frequency and cost of the area's public transport services (which is outside Council's direct control) as well as pedestrian and cycling amenity.

Car Parking:

- The demand for long term parking spaces in Central Kingston has increased over time, attracting demand from either local CBD workers or Hobart commuters. As further changes to the former high school site at the north of the CBD have occurred, Council has maintained the long-term parking supply, which is typically at full capacity during weekdays.
- On-street parking within Central Kingston is typically subject to timed restrictions and is free of charge. High use locations are subject to timed restrictions less than 2 hours to service short trips and pick-up/drop-off activity, whilst those located in shopping areas are subject to 2- or 3-hour parking restrictions to allow people to engage in a variety of activities without having to move their car too often.
- There are currently no paid parking arrangements within the Kingston area.
- Council is responsible for the enforcement of parking restrictions across Kingston, including in privately-owned car parks. Enforcement activities are limited to manual recording of overstay and issuing of tickets.
- Parking surveys indicate that:
 - Long-term parking in the Kingston CBD (240 spaces) is at capacity.
 - Capacity exists within the long-term parking areas in the Kingston CBD periphery and at the external park-and-rides.
 - Short-term parking demands for on-street and off-street spaces in the Kingston CBD are moderate, with around 500 available vacancies.

Parking Objectives

The development of parking strategies and actions is based on the following parking objectives:

We want parking to...

Support the local economy – focus on providing for those who spend time and money within Central Kingston.

Be managed to prioritise access according to user needs – using a framework and hierarchy to manage the allocation of parking and on-street kerb space where competing demands exist.

Contribute to a safe and efficient people-focused transport network and urban environment – the management and provision of parking must not compromise the safety of vehicle, cyclist and pedestrian movements.

Encourage mode shift and reduce emissions – encourage use of alternate transport modes through improved facilities and appropriate parking timed restrictions and pricing.



Parking Strategy Summary of Actions

The parking strategies that form the basis of the action plan are summarised in the following table.

Item No.	Topic	Strategy	Alignment with Objectives
1	Parking Allocation	Adopt a Parking User Hierarchy to assist with fairly managing competing parking demands throughout Central Kingston.	<ul style="list-style-type: none"> • Support the local economy • Be managed to prioritise access according to user needs
2	Parking Allocation	Council to work with private landowners to optimise the allocation of parking within private sites including modifying short stay parking restrictions if capacity exists to cater for greater staff parking demands on site.	<ul style="list-style-type: none"> • Support the local economy • Be managed to prioritise access according to user needs
3	Parking Allocation	Council to work with the Department of State Growth to encourage the use of external Park and Ride facilities (such as the Huntingfield Park and Ride) in order to prioritise the use of unrestricted parking within the Central Kingston CBD for those who spend time and money within the centre.	<ul style="list-style-type: none"> • Support the local economy • Be managed to prioritise access according to user needs
4	Wayfinding and End of Trip Journey	Develop and implement a parking wayfinding strategy for Central Kingston to identify key areas of parking for different user needs. This should adopt at a minimum a static signage approach however could be enhanced with real time variable signage.	<ul style="list-style-type: none"> • Be managed to prioritise access according to user needs • Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
5	Wayfinding and End of Trip Journey	Continue to improve pedestrian routes and pedestrian wayfinding to encourage a 'park once' mentality within the centre to reduce vehicle circulation, congestion and emissions, in line with the actions of the Kingston Place Strategy and Transform Kingston program.	<ul style="list-style-type: none"> • Support the local economy • Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
6	Enforcement	Continue to enforce parking within Central Kingston and surrounding peripheral areas to ensure that parking is being used as intended.	<ul style="list-style-type: none"> • Support the local economy • Be managed to prioritise access according to user needs
7	Enforcement	Consider the adoption of additional parking enforcement technologies to assist in the efficiency of the task.	<ul style="list-style-type: none"> • Support the local economy • Be managed to prioritise access according to user needs
8	Managing Parking Overspill	Where parking overspill from commercial development occurs into residential streets immediately surrounding the CBD, Council should seek to adopt appropriate time restrictions to balance the use of streets for both residential and commercial purposes. This may include the adoption of unrestricted parking on one side of the street, 3P parking on one side of the street and the marking of individual parking bays to protect access to residential properties.	<ul style="list-style-type: none"> • Be managed to prioritise access according to user needs
9	Managing Parking Overspill	Council to monitor over time parking overspill into residential streets in order to consider if further management actions, such as the use of resident parking permits, are warranted.	<ul style="list-style-type: none"> • Be managed to prioritise access according to user needs



Item No.	Topic	Strategy	Alignment with Objectives
10	Future Technologies	<p>Council will support the use of electric vehicles through:</p> <ul style="list-style-type: none"> Monitoring the use of existing Council provided EV charging facilities to understand their usage and identify the need for additional facilities Exploring the feasibility of installing further charging facilities at Council buildings Supporting and investigating private sector investment of electric charging infrastructure on Council-managed land Supporting private sector investment of electric charging infrastructure on private land Investigating the need for an Electric Vehicle Charging Policy to provide clarity in respect of the provision of electric charging facilities within public spaces (including on-street parking) Investigating opportunities to formalise (through statutory or non-statutory mechanisms) the need to provide charging infrastructure in new developments, including charging to car space target ratios. Where appropriate, encouraging retrofitting of EV infrastructure to car parking spaces in existing developments. This may include providing planning assistance or considering car parking space reductions. Seeking to encourage Environmentally Sustainable Development (ESD) targets for new development – outcomes from the CASBE research project Elevating ESD Targets Planning Policy Amendment 	<ul style="list-style-type: none"> Encourage mode shift and reduce emissions
11	Future Technologies	<p>Review opportunities within the public realm of Central Kingston to install infrastructure to support the parking of e-bikes and PMDs.</p>	<ul style="list-style-type: none"> Contribute to a safe and efficient people-focused transport network and urban environment Encourage mode shift and reduce emissions
12	Supporting Place and Sustainable Transport Outcomes	<p>Support the construction of a multi-level parking facility to support long stay commuter and staff parking as a mechanism to consolidate existing at-grade parking to improve land use and place outcomes within the centre.</p>	<ul style="list-style-type: none"> Support the local economy Contribute to a safe and efficient people-focused transport network and urban environment
13	Supporting Place and Sustainable Transport Outcomes	<p>Support the removal of at grade and on-street car parking where necessary to support improved, walking, cycling and place outcomes.</p>	<ul style="list-style-type: none"> Support the local economy Contribute to a safe and efficient people-focused transport network and urban environment Encourage mode shift and reduce emissions
14	Supporting Place and Sustainable Transport Outcomes	<p>Support the introduction of paid parking as a demand management tool to address the high demand for long stay parking within the Kingston CBD.</p>	<ul style="list-style-type: none"> Support the local economy Be managed to prioritise access according to user needs Encourage mode shift and reduce emissions
15	Future Land Use Development	<p>Maintain current car parking rate approaches for new land use developments in the short term, noting that:</p> <ul style="list-style-type: none"> Significant land use growth in Kingston that would necessitate varying the current frameworks is not expected in the short term (noting that this may change in the long term) Existing planning mechanisms exist to vary the parking requirements to reflect actual expected parking demands A cash-in-lieu scheme exists to compliment strategies to consolidate parking. 	<ul style="list-style-type: none"> Support the local economy



Introduction

We design with community in mind



1. Introduction

1.1 Background

Council's plan for the future of the Kingston CBD is that of a well-managed and self-reliant centre capable of accommodating the needs of the growing population. With a population that exceeds 40,000 people, a more sustainable CBD that is not so reliant on Hobart is required to meet the needs of Kingborough's growing population. To support liveability in this part of Tasmania, the Kingston CBD needs to cater for a range of retail and service types. The future mix of uses in the CBD will be driven by population growth, changing trends in retail and service delivery, investment in improved centre functionality and public realm, and local employment opportunities.

To support this growth of the CBD there needs to be an appropriate balance between having too much and too little car parking. Too much parking will create an unattractive CBD, encourage too much traffic and make bus travel not viable – it is an inefficient use of valuable land (lost opportunities for usable space). Too little parking will create conflict in surrounding residential areas and will be an inconvenience for visitors and local workers. There needs to be sufficient parking to meet the essential needs of the area while still encouraging people to use other forms of transport – public transport, car-pooling, cycling and walking.

The availability of public parking within the central Kingston area is an ongoing concern for many people. There is an expectation that convenient short and long stay parking will be available within or on the fringe of the CBD. The demand for such parking comes from visitors to the CBD who need to park for a few hours, plus local workers and commuters to Hobart and other locations within the Greater Hobart Area who need to park all day.

Kingston is also, to an extent, competing with the Hobart CBD and inner suburbs for commercial businesses. These locations are attractive and easy to access with substantial worker amenity. This must therefore be considered as part of future planning, with retail amenity, sufficient car parking, safe and accessible active transport routes, and green spaces to become key features of the Kingston CBD.

The preparation of a parking strategy therefore plays an important role in creating balance in the provision and management of car parking to support Central Kingston however also maximising the efficiency of car parking use and management to ensure that it does not unduly dominate the CBD and detract from other 'place' and land use enhancements envisioned.

1.2 Context and Process

In 2016 Kingborough Council prepared a Central Kingston Parking Strategy to guide planning and development of car parking within the Kingston CBD.

Since 2016 there have been a number of developments in the area to warrant a review of the strategy and a revised set of recommendations. Recent developments include:

- Ongoing development of the old Kingston High School site – Kingston Park
- Redesign and redevelopment of the Channel Highway, Kingston – Transform Kingston
- Development of the Kingston Place Strategy 2020-2050
- The completion of Park and Ride facilities at the Kingston Wetlands, Huntingfield and Firthside
- Increasing population and new demographic data for both the Kingborough and Huon Valley catchment areas.

This Parking Strategy has therefore been prepared having regard to a review of:

- the 2016 parking strategy, including an understanding of the status of actions within the implementation plan.
- current demographic data and population growth projections.
- current parking locations, parking time restrictions and parking capacity within the study area.
- existing demands for parking, including origin and destination for parking trips to and from the study area.



The updated Central Kingston Parking Strategy will:

- update car parking mapping for the study area
- revise strategy goals, outcomes and strategic framework.
- revise Central Kingston parking recommendations.
- revise Central Kingston parking actions

1.3 Purpose

This Strategy has been developed to provide a framework for Council to ensure the community's parking needs are being met and provides the guidance that is needed to balance competing demands related to transport, sustainability and the local economy.

It is consistent with Council policy on parking, transport and sustainability with parking management actions for the Central Kingston drawing on best practice parking management principles and tailored to the local area.

The Strategy will enable Kingborough Council to ensure that it is achieving the best parking and accessibility outcomes consistent with the growth expectations of the CBD and surrounding area.

This strategy will also provide input and guidance into the future development of a Structure Plan for Central Kingston.



1.4 Study Area

The study area encompasses the Central Kingston area as well as the residential fringe and outlying commercial areas, as shown in Figure 1-1.

Figure 1-1 – Study Area



Source: Kingborough Council, *Central Kingston Parking Strategy Update – Consultant Brief*, April 2023

While the study area is focussed on the Central Kingston area it is recognised that the CBD supports the broader Channel region and rural Kingborough areas as well as the Huon Valley. As such while not forming part of the study area, the influence of these areas on Central Kingston is considered.



Strategic Context

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2. Strategic Context

2.1 Overview

The updated Kingston Parking Strategy will sit within a suite of existing Council plans and strategies and must also be consistent with Greater Hobart and Tasmania-wide policies and actions. This section has been prepared to summarise the parking context within other documents, including:

- Previous parking strategies and associated Council reports
- Kingborough Council plans and strategies
- Tasmanian Government and Department of State Growth initiatives.

2.2 Previous Parking Strategies

2.2.1 Central Kingston Parking Strategy (2016)

The Central Kingston Parking Strategy was prepared in 2016 to provide a framework for the management of on-street and off-street parking in Kingston. This was in response to the anticipated changes to the land uses within Central Kingston, including the redevelopment of the former Kingston High School site into a multi-functional area containing health care, community uses, public space, residential, retail and commercial uses.

The main goals of the strategy are to:

- *Provide equitable access to limited parking spaces for all users*
- *Ensure time restrictions for on and off street parking reflect the demand in the relevant area*
- *Enhance the signage, safety and amenity of parking supply*
- *Reduce car dependency, particularly for local trips.*

Actions for addressing existing and emerging parking issues were defined by the following three categories:

- *Improve use of existing supply*
 - Includes review of time restrictions and parking allocation, monitoring of parking occupancy in the centre and in surrounding residential areas, review of the enforcement policy and process, and communication with private car park operators.
- *Encourage more non-car trips*
 - Includes investigating potential shuttle bus services, bike parking and/or bike share facilities, car share scheme and promotion of travel smart initiatives.
- *Increase supply*
 - Includes review of existing areas to maximise provision, consideration of unbundled parking and reduced on-site parking provision and development of a cash-in-lieu policy.

Of the 24 actions contained within the Implementation Strategy, a total of four actions were delivered in full and a further eight actions delivered in part or that continue to be delivered ongoing. A summary of some of the key deliverables is provided below, with a detailed description of the delivery status of all actions as informed by Council provided in Appendix A.

- Council has no record of any formal CBD-wide review of timed restrictions and parking allocations across Central Kingston, with informal reviews instead completed as part of specific projects or localised issues.
- Council continues to monitor occupancy of on-street parking in residential areas, but impacts have been minimal since all day parking remains free in the CBD.
- No surveys or formal consultation has been facilitated with local businesses to address the allocation of parking supply on private land.
- The provision of signage and wayfinding has not been actioned, as well any mapping of car parking locations on Council's website.



- Investigation of technology solutions for parking enforcement has not progressed, with enforcement activities continuing to be conducted manually.
- The actions associated with the encouragement of more non-car trips have been delivered in part through installation of some bike racks at Kingston Park and other new developments, provision of active transport maps on the Council website and promotion of smart travel initiatives through the bike committee.
- Parking supply has been increased through the formalisation of long-term parking spaces at the wetlands and Denison Street and the construction of the temporary long-term car park at Skipper Lane. Council is continuing investigations regarding parking supply options for when the Skipper Lane site is developed.
- Park and Ride car parks have been delivered by the Department of State Growth at Firthside and Huntingfield.
- A cash-in-lieu contributions policy was developed and endorsed by Council in 2018 and reviewed again in 2022. Whilst there has not been a strong uptake in the use of this scheme since its adoption, it provides a mechanism for collecting funds to be used for car parking projects, with ongoing Council advocacy of the scheme required to increase future uptake.

2.2.2 Central Kingston Parking Plan (2019)

The Parking Plan was prepared to guide the development of future parking infrastructure needed to address the rapidly growing central Kingston area. It builds upon the earlier work completed as part of the 2016 Parking Strategy, following the implementation of many of the previous strategy recommendations.

The report identified the following core issues for the Kingston CBD:

- *High dependence on car travel for people working in Kingston*
- *Park and ride to Hobart more attractive from within Kingston CBD than outer Kingston*
- *Demand for long-term parking exceeding the supply of spaces*
- *Excess supply of short-term parking spaces, but mostly privately owned.*

A short-list of priority projects to address the future parking needs for Central Kingston are outlined in the Parking Plan, including:

- *Introduce paid parking*
 - Introduce paid parking in long-term car parks to reduce the demand for long term parking within the Kingston CBD
 - Address any overflow of long-term parking demand into adjacent residential streets through the introduction of timed restrictions (and a resident permit scheme, if required).
- *Huntingfield park and ride*
 - Upgrade the unsealed car park at Huntingfield to formalise as a park and ride facility for commuting to Hobart.
- *Shuttle service to areas outside of the Kingston CBD*
 - To reduce the demand for parking within the Kingston CBD, Council should consider providing a shuttle bus from car parks in outer Kingston to the CBD during the morning and evening peaks. Potential locations include Huntingfield and the overflow car park at the sports centre on Kingston View Drive.
- *Expand Kingston View Drive car park*
 - Council should consider expanding the existing overflow car park on Kingston View Drive. The expansion could also include a park and ride bus stop within the car park.
- *Provide a new car park opposite the Channel Highway / Browns Road junction*
 - Investigate the feasibility of a new car park off the Channel Highway opposite the junction with Browns Road. This car park could be used for park and ride, as well as parking for commuters working in Kingston. This location is near the bus stop on the Channel Highway which has a high frequency of bus services.
- *Improve information about parking*
 - Provide a page on the Council website to provide information about parking within Kingston with maps and information such as time restrictions, paid parking details, location of accessible parking, location of bicycle parking and alternative travel mode details.

A comment on the status of each of these items was considered within the Kingston Parking Plan 2019 Council Report.



2.2.3 Council Report – Kingston Parking Plan 2019

This report was prepared by Council officers in September 2019 to inform Councillors on the findings of the Central Kingston Parking Plan and to review the broader implications for Council in relation to the ongoing need to provide for public parking in Kingston.

The report responds to the six priority projects detailed in the parking plan. A summary of the status of each of these items is provided in Table 2.1.

Table 2.1 – Kingston Parking Plan 2019 – Status of Actions

Project	Timeframe	Status
Improve information about parking	Short	Not actioned.
Introduce paid parking for long-term car parks within the CBD	Short	No actioned. It is acknowledged by Council that the introduction of paid parking may generate a negative reaction and that it must be sensitively managed. The preferred location for implementation of paid parking has been identified as the new temporary parking area within Kingston Park. In January 2020, Council moved a motion to postpone the introduction of any paid parking until after the formal park and ride facilities are in operation.
Provide a formal park and ride at Huntingfield	Short	Completed September 2022.
Provide a shuttle bus from outer areas to the CBD	Medium	Not actioned. September 2019 Council report stated that this proposal will not be investigated further at this stage. Recommended that it be deferred until after Kingston Park is more substantially developed and additional parking is provided at the Sports Centre and Huntingfield.
Provide a new car park on the Channel Highway, near Browns Road	Medium	Not actioned. September 2019 Council report recommended that a preliminary assessment be conducted to determine if a more detailed study is worth doing, due to the site being heavily constrained and likely to be expensive to build.
Expand the Kingston View Drive car park	Long	Not actioned. Remains as a potential action which would be part of an upgrade of Kingston View Drive and would be required once a connection is made to Spring Farm Road. Dependant on the provision of either a shuttle bus service or additional bus services.



The report also nominates some additional opportunities for increasing parking supply across Central Kingston, including:

- a minor expansion of the Denison Street car park and/or a redesign to increase the number of spaces
- a minor expansion of the small car park at the Kingston wetlands
- improving the public car park at Kingston Beach and leasing some of the hotel's car park
- increasing the amount of all-day car parking within Channel Court (without compromising existing planning permit requirements).

The report stated that future activity in Kingston should focus on the establishment of a truly sustainable and attractive CBD and while public parking is obviously an essential element of this, it is not the main driver. It was acknowledged that parking is a serious detractor to a quality public realm and is a low value use of land that diminishes the value and amenity of a centre. It is not practicable or desirable to have surplus parking available and there will be a need to balance the demand for parking with the other public space goals for the centre.

Central Kingston will need to be seen as a destination where residents and visitors spend a few hours undertaking a range of activities, supported by a range of transport options.

A revised set of actions was developed which consolidates the findings from the two parking studies and Council internal reviews, which are reproduced as follows:

1. Incorporate the upgraded bus interchange within the reconstruction of the Channel Highway so that it provides an attractive and comfortable facility for bus users.
2. Assist DSG in developing the upgraded park-and-ride facility at Huntingfield.
3. Administer the City Deal funds for the 'Kingston Congestion' package so that bus stops and other park-and-ride facilities are provided – including a future park-and-ride facility at the Kingborough Sports Centre.
4. Agree in principle that paid parking will be instituted within the new (temporary) Kingston Park parking area and consider a further, more detailed report on how this will be implemented and communicated publicly – while waiting for an alternative park-and-ride facility to be provided.
5. In conjunction with the private developer, determine the public parking allocation within a future multi-storey parking facility and review potential building designs.
6. Advocate for improved public transport services within Kingborough so that there is able to be a significant modal shift from private cars to bus travel.
7. Investigate expansion opportunities for existing parking areas at Denison Street, the Kingston Wetlands and at Kingston Beach.
8. Promote increased active transport into central Kingston by way of improved and safer cycling routes and pedestrian pathways.
9. Develop a program of improved public communication (via website, signage, social media, print media etc) on the availability of parking within and around central Kingston.



2.3 Kingborough Council

2.3.1 Kingston CBD Upgrades

Council is transforming the main street of Kingston, Channel Highway, into an attractive and inviting destination, improving the retail and commercial experiences for residents and visitors.

The design of the upgrade allows for future growth and improves pedestrian access for all, provides enhanced cycling capabilities, new green areas throughout the CBD and creates outdoor dining opportunities for cafes and restaurants along the main strip.

The upgrades will transform Kingston into an attractive and vibrant centre creating further investment and providing an engaging urban environment.

Figure 2.1 – Channel Highway Upgrade, Kingston



Source: <https://www.kingborough.tas.gov.au/development/transform-kingston/kingston-cbd/>

These upgrades seek to improve conditions for a range of transport modes, including:

- Public transport facilities
 - Relocation of the Hobart-bound bus stop to a bus interchange hub
 - New bus shelter, enhanced seating and improved level access for all at the southbound bus stop on Channel Highway
- Pedestrian footpaths and crossings
 - 3 metre wide level footpaths improving all ability access as well as creating additional space for potential alfresco dining
 - Improved crossing facilities at the intersection of John Street and the Channel Highway
 - New zebra crossing on Channel Hwy from Liv Eat to Denison Dental
 - Raised platforms around the Hutchins Street roundabout and the entrance to the Channel Court shopping centre at the Channel Highway.
- Traffic calming and safety measures
 - A central median island up the centre of the Channel Highway with new streetlights and CCTV.
- Bike commuting facility upgrade
 - A new uphill bike lane for southbound cyclists.
- Carparking
 - Additional on-street car parking spaces will be created along Channel Highway
 - Short-term reduction in the supply of parking in the John Street carpark, to be ultimately replaced by public open space with seating and trees
 - Skipper Lane car park established to accommodate long-term parking demand.



Kingborough Council is also upgrading roads within central Kingston as identified in its five-year capital works plan. This includes new roundabouts, road widening and new road links, as well as the main street upgrades on Channel Highway through the CBD.

Figure 2.2 – Central Kingston Road Hierarchy and Traffic Management Plan



Source: <https://www.kingborough.tas.gov.au/development/transform-kingston/kingston-park-roads/>
<https://www.kingborough.tas.gov.au/development/transform-kingston/kingston-park-roads/>

2.3.2 Floor Space and Land Use Projections for Kingston CBD (2021)

This document provides analysis intended to assist Council in planning in and around the Kingston CBD. Ultimately, the report makes important findings in regard to demand for, and supply of retail and commercial office floor space in Kingston in coming years.

- **Findings and implications – retail:**
 - Kingston’s existing centre network floor space is likely to be able to accommodate future demand for retail floor space despite robust population growth
 - Growth in demand for floor space will be relatively flat, though this obscures redistribution of demand among retail categories
 - Centre retailers can be ‘defended’ from the loss of expenditure online with targeted investment in centre infrastructure
 - Establishment of a genuinely mixed-use centre can help support local retailers and promote overall centre viability.
- **Findings and implications – commercial office:**
 - Commercial office floor space in Kingston’s centres is presently dominated by population-serving uses
 - Strategic office uses must be attracted to Kingborough to ensure that take-up of planned floor space occurs
 - Good urban design will support the take-up of new office floor space in Kingston.

Sufficient car parking and safe and accessible active transport routes were noted key features of the Kingston CBD needed to attract and retain commercial tenants.

2.3.3 Kingston Place Strategy 2020-2050

The aims of the Place Strategy project are to:

- *Determine an integrated place strategy for central Kingston to support its long term social and economic success and increased self sufficiency*
- *Define a shared vision for the future of central Kingston that aligns stakeholders around common goals for the future*
- *Identify the priorities for infrastructure investments that will contribute positively to delivering the shared vision*

Four preliminary reports were delivered as part of the Place Strategy development process, including Community Insights report, Understanding Your Place report, Community Directions for the Future report and Movement and Place Recommendations report.

The key challenges for Kingston that were identified through the process are as follows:

- *Local residents are dependent on Hobart for employment.*
- *A poor quality public realm and car dominance discourages walking and cycling.*
- *The centre lacks a unified identity, greenery and connection to nature.*
- *The lack of public investment in the centre has discouraged private investment.*

The vision for central Kingston sees it transition into a unified and legible regional centre where everything is well connected by walking and cycling links and public transport. Uniquely walkable with lush green and engaging streets attractive to a range of retail, commercial and residential land uses, Kingston will achieve what others have failed to do.

Supported by an independent local economy and an inclusive public realm offering a wide variety of things to do for people of all ages, abilities and family types, central Kingston will be much more than the sum of its parts - a highway town and dormitory suburb transformed into the regional heart of the wider community.

Actions and findings related to parking within the Place Strategy include:

- Within the Channel Highway main street area, identify pick up/ drop off zones for mobility-as-a-service and taxis and locations for disabled access car parking and car share spaces, whilst also considering a reduction in on-street parking supply.
- Develop a specific area plan through a review of existing planning documents and consider changes that would encourage fine-grain retail frontages, minimal driveways across primary pedestrian paths, mixed use development with reduced on-site parking (particularly for new residential development) and compact clusters of land use zones.
- Community consultation indicated that car accessibility and parking consistently ranked lower in importance when compared to cleanliness of public space, ease of walking around and the provision of walking, cycling and public transport options.

The Place Strategy focuses on the public realm improvements as a catalyst for change, specifically the experience of pedestrians. It is an aspirational approach to planning for the future of Kingston CBD.

It is Council's intention to use the findings of the Place Strategy to develop a structured plan for the Kingston CBD which will identify additional opportunities to make Central Kingston a more desirable place to live, work and play. The plan will have a strong focus on stimulating the local economy alongside creating a more vibrant destination where people want to spend more time during the day and night.

2.3.4 Kingston Central Area Master Plan (2008)

The overarching purpose of this study was to provide a development framework for Central Kingston. The study area covered the Kingston Central Area (KCA) and the area extending from Browns Road along the Channel Highway to Huntingfield. The report identified a requirement, between 2006 and 2036 of an additional 66,200sqm of centre floor space, comprising:

- 44,200sqm of retail shopfront
- 7,000sqm of bulky goods
- 11,000sqm of commercial services
- 4,000sqm of community and government services.



It stated further that the successful evolution of Central Kingston would require a retail mix comprising several major anchor stores, with a diverse mix of other retail, commercial and residential uses.

The Master Plan report set out a planning framework that recommends the need for a town park, town square, 'green' pedestrian link, and the restructuring of the Channel Highway as an 'active street', traffic and transport improvements that prioritise pedestrians, and a range of urban design improvements including new housing.

The key elements of the Framework Plan, as illustrated in Figure 2.3, included:

- An expansion of the core precinct into the former High School site
- Connection between the expanded and existing core retail precinct by a town square and dedicated pedestrian pathway
- Development of a ring-road system and the transition of Channel Highway into a pedestrian-focussed active commercial street
- Establishment of mixed-use areas around the core retail precinct
- Development of a town park linking the centre with the green belt to the north
- Consolidated car parking areas located at the edge of the centre
- Medium density residential areas framing the centre.

Figure 2.3 – Central Kingston Master Plan



Source: Kingston Central Area Master Plan (2008)

2.3.5 Kingborough Planning Controls

Kingborough Interim Planning Scheme 2015

The current Planning Scheme for Kingborough is the Kingborough Interim Planning Scheme 2015.

Part E of the Planning Scheme contains the relevant planning Codes, including E6.0 Parking and Access Code. The purpose of this provision is to:

- (a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists
- (b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities
- (c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network
- (d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places
- (e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists, and vehicles and by reducing opportunities for crime or anti-social behaviour
- (f) ensure that vehicle access and parking areas do not adversely impact on amenity site characteristics or hazards
- (g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking
- (h) provide for safe servicing of use or development by commercial vehicles.

The Code sets out the number of car parking spaces that a development must provide to ensure that:

- (a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.
- (b) a use or development does not detract from the amenity of users or the locality by:
 - i. preventing regular parking overspill;
 - ii. minimising the impact of car parking on heritage and local character.

Central Kingston is currently not subject to any planning overlays related to parking, so the parking rates outlined in Table E6.1 of the Code apply for land within the study area. In the event that a parking shortfall exists for a development when assessed against the Planning Scheme rates, the existing cash-in-lieu policy provides a mechanism to offset the shortfall through provision of parking elsewhere.

The Code also sets out requirements for accessible parking, bicycle parking, vehicle access, design of parking areas and design for commercial vehicle loading.

Draft Tasmanian Planning Scheme

The State Government is moving all Councils to a single planning scheme to create uniformity in planning across Tasmania. Currently, Kingborough Council is awaiting the Tasmanian Planning Commission's instruction to begin the exhibition period (public consultation) for Kingborough's new Draft Planning Scheme. The proposed parking controls as outlined in the new scheme that would apply in the Kingston CBD area will not be significantly different from the rates that exist under the current planning scheme.



2.4 Department of State Growth

2.4.1 Hobart City Deal Southern Projects

The Hobart City Deal is a 10-year partnership between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils. The Hobart City Deal provides a framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges.

Through the Greater Hobart Transport Vision, City Deal partners are delivering a broad package of infrastructure improvements and services to encourage changed transport habits, manage congestion, improve traffic flow and inform decision making in the Greater Hobart Region.

The Southern Projects are a suite of coordinated transport projects being delivered by the Tasmanian Government as part of the Hobart City Deal Greater Hobart Transport Vision. The nominated projects are in Kingborough but are focused on public transport access to the Hobart city centre.

Within Kingborough, two new park and ride facilities have been constructed at Huntingfield and Firthside to support additional and improved southern suburbs bus services and an extension of the existing bus network. These facilities will provide a faster and more reliable bus experience between Kingborough and Hobart city centre, encouraging the uptake of public transport from the southern suburbs.

The locations of these new park and ride facilities are shown in Figure 2.4.

Figure 2.4 – Hobart City Deal Southern Projects Plan



2.5 Summary

Since 2016, Council has actively worked to set a framework and strategy for the management of on-street and off-street parking in Kingston. Previous actions have sought to respond to emerging issues, such as land use changes through redevelopment of CBD land, increasing demand for long stay parking generating by Hobart commuters and the high car dependency of a growing population.

With the adoption of the Place Strategy and the projects within the Transform Kingston program, there is a move towards improving facilities for pedestrians and cyclists and realising the benefits of creating new green spaces and outdoor dining opportunities along the main strip. There is a desire to make better use of high-value land in the CBD than for accommodating the long stay parking demands of commuters that do not directly support the local economy. Work to move commuters outside of the CBD has already commenced via the Hobart City Deal Southern Projects, which provides a basis for further action to manage commuter and long stay parking demands within the CBD.

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Demographics and Operation

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3. Demographics and Operation

3.1 Population

Australian Bureau of Statistics (ABS) census data can be used to provide an understanding of the population of Kingborough and Kingston, including how old people are, how they live and how they travel.

As of 2021, the population of the Kingborough Council area was 40,082 persons, with 12,288 persons living in Kingston. The population of the Kingborough Council area is expected to grow by around 30% over the next 20 years.

The current population of Kingston includes a higher proportion of 18- to 35-year-olds and a lower proportion of persons aged 60 when compared to the rest of Tasmania, with a median age of 36 years (compared to 42 years for Tasmania).

As of 2021, Kingston residents were living in 4,757 dwellings with an average household size of 2.5 persons per dwelling. The majority of housing consists of separate houses (89% of occupied dwellings), with the remaining 11% consisting of townhouses or apartments. This indicates a relatively low population density but is slightly higher when compared to the wider Kingborough area. Population density can influence the trip choices of residents of an area in that more densely populated areas are likely to have shorter travel distances to services and transport, making them more viable for active travel.

3.2 Growth Projections

Kingborough is one of Tasmania's fastest growing municipalities, with population growth projected to remain stable into the near future. The population of the Kingborough Council area is expected to grow by around 30% over the next 20 years¹, increasing to around 16,000 people by 2041.

3.3 Place of Residence

The major population and employment areas in Kingborough are presented in Figure 3.1 (source: Kingborough Cycling Strategy). This includes the denser residential areas of Kingston to the south and northwest of Central Kingston, Blackmans Bay to the south and Tarooma to the northeast. Figure 3.1 also shows that the bulk of the local residential community that is serviced by Central Kingston is located within a 3km radius.

These findings are further supported by origin-destination data sourced from TomTom O/D analysis (discussed in more detail in Section 4.4.2), which shows that around one third of all trips to and from Central Kingston start and finish in the residential areas to the south.

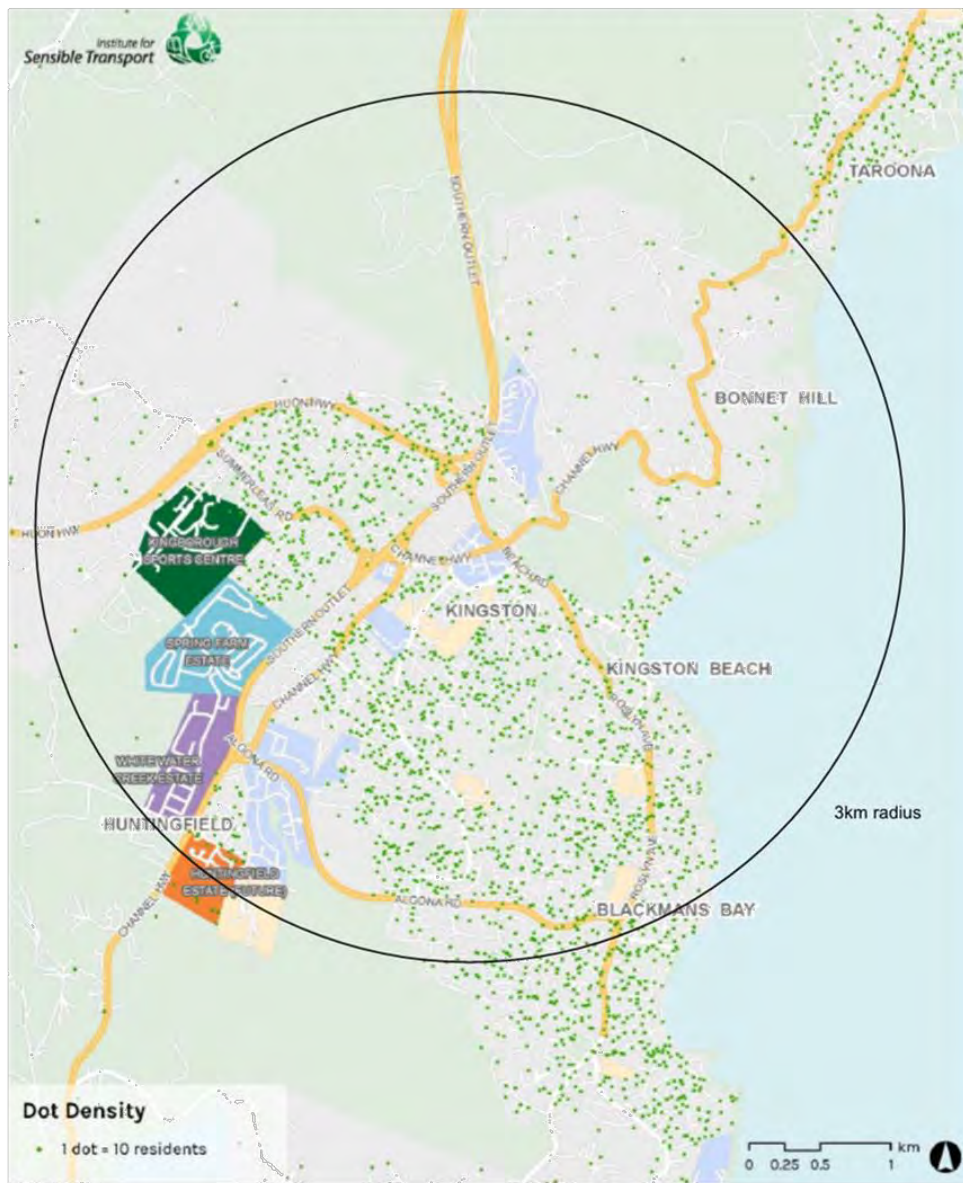
3.4 Operation of CBD

Most shops and businesses in Central Kingston operate between 9am and 5:30pm Monday to Friday, with similar shop hours on weekends but with slightly earlier closing times. Restaurants are open in the evening until around 9:00pm, including the Kingston Hotel. Supermarkets are open until 10:00pm every day, and the convenience restaurants at Westside Circuit also have later operating times.

¹ Floor Space and Land Use Projections for Kingston CBD, SGS Economics, 2021. Based on the medium scenario Tasmanian State Government population forecasts for local government areas (LGAs).



Figure 3.1 – Kingborough Major Population and Employment Areas



Source: Kingborough Cycling Strategy

Transport Network & Travel Characteristics

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4. Transport Network & Travel Characteristics

4.1 Overview

Details of the transport network and travel characteristics have been sourced from:

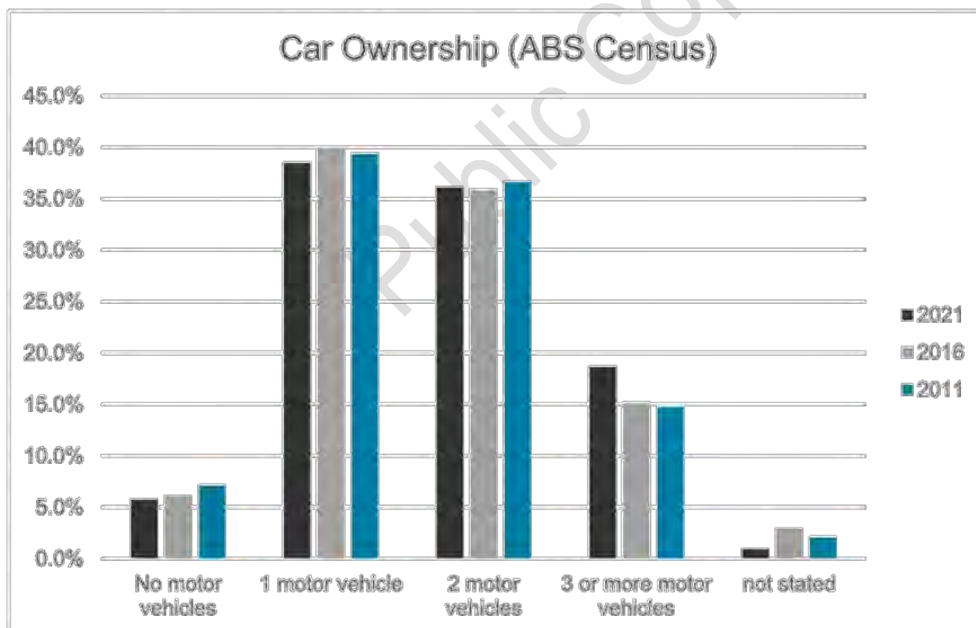
- ABS Census data (2021)
- Greater Hobart Household Travel Survey (2019)
- TomTom O/D Analysis data (01/06/2022 to 31/05/2023)
- Kingston Place Strategy (2020)
- Kingborough Cycling Strategy (2021)
- Metro Tasmania.

4.2 Car Ownership

ABS Census data indicates 56% of households in Kingston have access to two or more motor vehicles with approximately 94% of all households owning at least one vehicle.

Figure 4.1 shows a comparison of car ownership characteristics since 2011. It shows that between 2011 and 2021, the number of households owning 3 or more vehicles increased by around 4% with a corresponding decrease in 1- and 2-vehicle households. The proportion of households that do not own a motor vehicle has dropped since 2011 by around 1.5%.

Figure 4.1 – Kingston Car Ownership (2021 Census)



4.3 Mode Share

4.3.1 Journey to Work

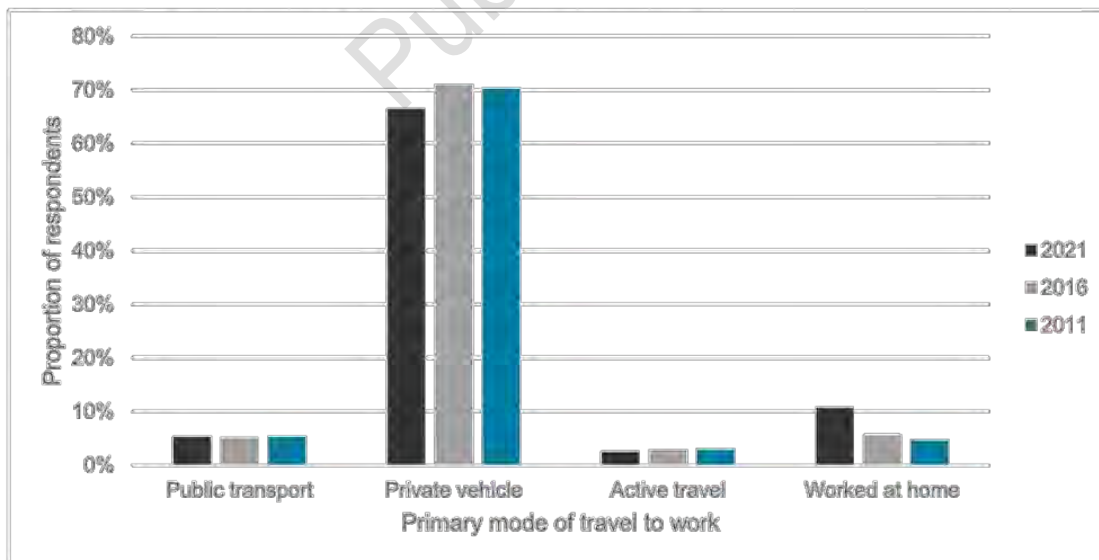
Australian Bureau of Statistics Census data for 2021 indicates that the car is the preferred mode of travel for journey-to-work trips, with 67% of journey-to-work trips undertaken as either a car driver or passenger. However, the percentage who travel to work by car is around 3% lower than the rest of the state. The proportion travelling by bus exceeded the state statistics (5% versus 3%) however there was a lower proportion of people walking to work and a greater proportion working from home (refer Table 4.1).

Table 4.1 – Kingborough Journey to Work by mode (ABS Census 2021)

Main method of travel – Employed persons (usual residence)	Kingborough %	Tasmania %
Car, as driver	61.3%	64.1%
Car, as passenger	5.2%	5.3%
Bus	5.1%	3.0%
Bicycle	0.7%	0.7%
Walked only	1.9%	4.2%
Worked at home	10.8%	8.0%
People who travelled to work by public transport	5.3%	3.4%
People who travelled to work by car (driver or passenger)	66.6%	69.6%

Over the last ten years, the proportion of journey to work trips by private vehicle by residents of Kingborough has reduced, whilst the proportion of trips made by public transport and active travel modes (cycling and walking) has remained steady (refer Figure 4.2). Census data also indicates an increase in the number of people working from home, which is equal to the drop in car use. This suggests that some people who would typically drive to work have chosen to instead work from home.

Figure 4.2 – Kingborough Journey-to-work (Census 2011, 2016, 2021)



The 2016 Parking Strategy indicated that 38% of residents live and work in Kingborough, based on 2011 Census data. This is the most recent data available for this statistic but is considered to still be reflective of existing conditions.



4.3.2 Greater Hobart Household Travel Survey

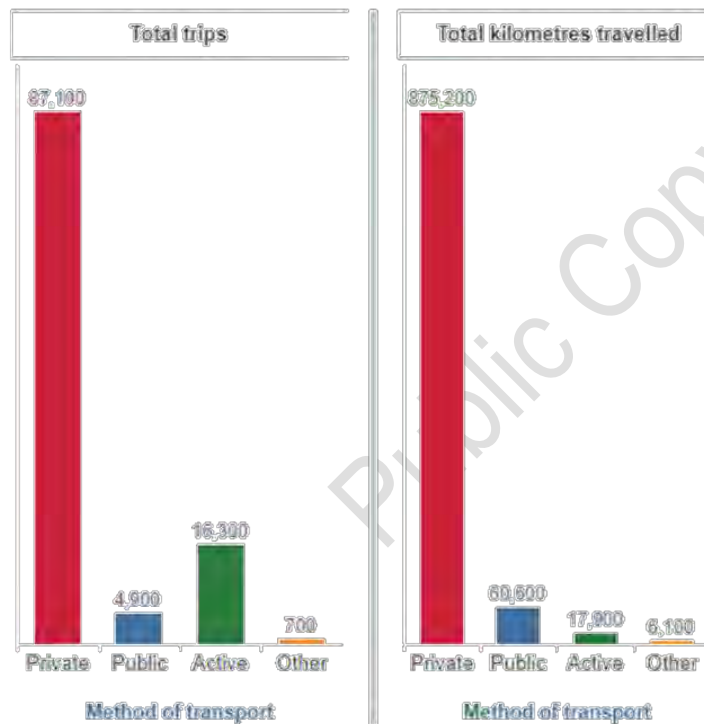
The Greater Hobart Household Travel Survey was conducted by the Department of State Growth in 2019 to look at how, where, when and why people in Greater Hobart are travelling. The study area included the local government areas of Brighton, Clarence, Glenorchy, Hobart, Kingborough and Sorell.

Around 2000 households across Greater Hobart completed the survey, with the data collected being used to provide information about daily travel patterns, including methods of travel, times of travel and purposes of travel.

Figure 4.3 shows the breakdown in mode share for all trip purposes in Kingborough. Private cars make up most trips (around 80% of all trips) and kilometres travelled, whilst active transport (walking and bike riding) constitutes around 16% of all trips.

Figure 4.4 shows more about the nature of the journey-to-work trips and shows that Kingborough residents travel longer distances across all the travel modes when compared to the Greater Hobart average. This includes average distances of 5.5km for walking trips (compared to 2.4km for Greater Hobart) and 16.4km for public transport trips (compared to 9.9km for Greater Hobart). For reference, the distance between Central Kingston and Central Hobart is around 12km.

Figure 4.3 – Kingborough journey-to-work by mode (Greater Hobart Household Travel Survey 2019)



Source: Greater Hobart Household Travel Survey 2019

Figure 4.4 – Kingborough journey-to-work by mode and distance (Greater Hobart Household Travel Survey 2019)

Travel to / from work - Kingborough residents (average weekday)



Source: Greater Hobart Household Travel Survey 2019

4.4 Trip Origin and Destination

Details on trip origin and destination for trips in the Kingston and Kingborough area have been sourced from:

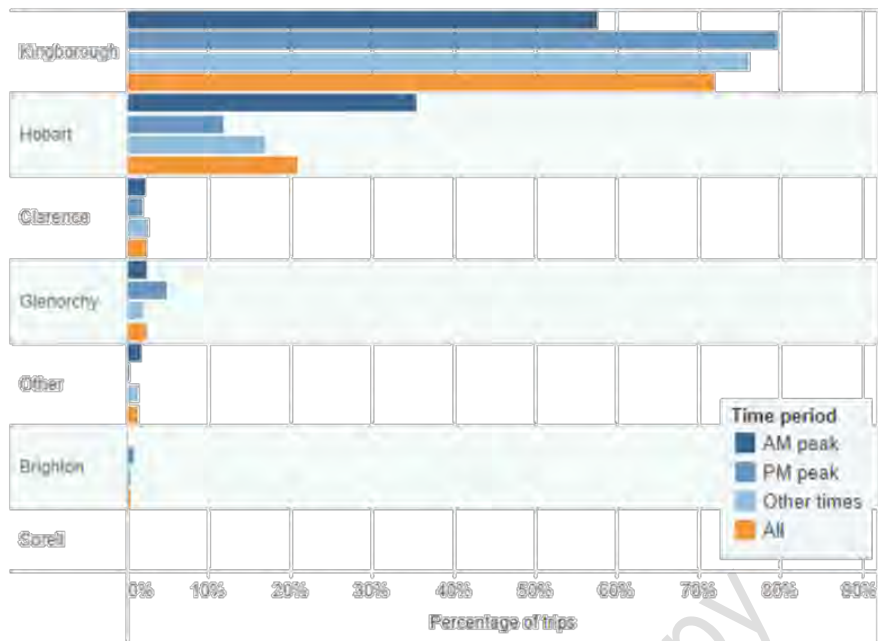
- Greater Hobart Household Travel Survey (2019) – Kingborough-wide, all transport modes
- TomTom origin/destination data analysis (01/06/2022 to 31/05/2023) – Central Kingston and surrounds, predominantly relates to road-based modes (cars, trucks, buses) but does not distinguish between modes.

4.4.1 Greater Hobart Household Travel Survey

Figure 4.5 shows the destinations for trips that originated in Kingborough and Figure 4.6 shows the origin of trips ending in Kingborough. Key findings include:

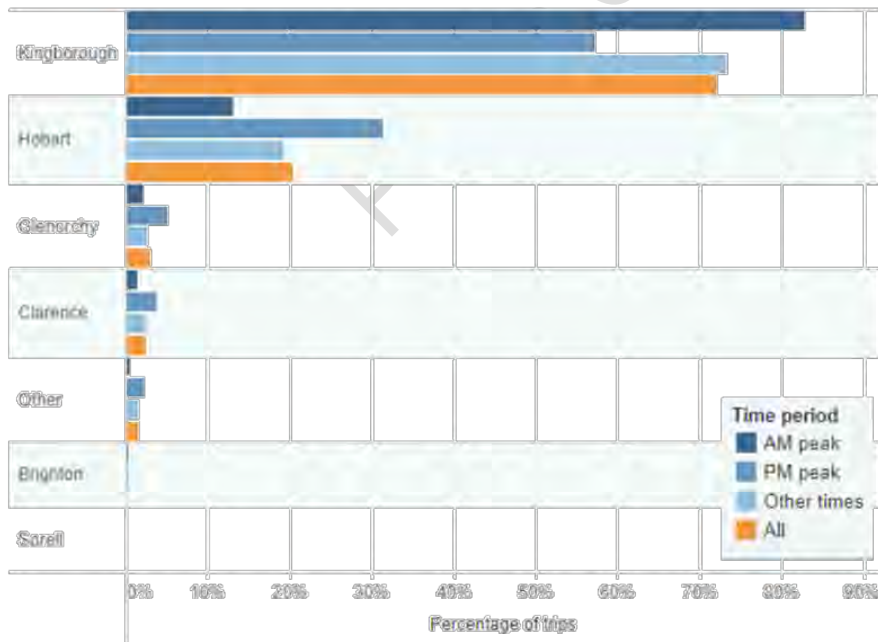
- Majority of trips that start in Kingborough also finish in Kingborough, across all times of the day.
- Hobart is a destination for 21% of all trips across the day but is as high as 35% of trips during the AM peak.
- Less than 10% of trips across the day have destinations outside of Kingborough and Hobart.
- 72% of all trips across the day that end in Kingborough also originated in Kingborough. This is as high as 83% during the AM peak.
- 31% of trips ending in Kingborough during the PM peak originate in Hobart.
- The peak hour data indicates that between 31% and 35% of trips are related to commuting activity for work trips to and from Hobart.

Figure 4.5 – Destination of trips starting in Kingborough (Greater Hobart Household Travel Survey 2019)



Source: Greater Hobart Household Travel Survey 2019
 [1] "Other" includes all other Tasmania local government areas, including Huon Valley and Derwent Valley

Figure 4.6 – Origin of trips ending in Kingborough (Greater Hobart Household Travel Survey 2019)



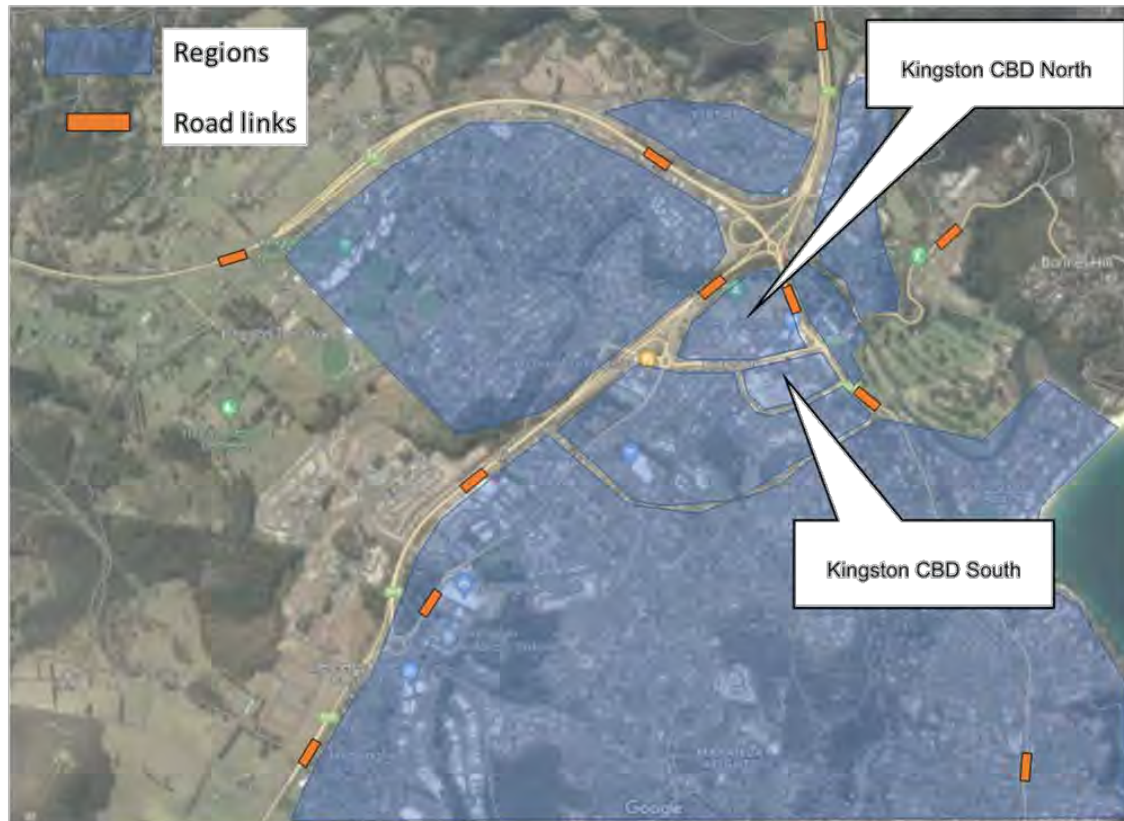
Source: Greater Hobart Household Travel Survey 2019
 [1] "Other" includes all other Tasmania local government areas, including Huon Valley and Derwent Valley

4.4.2 TomTom Origin/Destination data analysis

Origin-destination (OD) data was sourced from TomTom O/D Analysis, a product for origin and destination analysis based on probe data. Data was obtained for the period 01/06/2022 to 31/05/2023, covering AM and PM peaks, off-peak, weekdays and weekends.

The study area is presented in Figure 4.7, with graphical summaries of the analysis provided in Appendix B.

Figure 4.7 – TomTom O/D Analysis Study Area



Some of the key findings from the analysis of TomTom O/D data include:

- On weekdays, Kingston CBD North attracted around 40% of trips from the north (southern outlet), 15% from the west, 5% from the northeast, 5% from the residential fringe to the south and 35% from the south (predominantly north of Algonia Road).
- On weekdays, Kingston CBD South attracted around 25% of trips from the north (southern outlet), 16% from the west, 8% from the northeast, 6% from the residential fringe to the south and 45% from the south (predominantly north of Algonia Road).
- The data suggests that Kingston CBD North generates and attracts many of the Hobart journey-to-work trips, which supports other surveys which suggest that these areas are used for park and ride activities.
- The residential suburbs south of Kingston generate the largest proportion of trips to the CBD.



4.5 Walking and Cycling

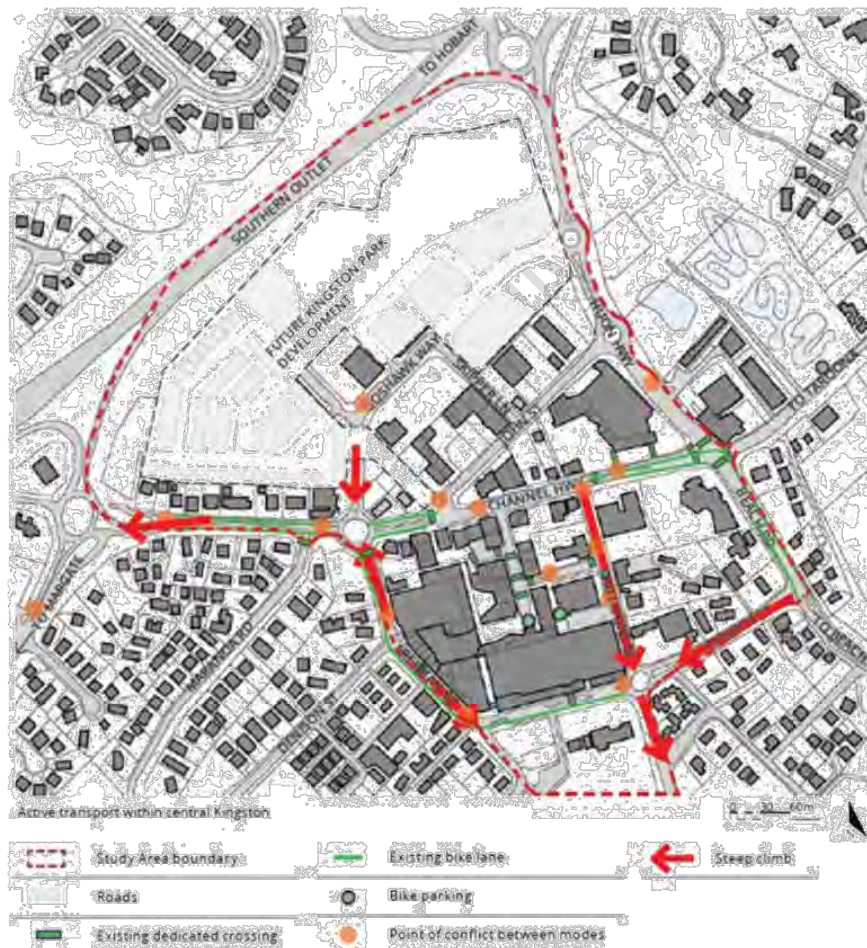
4.5.1 Existing Conditions

As documented in the Kingston Place Strategy, the experience of walking along key streets in and around Central Kingston is unpleasant, uninteresting and unsafe. This is mainly due to large, impermeable blocks, undulating terrain, prioritisation of private vehicles and lack of pedestrian friendly infrastructure (wide footpaths with seating, shade and dedicated crossings). The walking links to Central Kingston from surrounding residential development are generally poor or non-existent.

Many streets in Central Kingston have narrow footpaths which discourage people to stay. Lack of dedicated street crossings at desired locations encourages jaywalking. There are several conflict points between pedestrian and car movement. Crossing near the roundabouts at the intersections of Channel Highway-Goshawk Way and Hutchins Street-Church Street is a particularly unsafe experience for pedestrians.

In terms of cycling, there is an established network of on-road and off-road cycling facilities around the periphery of Central Kingston, including on-road lanes on Channel Highway, Church Street and Freeman Street and shared paths at Kingston Park to the north and along Whitewater Creek to the west and northwest. However, there is typically poor links for cyclists to access and circulate through Central Kingston, with discontinuous on-street cycle lanes and limited bicycle parking and storage facilities.

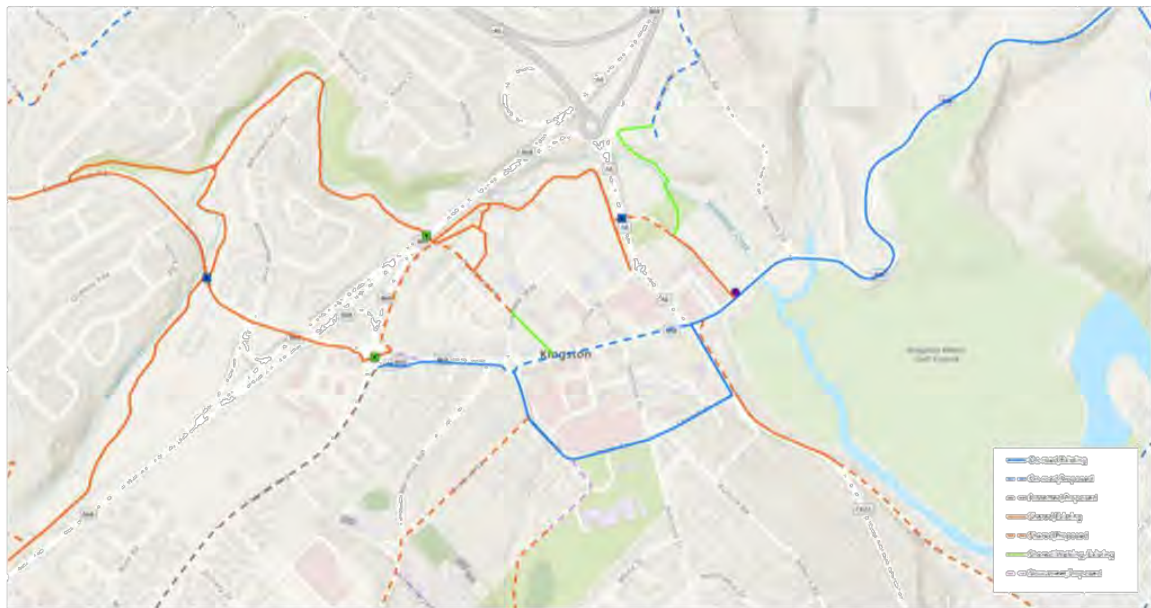
Figure 4.8 – Central Kingston Active Transport Facilities



Source: Kingston Place Strategy 2020



Figure 4.9 – Kingston Cycling Facilities – Existing and Proposed



Source: Kingborough Cycling Strategy 2021

4.5.2 Proposed Improvements

Council has documented the future direction of walking and cycling in Kingston in several strategies and plans, including the Kingborough Tracks and Trails Strategic Action Plan 2017-2022, Kingborough Integrated Transport Strategy 2010-2020 and the Kingston Place Strategy 2020. Key actions from these documents indicate a need to address gaps in walking and cycling access for schools and activity centres, continued implementation and regular maintenance of walking and cycling facilities, and efficient promotion of the network.

Council’s Cycling Strategy identifies opportunities for improving connections to residential areas and points of interest to encourage an increase in cycling use across Kingston and Kingborough, including facilities proposed along Beach Road, Denison Street and Channel Highway (to the southwest), as well as the Channel Highway (Main Street) facility currently under construction.



4.6 Public Transport

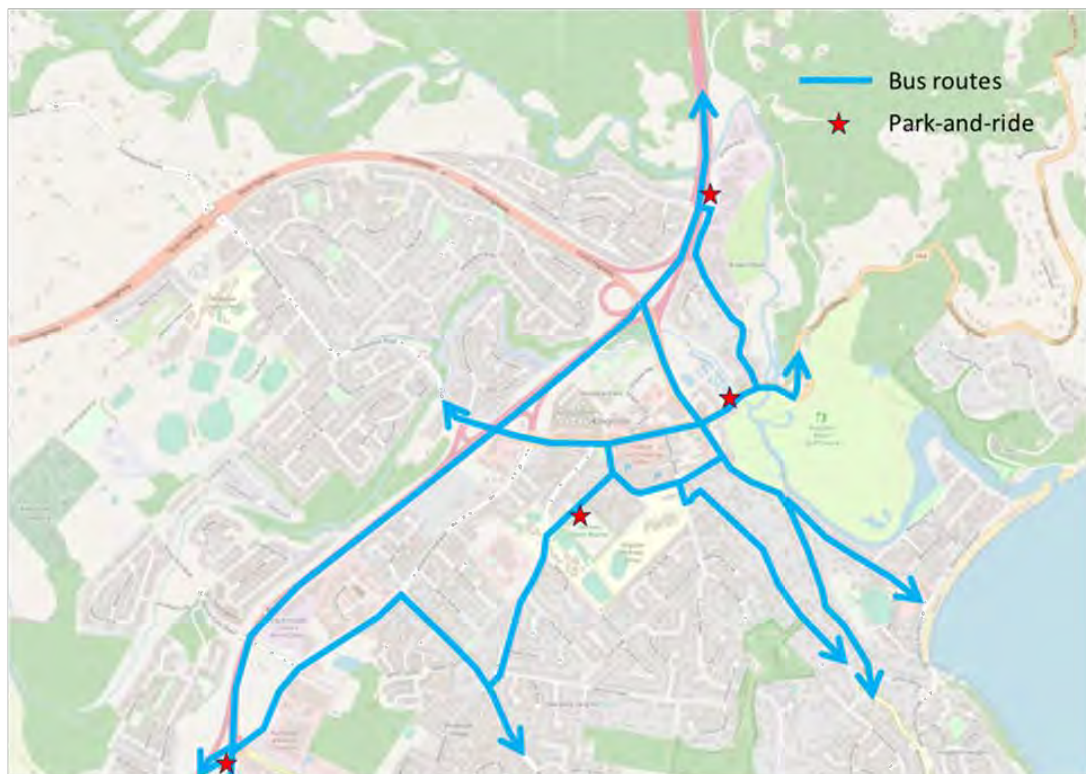
Bus movement through Central Kingston is along Channel Highway, Church Street, Freeman Street. Metro Tasmania and Tassielink Transit both operate buses connecting central Kingston.

During the peak AM and PM periods, buses run at a frequency of 4 to 10 minutes to and from Hobart to Kingston. Outside of peak, there are around 6 services per hour running through the CBD, connecting to Hobart as well as the surrounding areas of Blackmans Bay, Margate, Dover, Summerleas and Geeveston.

Park-and-ride facilities exist on the CBD periphery to support public transport ridership, including at Denison Street and the wetlands, as well as the newly established facilities at Huntingfield and Firthside, as shown in Figure 4.10.

No other public transport modes are available in Kingston.

Figure 4.10 – Bus Routes and Park-and-Ride Facilities



Base map source: www.openstreetmap.org

At the time of preparing this study, a temporary redirection of the Main Street bus routes via Goshawk Way was in place. Bus routes were due to be reinstated in August 2023.



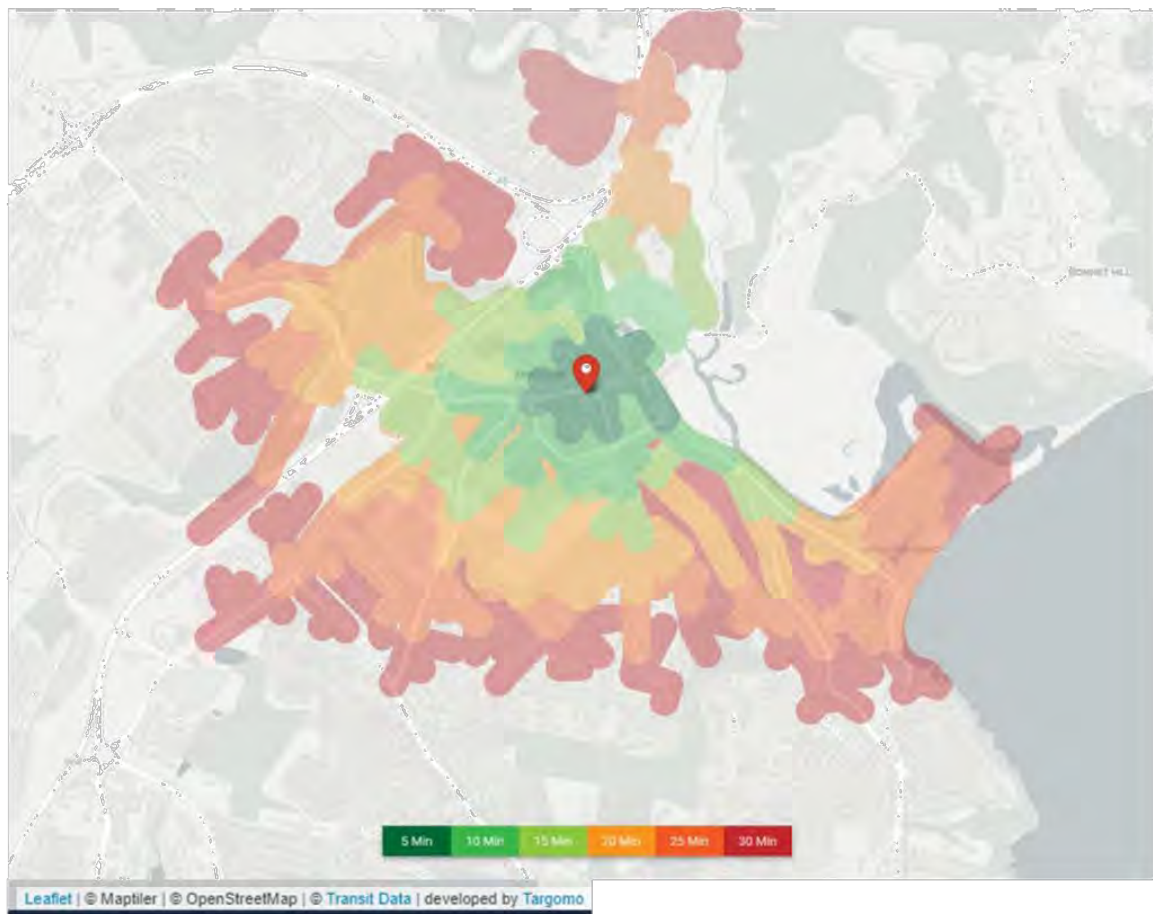
4.8 Transport Catchments

The concept of 30-minute cities provides the basis for catchment mapping to be prepared for Central Kingston to understand the extent to which the population exists within reasonable walking, cycling and public transport distances. This assists to establish the extent of mode shift that could be reasonably considered. It is calculated using information on existing links, facilities and services which are of various standards.

4.8.1 Walking

Figure 4.12 shows that walking accessibility is limited to south of the Kingston Interchange. A 15-minute catchment stretches into the residential areas in Denison Street, Maranoa Road, Auburn Road and Roslyn Avenue, as well as into Summerleas Road to the west of the Southern Outlet. Within a 30-minute catchment, this extends as far as Kingston Beach in the east, Baynton Street in the south and the Whitewater Creek in the northeast.

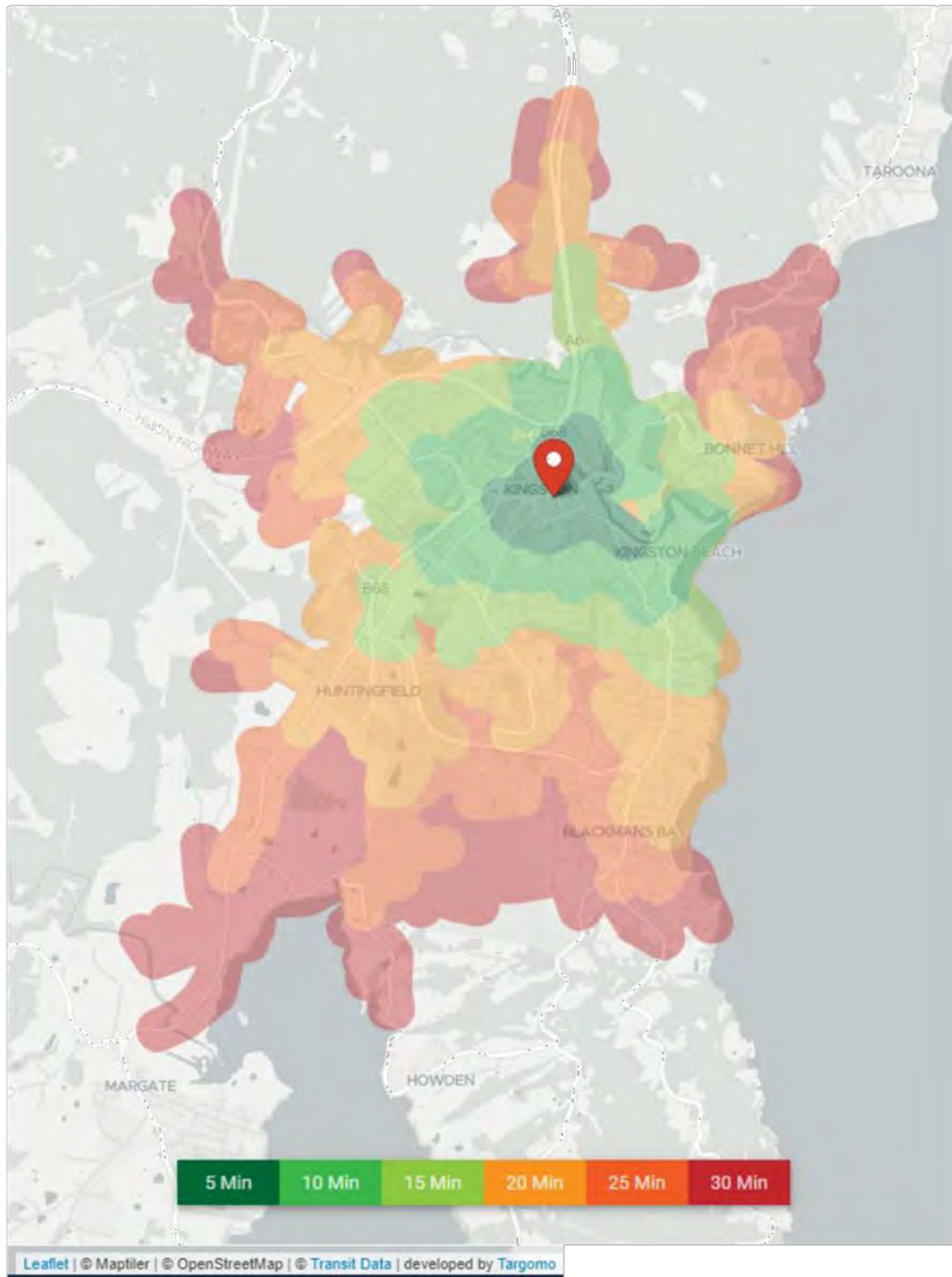
Figure 4.12 – 30-minute Walking Catchment



4.8.2 Cycling

Figure 4.13 shows that all parts of Central Kingston within a 5-minute cycling radius, with the wider 30-minute catchment extending approximately 3km to the north and northeast, 5km to the northwest and around 5km to the south.

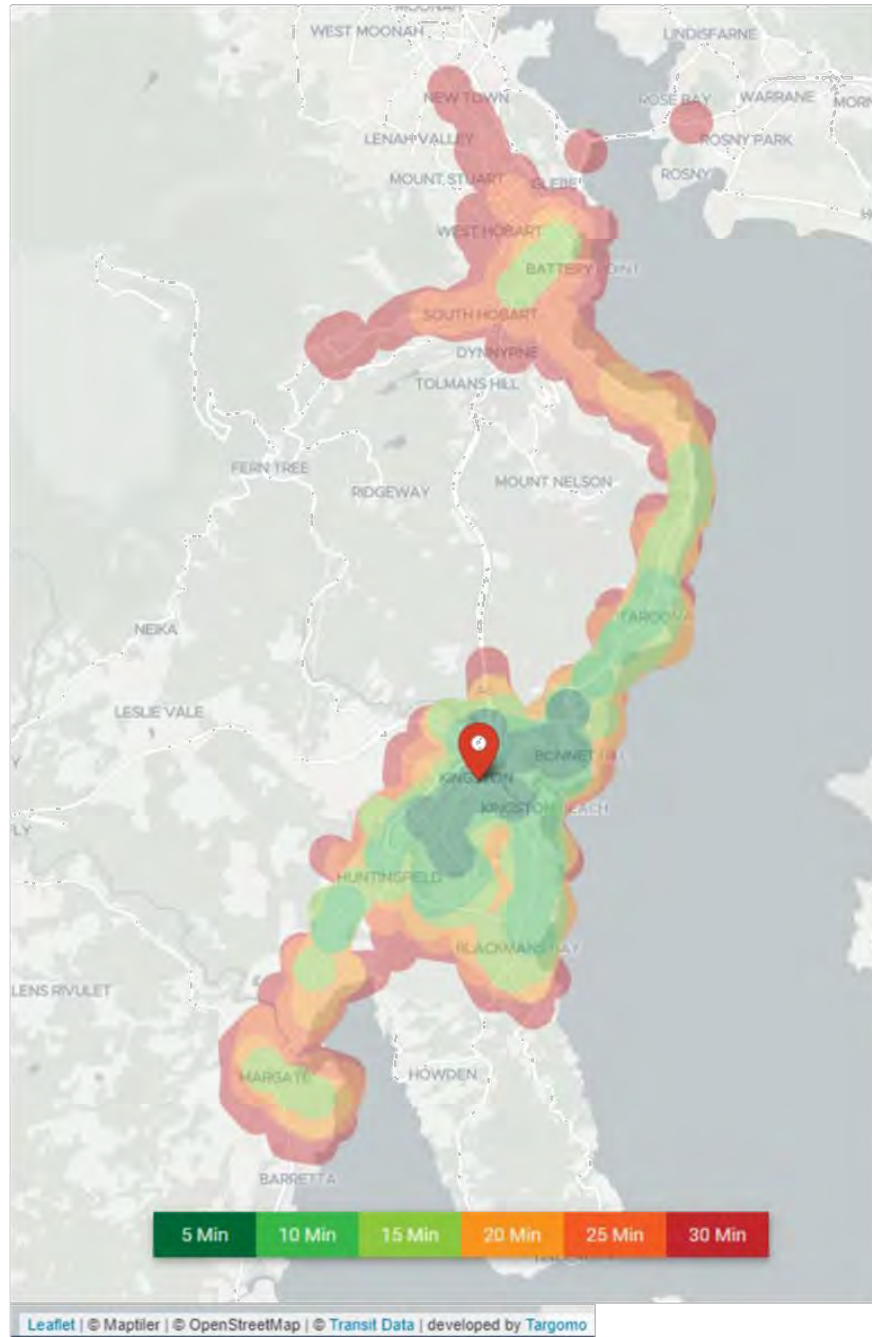
Figure 4.13 – 30-minute Cycling Catchment



4.8.3 Public Transport

Figure 4.14 shows the 30-minute public transport catchment from Kingston, which is structured on the bus network. The 15-minute catchment stretches as far as Hobart, reflecting the peak hour express routes from Kingston. It also shows the lack of services to the west of the highway.

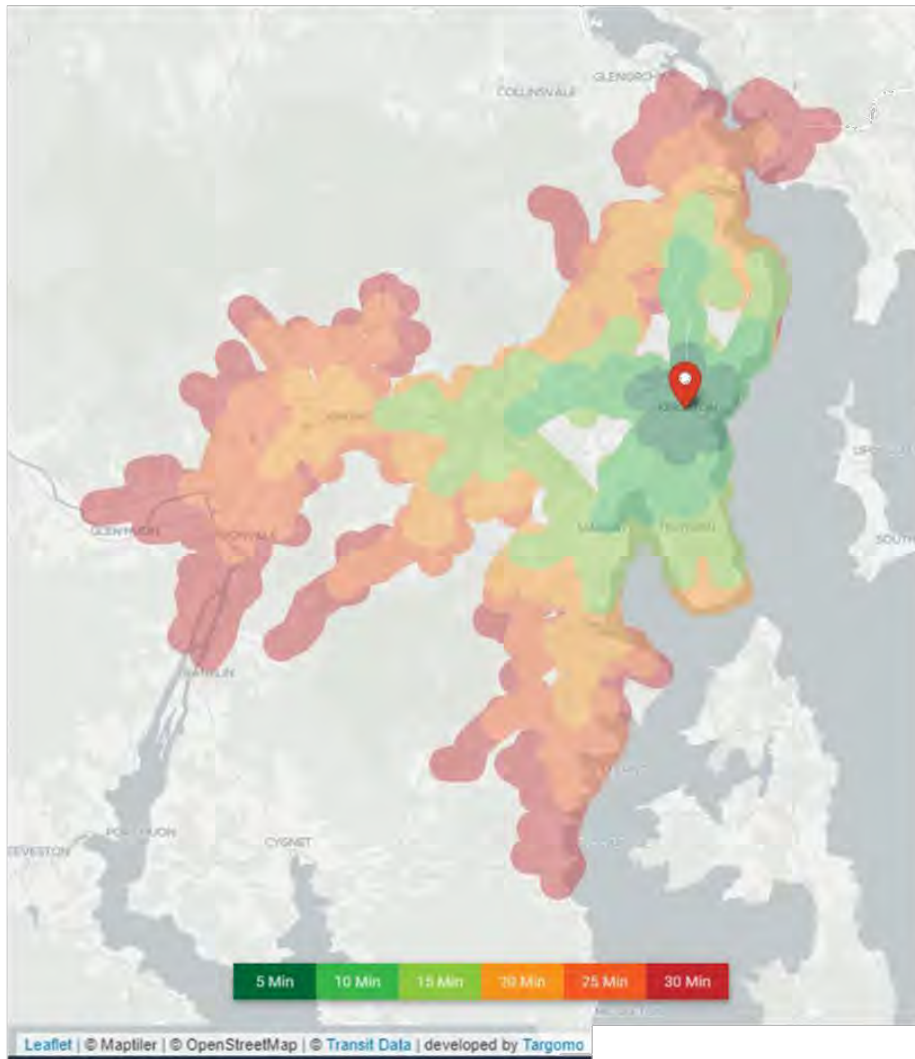
Figure 4.14 – 30-minute Public Transport Catchment



4.8.4 Private Vehicle

Figure 4.15 shows wide catchment that can be covered within a 30-minute drive, including servicing the areas to the west that are not well accessed through other modes.

Figure 4.15 – 30-minute Private Vehicle Catchment



4.9 Summary

The above discussion highlights the high car dependency for the Kingston area, emphasised by the poor walkability in the CBD and the discontinuous on-street cycle lanes and limited bicycle parking and storage facilities.

Council’s ability to reduce car dependency is impacted by the efficiency, frequency and cost of the area’s public transport services (which is outside Council’s direct control) as well as pedestrian and cycling amenity.

Car Parking

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5. Car Parking

5.1 Management Approach

Prior to 2011, the only unrestricted off-street parking spaces in Central Kingston provided by Council were at the John Street parking area (40 spaces). By 2015, this public supply had increased to around 300 spaces following the closure of the high school, creating temporary space for long-term parking. The demand for these spaces has increased over time, attracting demand from either local CBD workers or Hobart commuters. As further changes to the high school site have occurred, Council has maintained the long-term parking supply, which is typically at full capacity during typical weekdays. Other off-street public parking on the fringe of the central area is located at Denison Street (approx. 80 spaces) and near the wetlands on Channel Highway (16 spaces).

Council's approach to short-term parking is that all on-street parking within Central Kingston should be time-restricted but should also be provided free of charge. High use locations are subject to timed restrictions less than 2 hours to service short trips and pick-up/drop-off activity, whilst those located in shopping areas are subject to 2 or 3 hour parking restrictions to allow people to engage in a variety of activities without having to move their car too often. This also applies to private parking areas within the shopping centres in Kingston that are available to the public.

There are currently no paid parking arrangements within the Kingston area. However, there is a proposal that was adopted in principle by Council in January 2020 for the introduction of paid parking at the Skipper Lane car park (temporary unrestricted parking area). This is part of a strategy to discourage commuters from parking in the CBD and to encourage more people who work in Kingston to travel in by bus. The introduction of paid parking was postponed until formal park and ride facilities were constructed at Huntingfield and Firthside.

There is no desire to introduce paid parking in other locations, such as on-street or in short-term time-restricted areas, with Council's intention that these locations remain free of charge.

Council is responsible for the enforcement of parking restrictions across Kingston, including in privately-owned car parks. Enforcement activities are limited to manual recording of overstay and issuing of tickets.

5.2 Car Parking Supply

Parking inventory data for the study area was collected via on-site inspections and review of aerial photography. This included all publicly available on-street and off-street parking spaces, including those located on private land.

Figure 5.1 and Figure 5.2 provide an overview of the parking locations and restrictions in the study area.

The study area was broken up into five key precincts, presented in Figure 5.3 and noted as follows:

- Central Kingston CBD
- Central Kingston CBD Peripheral
- Westside Circuit
- Kingston Town
- External Park-and-Ride

Study area parking inventory is summarised in Table 5.1, with a detailed breakdown of parking inventory provided in Appendix C.



Figure 5.3 – Study Area Precincts

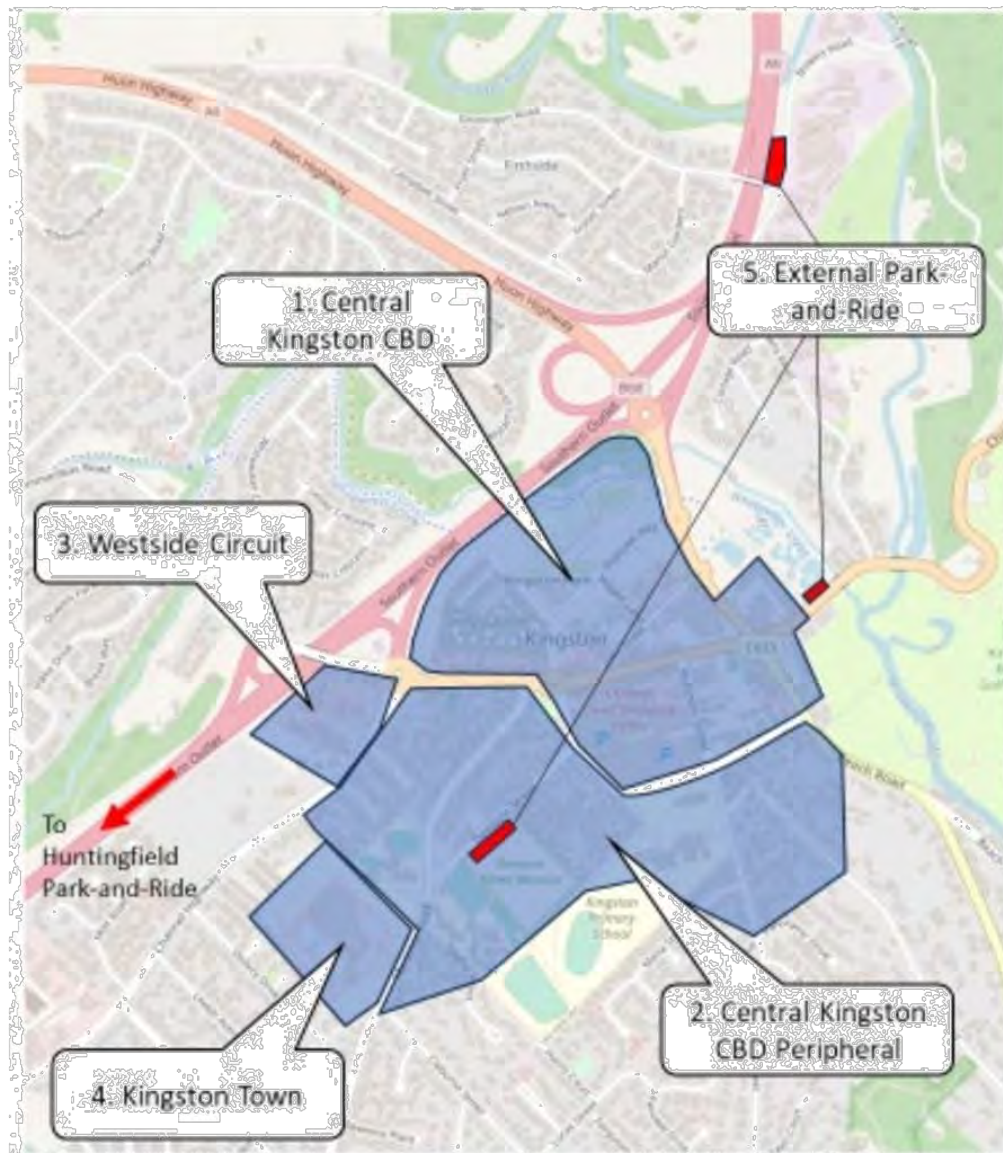


Table 5.1 – Parking Supply (No. of Spaces)

Ref.	Area		Short-Term	Long-Term	Other [1]	Total
1	Central Kingston CBD	On-street	79	16	9	104
		Off-street	1,403	240	556	2,199
		Sub-total	1,482	256	565	2,303
2	Central Kingston CBD Peripheral	On-street	31	297	78	406
		Off-street	0	132	86	218
		Sub-total	31	429	164	624
3	Westside Circuit	On-street	0	0	0	0
		Off-street	85	119	15	219
		Sub-total	85	119	15	219
4	Kingston Town	On-street	0	0	0	0
		Off-street	348	0	17	365
		Sub-total	348	0	17	365
5	External park-and-ride	On-street	0	0	0	0
		Off-street	0	240	20	260
		Sub-total	0	240	20	260
Full study area		On-street	110	313	87	510
		Off-street	1,836	731	694	3,261
		Total	1,946	1,044	781	3,771

[1] Includes private parking (staff and visitor), disabled, loading, motorcycle, EV charging and other user-specific spaces



5.3 Car Parking Demand

Stantec undertook a spot count of parking demands in the study area on Friday 16th June 2023 between 12pm and 1pm. These results were supplemented by parking demands recorded using aerial photography from March 2023. The findings of these counts are summarised in Table 5.2 to Table 5.7.

Table 5.2 – Parking Demand: Central Kingston CBD

		Supply	Demand	Vacancies	Occupancy %
On-street	Short Stay	79	29	50	37%
	Long Stay	16	12	4	75%
	Other	9	0	9	0%
	Sub-Total	104	41	63	39%
Off-street	Short Stay	1,403	884	457	63%
	Long Stay	240	240	0	100%
	Other	556	337	219	61%
	Sub-Total	2,199	1,523	676	69%
Total		2,303	1,564	739	68%

Table 5.3 – Parking Demand: Central Kingston CBD Peripheral

		Supply	Demand	Vacancies	Occupancy %
On-street	Short Stay	31	1	30	8%
	Long Stay	297	63	234	21%
	Other	78	7	71	9%
	Sub-Total	406	71	335	17%
Off-street	Short Stay	-	-	-	-
	Long Stay	132	99	33	75%
	Other	86	34	52	40%
	Sub-Total	218	133	85	61%
Total		624	204	420	33%



Table 5.4 – Parking Demand: Westside Circuit

		Supply	Demand	Vacancies	Occupancy %
On-street		No on-street parking exists in this precinct.			
Off-street	Short Stay	85	53	32	62%
	Long Stay	119	39	80	33%
	Other	15	0	15	0%
	Sub-Total	219	92	127	42%
Total		219	92	127	42%

Table 5.5 – Parking Demand: Kingston Town

		Supply	Demand	Vacancies	Occupancy %
On-street		No on-street parking exists in this precinct.			
Off-street	Short Stay	348	211	133	61%
	Long Stay	-	-	-	-
	Other	17	0	17	0%
	Sub-Total	365	211	154	58%
Total		365	211	154	58%

Table 5.6 – Parking Demand: External park-and-ride

		Supply	Demand	Vacancies	Occupancy %
On-street		No on-street parking exists in this precinct.			
Off-street	Short Stay	-	-	-	-
	Long Stay	240	122	118	51%
	Other	20	0	20	0%
	Sub-Total	260	122	138	47%
Total		260	122	138	47%



Table 5.7 – Parking Demand: Central Kingston Full Study Area

		Supply	Demand	Vacancies	Occupancy %
On-street	Short Stay	110	30	80	27%
	Long Stay	313	87	226	28%
	Other	87	7	80	8%
	Sub-Total	510	124	386	24%
Off-street	Short Stay	1,836	1,210	626	66%
	Long Stay	731	500	231	68%
	Other	694	371	323	53%
	Sub-Total	3,261	2,081	1,180	64%
Total		3,771	2,205	1,566	58%

Some of the key observations related to parking demand are:

- Long-term parking in the Kingston CBD (240 spaces) is at capacity.
- Capacity exists within the long-term parking areas in the Kingston CBD periphery and at the external park-and-rides.
- Short-term parking demands for on-street and off-street spaces in the Kingston CBD are moderate, with around 500 available vacancies.



Vision and Objectives

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6. Vision and Objectives

6.1 Vision for Central Kingston

A variety of previously prepared strategies provide input toward the vision for what is aimed to be achieved within Central Kingston.

Most recently the Kingston Place Strategy 2020 – 2050 identifies a vision for Central Kingston to be:

"OUR REGIONAL HUB -

A GREEN, WALKABLE AND ENGAGING PLACE TO STAY

Our vision for central Kingston sees it transition into a unified and legible regional centre where everything is well connected by walking and cycling links and public transport. Uniquely walkable with lush green and engaging streets attractive to a range of retail, commercial and residential land uses - Kingston will achieve what others have failed to do.

Supported by an independent local economy and an inclusive public realm offering a wide variety of things to do for people of all ages, abilities and family types, central Kingston will be much more than the sum of its parts - a highway town and dormitory suburb transformed into the regional heart of the wider community."

The vision is also supported by four place objectives that aim to achieve a Central Kingston that is:

- *Self sufficient*
- *Walkable*
- *Green and Stayable*
- *Attracts Investment*

These provide an important basis for the development of a set of parking objectives that can then be used to guide the provision and management of car parking that seeks to manage car parking assets in a balanced manner that collectively enhances the area.

6.2 Parking Objectives

Having regard to the above Place Vision and Objectives the following *Parking Objectives* have been developed.

These objectives have been developed on the fundamental premise that car parking, on the most part, is a means to an end. Car parking exists to support trips made by car to and from a land use. These are not the only trip modes used to access land uses with walking, cycling and public transport users forming equally important modes of travel. Of those that do travel by car there are also many users that have differing needs that must be prioritised and managed to achieve equitable and inclusive outcomes. Parking also requires space, which is not free and can diminish other land use and place outcomes within a centre.

All of these elements therefore must be managed and balanced to achieve the visions identified above.

The Parking Objectives for Central Kingston are set out in Table 6.1 with additional descriptors provided to assist in providing a clear understanding of the objective. These objectives will form a basis on which to guide the provision and management of car parking.



Table 6.1 – Parking Objectives

We want parking to...	Descriptors (What does the objective mean)
<p>Support the local economy</p>	<ul style="list-style-type: none"> • Parking will be focused on providing for those who spend time and money within Central Kingston • Parking will be provided in a manner that is reflective of the accessibility of Central Kingston by modes other than car. • Mechanisms should be provided that can consider the consolidation of parking, provision of parking at a reduced rate where appropriate or provision of parking through other means (such as a cash in lieu policy) so that it does not become an obstruction to land use development. • This may represent the removal of parking to support improvements to space for alternate travel modes, support servicing of businesses or improve places for people to dwell and enjoy the centre. • Length of parking stay may be decreased in order to increase the accessibility of parking by more users.
<p>Be managed to prioritise access according to user needs</p>	<ul style="list-style-type: none"> • Parking resources must be managed to benefit more people and encourage a greater number of trips to the CBD taking into account different user needs. • Parking supplies are managed to support inclusive access and transport equity. • There are many users of public parking spaces and each user has their own requirements in terms of proximity to destination and duration of stay. • Not all parking can be provided immediately adjacent to the front door of where a driver wants to visit, however there are benefits to the broader centre if drivers are not parked immediately adjacent to their destination. • Parking in residential streets is prioritised for residential users but may also have a role in supporting the CBD in a managed way. • An appropriate framework and hierarchy can be set to assist with fairly managing the allocation of parking and on-street kerb space where competing demands exist.
<p>Contribute to a safe and efficient people-focused transport network and urban environment</p>	<ul style="list-style-type: none"> • The management and provision of parking must not compromise the safety of vehicle, cyclist and pedestrian movements. • In some circumstances the removal or relocation of parking to: <ul style="list-style-type: none"> – improve safety of pedestrians and cyclists – enable improved provisions of pedestrian, cycling and public transport facilities – enable provision of improved places for people to spend time and dwell within Central Kingston • Designing parking facilities to contribute to improved urban outcomes such as surface permeability, landscaping. • Design parking facilities with a pedestrian lens first. • Consolidating parking into multi-level facilities to optimise the use of valuable land to improve/stimulate local economy and improve urban space outcomes.
<p>Encourage mode shift and reduce emissions</p>	<ul style="list-style-type: none"> • Encourage use of alternate transport modes through appropriate time restriction and pricing. • Introduce paid parking to manage the demand for long-term parking spaces in the CBD. • Remove parking to facilitate improved walking, cycling and public transport facilities. • Provide parking wayfinding information to reduce vehicle circulation (time and distance) searching for a parking space, focusing on the higher turnover spaces associated with shopping trips. • Provide pedestrian facilities to support a 'park once' attitude when travelling to a number of destinations within Central Kingston. • Support the use of Electric Vehicles.



Parking Management Strategies

We design with community in mind



7. Parking Management Strategies

7.1 Identifying and Addressing Car Parking Issues

The framework in Figure 7.1 shows a simplified decision-making process for identifying and addressing issues with car parking. As a fundamental starting point the process begins with asking the question of whether enough car parking exists.

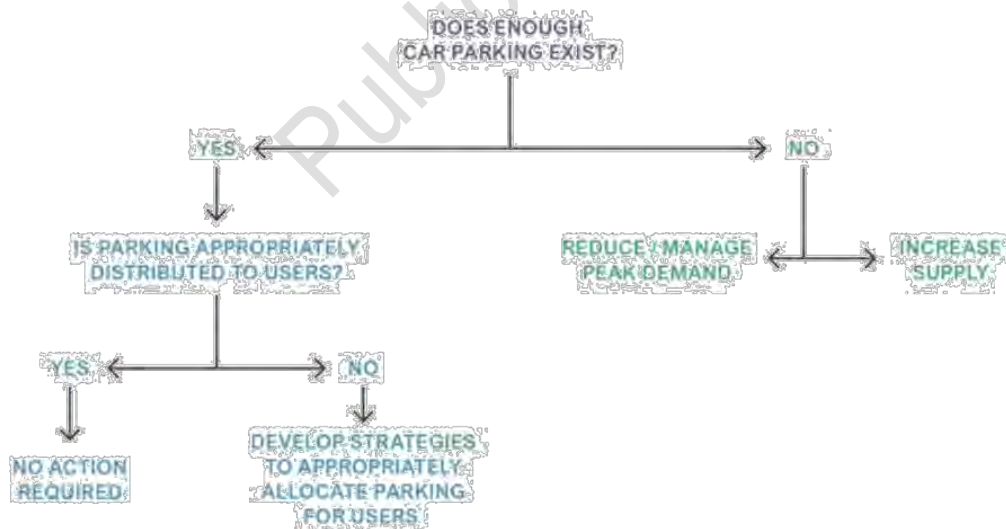
In instances where high levels of congestion and strong policy for active and sustainable transport modes to be dominant exist alternate questions can be asked such as “Do we want this much parking to exist?” or “How much parking do we really want to exist?”. However, in the context of Central Kingston, which earlier discussions have identified to be highly car reliant, the appropriate starting point remains whether enough car parking exists.

A shortfall in the overall provision of car parking can be addressed through both supply side and demand side mechanisms:

1. Supply Side: Building more car parking spaces.
2. Demand Side: Managing demand by (but not limited to):
 - a. Improving the efficient use of existing car parking
 - b. Increase the turnover of parking events to increase the availability of parking for more drivers (i.e. shortening stay times), or
 - c. Utilise mechanisms to create a shift in the mode of travel used to access the centre in order to reduce the demand for parking.

Where there is enough car parking at an overall level but with localised supply shortfalls, strategies should be first developed to try and spread demand spatially rather than defaulting to the construction of new parking facilities.

Figure 7.1 – Decision Framework for Addressing Parking Issues



Source: Stantec



In the context of Central Kingston, discussions provided earlier within this strategy have identified:

- There is a high dependence on the private car as a mode of travel for people living and working in Kingston. There are a number of factors that contribute to the high proportion of usage, including steep topography, sprawling and isolated residential areas, and the quality of public transport (limited to bus services).
- The Kingston CBD provides a convenient location for long term parking which consists of both local workers and Hobart commuters and experiences very high demands during the day. Demand for long term parking is expected to continue to grow but there are limited opportunities for extra parking to be provided within the Kingston CBD to meet this demand. While parking is convenient, the intention of Council is not to dominate the CBD with parking areas for all day parking in particular for people who park in the CBD and then travel onwards to Hobart. In this context parking would not reflect the best use of high value land, with low public realm benefits.
- The demand for short-term parking spaces across the centre is much lower than long-term parking, but much of the available supply is privately owned, restricting the ability for Council to reallocate parking restrictions.
- Kingston is the main activity centre south of Hobart with a catchment including all of Kingborough, Bruny Island as well as Huon Valley which rely on Kingston for health services and other facilities. Transport options are typically limited to private car for much of this outer population (i.e. not conducive to walking and cycling, few bus services).
- Parking overspill into residential areas is currently occurring to the south and southeast of the centre, including in Maranoa Rd, Denison St and Sherburd St. However, since many of the surrounding properties have access to off-street parking, this overspill does not appear to be having an impact on residential amenity.
- Even though existing retail space in the CBD is deemed sufficient to meet current demand, the scenario may change as a result of population growth and retail trends.
- Key items for Kingston to be attractive to new commercial tenants (as a preference over Hobart) include adequate parking provision, safe and accessible active transport routes, and green spaces.
- New development must provide parking to meet the planning scheme requirements which often results in poor use of land. This could be avoided through strategies which promote the consolidation of parking and where landowners/developers could work together to optimise the use of land.

Having regard to the above, it is clear that overall enough parking currently exists across Central Kingston. However, the distribution of this parking either from a spatial or temporal perspective creates issues in the operation of the centre as a whole. As such it is appropriate to explore in the first instance opportunities to better allocate and manage car parking supplies before seeking to reduce demands or increase the overall supply of parking. It is recognised that there may be complexities in more effectively managing existing supplies due to the extent of car parking facilities in private ownership however it remains logical that opportunities be explored in this order. Changes over time to the supply of public parking and land use growth also need to be considered.

Table 7.1 provides a summary of the parking strategies developed as part of this report with further discussion of each provided in the following sections.



Table 7.1 – Parking Strategy Summary

Item No.	Topic	Strategy	Alignment with Objectives
1	Parking Allocation	Adopt a Parking User Hierarchy to assist with fairly managing competing parking demands throughout Central Kingston.	<ul style="list-style-type: none"> • Support the local economy • Be managed to prioritise access according to user needs
2	Parking Allocation	Council to work with private land owners to optimise the allocation of parking within private sites including modifying short stay parking restrictions if capacity exists to cater for greater staff parking demands on site.	<ul style="list-style-type: none"> • Support the local economy • Be managed to prioritise access according to user needs
3	Parking Allocation	Council to encourage the use of external Park and Ride facilities (such as the Huntingfield Park and Ride) in order to prioritise the use of unrestricted parking within the Central Kingston CBD for those who spend time and money within the centre.	<ul style="list-style-type: none"> • Support the local economy • Be managed to prioritise access according to user needs
4	Wayfinding and End of Trip Journey	Develop and implement a parking wayfinding strategy for Central Kingston to identify key areas of parking for different user needs. This should adopt at a minimum a static signage approach however could be enhanced with real time variable signage.	<ul style="list-style-type: none"> • Be managed to prioritise access according to user needs • Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
5	Wayfinding and End of Trip Journey	Continue to improve pedestrian routes and pedestrian wayfinding to encourage a 'park once' mentality within the centre to reduce vehicle circulation, congestion and emissions, in line with the actions of the Kingston Place Strategy and Transform Kingston program.	<ul style="list-style-type: none"> • Support the local economy • Contribute to a safe and efficient people-focused transport network and urban environment • Encourage mode shift and reduce emissions
6	Enforcement	Continue to enforce parking within Central Kingston and surrounding peripheral areas to ensure that parking is being used as intended.	<ul style="list-style-type: none"> • Support the local economy • Be managed to prioritise access according to user needs
7	Enforcement	Consider the adoption of additional parking enforcement technologies to assist in the efficiency of the task.	<ul style="list-style-type: none"> • Support the local economy • Be managed to prioritise access according to user needs
8	Managing Parking Overspill	Where parking overspill from commercial development occurs into residential streets immediately surrounding the CBD, Council should seek to adopt appropriate time restrictions to balance the use of streets for both residential and commercial purposes. This may include the adoption of unrestricted parking on one side of the street, 3P parking on one side of the street and the marking of individual parking bays to protect access to residential properties.	<ul style="list-style-type: none"> • Be managed to prioritise access according to user needs
9	Managing Parking Overspill	Council to monitor over time parking overspill into residential streets in order to consider if further management actions, such as the use of resident parking permits, are warranted.	<ul style="list-style-type: none"> • Be managed to prioritise access according to user needs
10	Future Technologies	Council will support the use of electric vehicles through: <ul style="list-style-type: none"> • Monitoring the use of existing Council provided EV charging facilities to understand their usage and identify the need for additional facilities. • Exploring the feasibility of installing further charging facilities at Council buildings. • Supporting and investigating private sector investment of electric charging infrastructure on Council-managed land. • Supporting private sector investment of electric charging infrastructure on private land. 	<ul style="list-style-type: none"> • Encourage mode shift and reduce emissions



Item No.	Topic	Strategy	Alignment with Objectives
		<ul style="list-style-type: none"> Investigating the need for an Electric Vehicle Charging Policy to provide clarity in respect of the provision of electric charging facilities within public spaces (including on-street parking). Investigating opportunities to formalise (through statutory or non-statutory mechanisms) the need to provide charging infrastructure in new developments, including charging to car space target ratios. Where appropriate, encouraging retrofitting of EV infrastructure to car parking spaces in existing developments. This may include providing planning assistance or considering car parking space reductions. Seeking to encourage Environmentally Sustainable Development (ESD) targets for new development – outcomes from the CASBE research project Elevating ESD Targets Planning Policy Amendment. 	
11	Future Technologies	Review opportunities within the public realm of Central Kingston to install infrastructure to support the parking of e-bikes and PMDs.	<ul style="list-style-type: none"> Contribute to a safe and efficient people-focused transport network and urban environment Encourage mode shift and reduce emissions
12	Supporting Place and Sustainable Transport Outcomes	Support the construction of a multi-level parking facility to support long stay commuter and staff parking as a mechanism to consolidate existing at-grade parking to improve land use and place outcomes within the centre.	<ul style="list-style-type: none"> Support the local economy Contribute to a safe and efficient people-focused transport network and urban environment
13	Supporting Place and Sustainable Transport Outcomes	Support the removal of at grade and on-street car parking where necessary to support improved, walking, cycling and place outcomes.	<ul style="list-style-type: none"> Support the local economy Contribute to a safe and efficient people-focused transport network and urban environment Encourage mode shift and reduce emissions
14	Supporting Place and Sustainable Transport Outcomes	Support the introduction of paid parking as a demand management tool to address the high demand for long stay parking within the Kingston CBD.	<ul style="list-style-type: none"> Support the local economy Be managed to prioritise access according to user needs Encourage mode shift and reduce emissions
15	Future Land Use Development	<p>Maintain current car parking rate approaches for new land use developments in the short term, noting that:</p> <ul style="list-style-type: none"> Significant land use growth in Kingston that would necessitate varying the current frameworks is not expected in the short term (noting that this may change in the long term) Existing planning mechanisms exist to vary the parking requirements to reflect actual expected parking demands A cash-in-lieu scheme exists to compliment strategies to consolidate parking. 	<ul style="list-style-type: none"> Support the local economy

It is noted that other strategy documents have identified actions relating to the encouragement of more non car trips being made to and from Central Kingston (such as promoting the routes of travel for cycling and walking and public transport in promotional material and Council websites). These remain important actions to encourage sustainable transport modes to be used and to realise mode shift occurring. However, such actions strictly sit outside of this Parking Strategy document and have therefore not been specifically included within this strategy. The above identified strategies in Table 7.1 have been limited to describe the role of parking in assisting such mode shifts to be encouraged and realised.



7.2 Parking Allocation

7.2.1 Parking User Hierarchy

As the first step of considering the allocation of parking and establishing a parking management framework, a user hierarchy is required to set out how to prioritise the allocation of parking supplies.

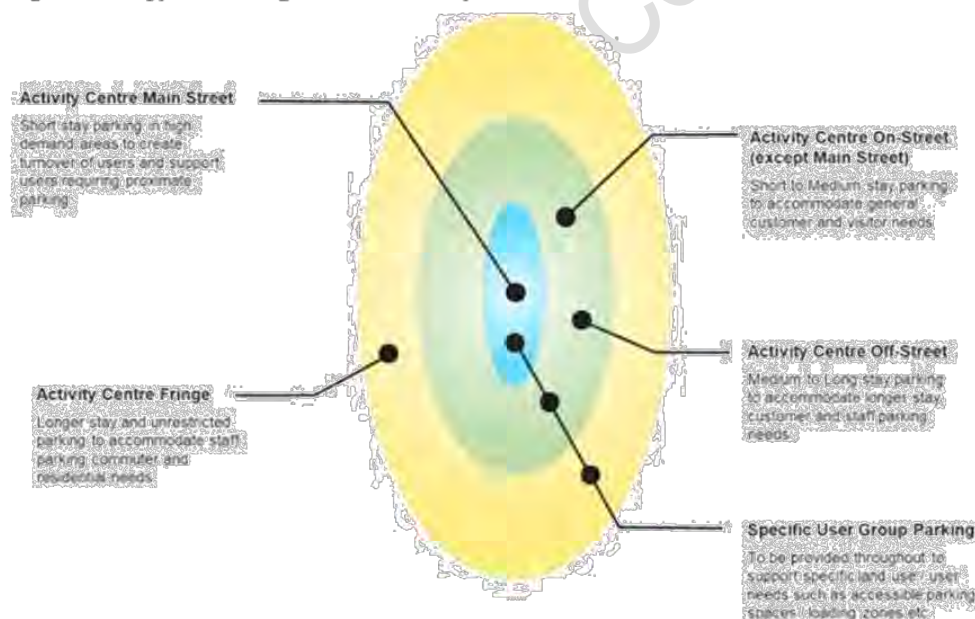
The provision of parking should support the primary activities and land uses in an area. It should also support the different parking user groups who have differing priorities and needs from both a safety and amenity perspective. This can vary from street to street depending on the surrounding land uses.

When different parking user groups compete for the same parking space and demand exceeds supply, there is often tension in the allocation of parking spaces. The user hierarchy is not intended to suggest that each type of parking will exist on any given street, or that higher priorities will have access to all the available parking. Rather it provides the highest level of framework to guide the allocation of parking where competing demands exist and facilitates reasonable access to the higher priority users. When a higher priority user is reasonably satisfied, the next user group would then be considered in the allocation of parking spaces. Council will need to consider all road users when making decisions on these matters to best meet the needs of the community.

As a general rule, the regulation and use of on-street parking should be prioritised to support those road users with needs for high levels of access such as bicycle riders, public transport, people with disabilities, emergency services and to enable and support pedestrian movement.

In commercial areas, parking associated with business should take priority, which includes short-term parking for clients or customers in the most sought-after locations to ensure these spaces are available to the greatest number of people. The lower priority users would include longer stay users such as traders and employees, as well as residents and commuters. This is illustrated in Figure 7.2.

Figure 7.2 – Typical Parking Allocation Principles



Source: Stantec

To contrast this, in residential areas, priority would be given to the needs of residents and their visitors to maintain local amenity and protect areas from overspill parking demands generated by nearby commercial and transport hubs. This can be achieved by implementing time-limit parking for vehicles other than those displaying resident parking permits or by implementing a permit zone for the exclusive use of vehicles displaying special permits, in accordance with local policy.



Table 7.2 provides a list and description (in no particular priority order) of the various user categories that exist within Central Kingston (or that should be considered as part of future planning) that must be balanced through the parking hierarchy.

Table 7.2 – Parking and Kerb Space User Categories

User Group	Description
Safety and access for all	Avoid on-street parking from being a safety hazard for pedestrians, motorists and other road users. Provide access for emergency vehicles, waste collection and street cleaning. Apply “No Stopping” restrictions in line with road rules May include removal of parking as part of the provision of traffic calming devices and gateway treatments.
Pedestrians	Parking may need to be removed as part of the design of crossing facilities, such as through the provision of kerb outstands.
Public Transport	Provision for bus stops which meet community needs and operational requirements.
Accessible Spaces for Persons with a Disability	An area in the roadway for the exclusive use by a vehicle transporting a disabled person with a valid disabled permit, with or without a timed restriction. Provision in accordance with AS2890.5 and AS2890.6.
Bicycle Parking	On-street space set aside for bicycle parking. To be considered where space for footpath bicycle parking is not available.
Loading	Provision for the loading and unloading of goods and materials. Short-term parking restrictions during business hours.
Drop-off/Pick-up	Designated ‘drop off or pick up’ zones, including taxi zones.
Customers	Time-restricted parking across a range of time periods, typically: <ul style="list-style-type: none"> • very short-term carparking: P5min – P30min • short-term carparking: 1P, 2P • medium-term parking: 3P, 4P
EV Charging	Allocation of bays in locations that align with Council’s implementation program.
Car Share	Appropriate where high scheme membership and demand in particular locations justify the allocation of bays. Currently this parking type does not exist in Kingston, however is relevant for future consideration.
Traders and Employees	Long-stay parking for employees, traders and other long-term parkers. Note that no formal parking allocation will be provided along commercial frontages within the CBD. If necessary, the preference is for locations which are less convenient as compared to that provided for customers. Traders and local employees are able to park along residential frontages provided they abide by the relevant parking restrictions. However, no formal allocation will be provided in these areas.
Residents and Visitors	Parking for residents and their visitors of households fronting the street section. Access to specific parking through a residential permit scheme could be considered if suitable time restrictions are not able to be provided to support residential parking needs. Residents and their visitors may have priority within the fringe of the commercial area where high demands exist and/or areas that are subject to short-term parking restrictions.
Commuters	Long-stay parking provided to cater for people transferring to another mode of transport to complete their journey. Commuters would be able to park along residential frontages provided they abide by the relevant parking restrictions. However, no formal allocation will be provided in these areas.

The parking hierarchy that is to apply to the CBD and to the CBD Residential Fringe is set out below.



Central Kingston CBD

Mixed use commercial areas of Central Kingston that accommodate a mixture of long stay and short stay parking generated by customers, visitors, traders and employees and often commuters.

Figure 7.3 – CBD Parking Hierarchy



CBD Residential Fringe

Primarily residential areas, surrounding the CBD. These areas often accommodate a mixture of customer, trader and commuter overspill parking from the nearby commercial area and park and ride hubs. These areas must balance overspill parking needs from the nearby land uses with the on-street parking needs of residents and their visitors.

Figure 7.4 – CBD Residential Fringe Parking Hierarchy



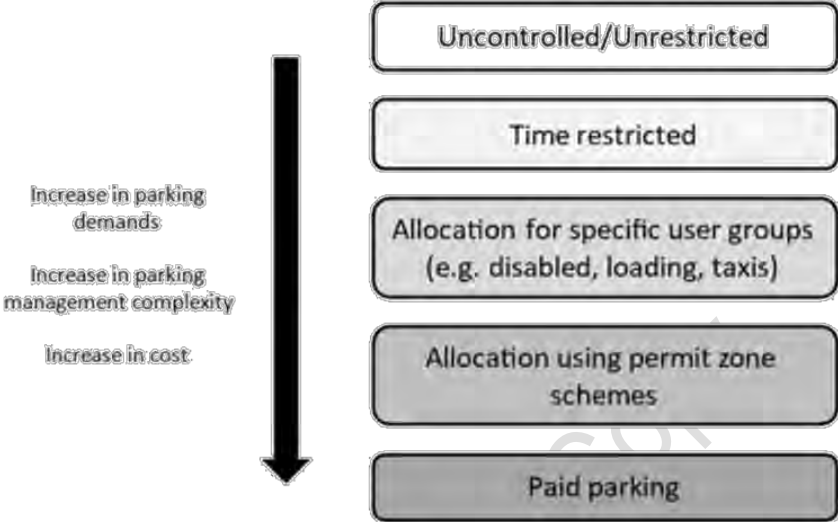
Recommendation #1

Adopt a Parking User Hierarchy to assist with fairly managing competing parking demands throughout Central Kingston.

7.2.2 A Parking Management Approach

There are a series of steps in the parking management process, ranging from uncontrolled or unrestricted parking (the simplest control suitable for a single land use and user type) through to paid parking (manages high demands, competing demands, and multiple users with different parking needs). Progression through the levels of parking management responds to increasing and competing parking demands and the need to allocate parking between different user groups. Inevitably the progression through the parking management steps sees increasing complexity in management of these issues and an increase in the cost of implementation. This is illustrated in Figure 7.5.

Figure 7.5 – Parking management approach



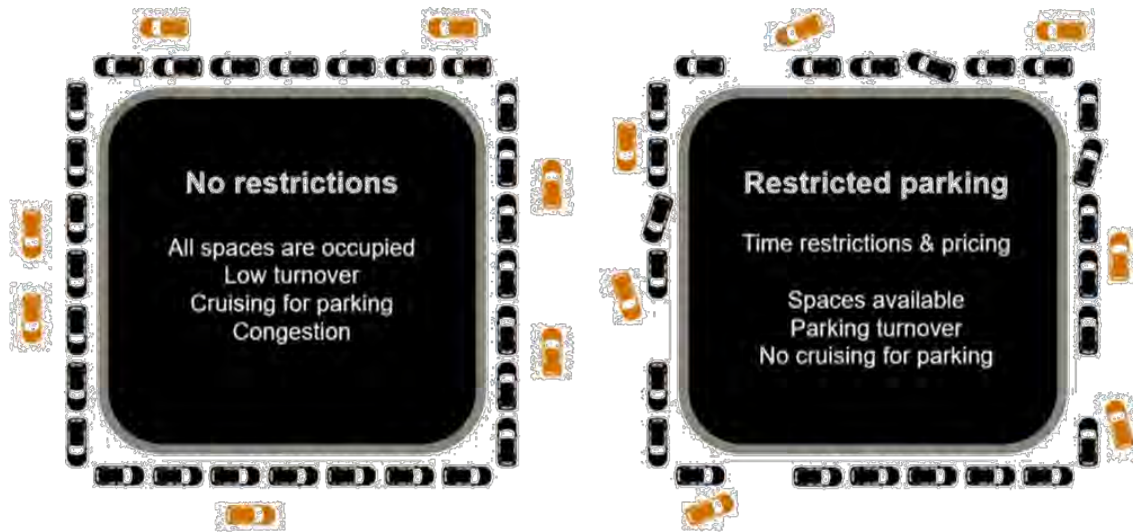
It is not sustainable or necessarily in line with other Kingston policies for Council to provide an unrestricted supply of car parking in order to satisfy the unconstrained car parking demands of users. As such Council should focus on managing demand within a limited supply using the hierarchy of available tools.

To balance having the highest use of a space while ensuring that the street is not congested with drivers circulating in search of a parking space an ideal car parking occupancy is typically targeted. This represents about 1 out of every 7 parking spaces being available as demonstrated in Figure 7.6. For off-street public car parks, a practical capacity of 90% can be considered suitable given the higher density and visibility of car parking.

These occupancy levels (i.e. 85% for on-street and 90% for off-street) are adopted as the ideal maximum occupancies for Central Kingston.

This means that specific areas in Central Kingston that are currently above these levels for a sustained period of time (i.e. more than 4 hours over a 12 hour period) should be considered for the next level of parking management with the aim of increasing turnover of parking and access for more people through lowering the peak demands while encouraging use of less utilised areas.

Figure 7.6 – The impact of on-street car parking occupancy on circulation time



Adopting this approach aims to provide consistent and transparent guidance for the introduction of new parking restrictions in areas where car parking spaces are in high demand, and this has resulted in car parking congestion.

Further discussion is provided in the following on specific management measures.

Unrestricted Parking

Unrestricted or uncontrolled parking relates to parking that is not subject to any time limit, specific user allocation or price.

Unrestricted parking is suitable only when parking demands are low and is being used by a single user group.

Time Restricted Parking

Time restricted parking is subject to a range of time restrictions often varying between 5 mins and 4 hours (however can be longer). This level of control represents the first level of management that is used to balance competing user demands, such as short stay shopper and longer stay staff demands.

Time restricted parking can be used to create turnover of parking and spatially allocate where different users should park. The spatial allocation of parking will often be guided by the walking distance tolerance of users between their parking location and desired destination.

Specific User Group Allocations

Specific user group allocations relate to parking spaces reserved for particular user groups such as loading zones, taxi zones, bus zones, disability permit spaces and car share spaces.

The provision and allocation of parking for specific user groups should occur within areas of moderate demand where there is a demonstrated demand and land use requiring these types of parking. The allocation of parking for specific user groups must be prioritized having regard for the kerb side parking hierarchies identified above.

Parking Permit Systems

Parking Permit systems allow exemptions from parking controls for permit holders, or allowance to parking in specifically dedicated areas for permit holders only. Parking Permit systems can be combined with time limits, pricing or special purpose zones.

Parking Permit system are most commonly used in areas of high demand where specific user group needs are required to be prioritised.

Paid Parking

Paid parking relates to parking that is subject to the payment of a range of time-based fees and can be combined with time restrictions.

Paid parking is most commonly used in areas of high parking demand where time limits are not achieving suitable parking turnover or availability. Paid parking can also be used as a demand management tool to encourage alternate modes of transport and subsequently reducing parking demands. Paid parking is further discussed and considered later in this report.

7.2.3 Parking Mix and Allocations

As identified in earlier sections of this report car parking across Central Kingston are primarily subject to either a 3-hour restriction or have an unrestricted duration. Other restriction types exist however are minor in comparisons to the two dominant restriction types.

In order to assess the suitability of these restrictions against local user needs consideration can be given to:

- The demands for parking within each area of parking
- The theoretical parking demands of different user types, and
- The provision of parking against different policies (such as the provision of parking for persons with a disability).

These are considered as relevant throughout the following.

Short Stay Parking (less than 3P)

Parking demand data indicates moderate utilisation of parking (less than 70% occupancy) within short stay parking areas less than 3 hours) across Central Kingston. On this basis there would appear to be limited need for changes in current short stay restrictions as a whole to cater for the demands of this user group.

Moderate Stay Parking (4P)

Higher occupancy levels are observed in the 4P area of the Channel Court car park. This restriction provides some longer stay customer parking than the remaining 3P areas, however this does not extend to a duration that is suitable to cater for staff parking needs.

Long Stay Parking (Unrestricted)

Parking demands within unrestricted public off-street parking areas are observed to be high across the CBD. Some overspill of long stay parking is also observed spilling into surrounding residential streets namely Denison Street and Maranoa Road.

This level of demand resulting in occupancy levels exceeding 85 – 90% will result in additional circulation to find an available parking space.

Where all public off-street long stay car parking supplies have high parking occupancies, it can be difficult to determine whether this represents the perfect amount of long stay car parking or whether there is a latent demand for this parking type occurring within short stay areas or in surrounding residential streets that needs to be more appropriately catered for.

The above discussions have identified that some overspill into the surrounding residential streets occurs however this is not extensive. The previous 2016 parking strategy had observed a level of car shuffling occurring within the Channel Court car park which could point toward insufficient long stay parking.

To assist in this consideration a car parking model has been developed for the centre to understand the theoretical demands of customer and employee user groups to assist in more effectively managing the provision of long stay and short stay parking within the centre.



This model has been created through the following steps:

1. Existing retail and commercial floor space for the Central Kingston CBD as identified within the SGS economics and Planning report "Floor space and Land Use Projections for Kingston CBD" 2021 report has been adopted as follows:
 - Retail – 37,495 sqm
 - Commercial / Office – 5,927 sqm
2. Statutory car parking rates from the Kingborough Planning Scheme have been adopted to determine a theoretical car parking demand for the Central Kingston CBD as follows:
 - Retail – 3.33 spaces per 100 sqm (1 space per 30 sqm)
 - Commercial / Office – 3.33 spaces per 100 sqm (1 space per 30 sqm)
3. Applying these car parking rates to the CBD floor space indicates a theoretical car parking demand of 1,446 spaces (Retail – 1,249 spaces and Commercial – 197 spaces) for the Central Kingston CBD area.
4. The theoretical car parking demand can be compared to the existing parking demands observed during on-ground observations to determine if the applied car parking rates are fit for purpose. This comparison to existing car parking demands needs to take into account for the following factors when establishing the existing on-ground car parking demands:
 - On-ground demands need to capture all parking (public and private) to enable comparison to the statutory car parking rates which also relate to total parking demands. This has been captured in the overall parking demands of the centre (1,564 spaces).
 - Parking not associated with land uses in the CBD (e.g. Park and Ride) need to be removed from the on-ground parking demands as follows:
 - > Based on previous surveys undertaken by Council of the Skipper Lane and John Street car parks it has been assumed that 50% of the demands observed in these car parks is associated with Park and Ride activity and as such would be removed from the CBD parking demands (75 spaces in Skipper Lane Car Park and 34 spaces in John Street Car Park).
 - > The Wetlands Car Park is primarily used by commuters as such all parking occurring in this car park has been assumed to be Park and Ride activity (15 spaces)
 - > The Denison Street Car Park is the least proximate parking area to Park and Ride bus services. As such it has been assumed that only ~25% of this car park is associated with Park and Ride activities (20 spaces).
 - Parking associated with construction workers working on the streetscape upgrades on Channel Highway should be removed from the on-ground demands (assumed to be 20 spaces).
 - Parking that is generated by land uses within the Central Kingston CBD however overflows into the surrounding peripheral area must be added to the on-ground observed parking demands. This includes:
 - > Car parking occurring within the Dennison Street Car Park (43 spaces)
 - > Car Parking demand on Dennison Street (9 spaces)
 - > Car parking demand on Maranoa Road (29 spaces)
 - On this basis a Central Kingston CBD demand of 1,481 spaces was observed during on-ground observations.
5. A comparison of theoretical car parking demand (1,446 spaces) to on-ground observations (1,481 spaces) identified a difference of only 35 spaces or a 2% difference. On this basis the statutory car parking rates could be considered to be fit for purpose in estimating car parking demands of the centre.
6. Further consideration can therefore now be given to the proportions of short stay and long stay users within these overall demands. This can be done adopting the following typical assumptions of long stay and short stay demands for different uses:
 - Retail – 20% Long Stay (Staff) / 80% Short Stay (Customer)
 - Commercial / Office – 90% Long Stay (Staff) / 10% Short Stay (Visitor)



7. Applying these user proportions to the overall theoretical parking demands identifies the following mix of user needs across the Central Kingston CBD:
 - Retail
 - > Long Stay (Staff) – 250 spaces
 - > Short Stay (Customer) – 999 spaces
 - Commercial / Office
 - > Long Stay (Staff) – 178 spaces
 - > Short Stay (Customer) – 20 spaces
 - Total
 - > Long Stay (Staff) – 427 spaces
 - > Short Stay (Customer) – 1,019 spaces
8. These modelled user demands can then be finally considered against the available parking supplies for each user type to determine the suitability of parking allocations across Central Kingston.

Table 7.3 provides a comparison of the modelled car parking demands to the parking supplies for these parking types.

Table 7.3 – Modelled Car Parking Demand v Supply within the Central Kingston CBD

Type	Modelled Car Parking Demand	Parking Supply [1]		
		Public [2]	Private [3]	Total
Long Stay (Staff)	427 spaces	256 spaces	452 spaces	708 spaces
Short Stay (Customer)	1,019 spaces	1,509 spaces	6 spaces	1,515 spaces
Total	1,446 spaces	1,765 spaces	458 spaces	2,223 spaces

[1] Supply has excluded disabled parking, motorcycle parking and loading zones.

[2] Includes on-street, Council owned off-street parking and privately owned off-street parking that is not specifically signed to that land use only.

[3] Includes parking that is specifically allocated to individual land use or users only.

Table 7.3 identifies the Central Kingston CBD generates a demand for 427 long stay spaces.

The parking inventory of the CBD area indicates 256 unrestricted spaces (16 on-street + 240 off-street) in public car parks and a further 442 private parking spaces that could accommodate staff demands also (albeit for that use only).

As such in a purely shared environment with no influence of Park and Ride vehicles there would appear to be enough long stay parking to accommodate the CBD land uses.

However, the above comparison may oversimplify the availability of parking as:

- Park and Ride demands do exist within the CBD area that occupy public long stay parking supply, and
- Private parking is not available for everyone to use.

The addition of existing park and ride demands (estimated to be 144 spaces) increases the long stay demands to 571 spaces which exceeds the long stay supply in the CBD area.

Therefore, land uses that are reliant upon public long stay parking are going to increasingly find it difficult to find a parking space. This is likely to result in a potential shuffling of cars in the shorter stay areas and / or overspill into other unrestricted peripheral areas.

Where private parking can be used to satisfy the parking demands of staff this should be encouraged to maximise the availability of public long stay parking for those who require it. This could include at times modifying short stay parking restrictions within private sites if capacity exists to cater for greater staff parking demands on site. While this is technically beyond the control of Council, it is recommended that Council work with private land owners to optimise the allocation of parking within private sites.

It is also recommended that Council encourage the use of external Park and Ride facilities (such as the Huntingfield Park and Ride) in order to prioritise the use of unrestricted parking within the Central Kingston CBD for those who spend time and money within the centre. This would significantly improve the availability of parking for staff of the centre.



This could be achieved through the use of specific time restrictions or paid parking fee structures (paid parking is discussed in further detail later in this report) that enable long stay staff parking but discourage park and ride activity.

Parking for Persons with A Disability

A proportion of car parking spaces for a development must be allocated as car parking spaces for persons with a disability in accordance with the Building Code of Australia and designed in accordance with the Australian Standard: Parking facilities Part 6: Off-street parking for people with disabilities (AS 2890.6). As a proportion, the Building Code of Australia typically requires between 1 – 3% of off-street parking be allocated as parking for persons with a disability depending on the land use. The provision requirements of the Building Code of Australia should serve as a minimum requirement.

There are however no prescribed requirements for the provision of parking for persons with a disability within public on-street parking. Parking should therefore be provided by Council on a case-by-case basis having regard to the adjacent land use needs and local demands. The design of parking spaces should be in accordance with Australian Standard: Parking facilities Part 5: On-street parking (AS 2890.5).

Within Central Kingston a total of 70 spaces are provided for persons with a disability. These are made up of 67 spaces within off-street facilities and 3 spaces on-street. As a proportion of total parking the provision (2,303 spaces) this equates to 3% of parking.

On this basis parking for persons with a disability could be considered to be reasonably provided.

Recommendation #2
Council to work with private landowners to optimise the allocation of parking within private sites including modifying short stay parking restrictions if capacity exists to cater for greater staff parking demands on site.

Recommendation #3
Council to work with the Department of State Growth to encourage the use of external Park and Ride facilities (such as the Huntingfield Park and Ride) in order to prioritise the use of unrestricted parking within the Central Kingston CBD for those who spend time and money within the centre.

7.3 Wayfinding and End of Trip Journey

In effectively managing car parking a broader consideration must be given than just the provision of and restrictions applying to a car parking space.

The effective ability to locate where available car parking exists plays a critically important role in managing car parking within a finite supply.

In a similar manner to earlier discussions which identified a suitable supply of parking being available however the restrictions need to be managed to best align with user needs, while a suitable supply of parking may exist across the CBD, drivers are often not aware of certain provisions of parking or that certain areas are being underutilised.

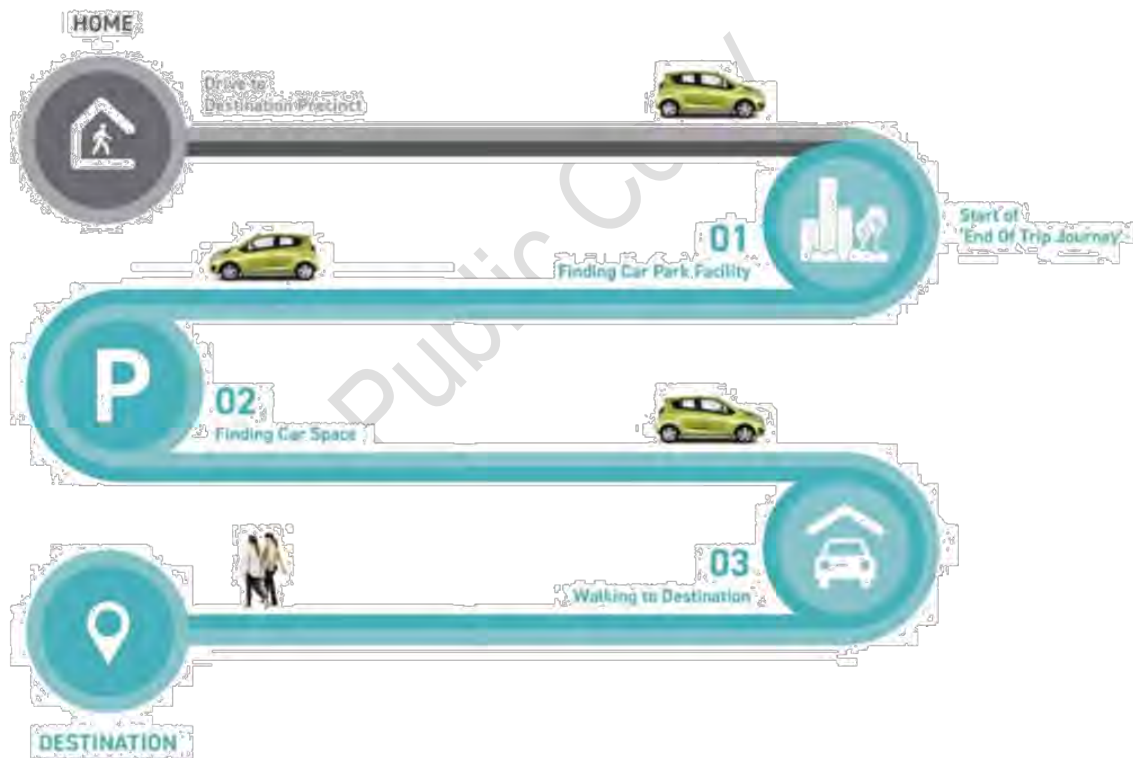
Simultaneously, consideration should also be given to the concept of the *End of Trip Journey*.

This journey begins when a driver reaches the edges of the Central Kingston CBD and comprises three elements.

- Circulating the CBD to find a parking facility
- The act of parking the vehicle safely
- Walking from the parking space to one's ultimate destination.

This is depicted in Figure 7.7.

Figure 7.7 – Stages of the car parking user experience [1]



[1] Coath, C., Yousif, Ali. (2018). Car Parking: Human Centred. AITPM 2018 National Conference

Drivers often have a preconceived idea of how long the end of trip journey will take and are willing to compromise on different elements of this overall 'end of trip' journey with some drivers willing to park quickly and walk further while others will circulate in their vehicle as long as possible to find the closest possible parking space.

These compromises may be made on the basis of, but not limited to, physical capability, mindset for a particular trip purpose or knowledge of potential parking availability.



In this case it is therefore critically important to:

- Provide drivers with suitable information as early as possible in their journey to allow them to make informed decisions about which elements of the end of trip journey that they are willing to compromise on a given day.
- Provide quality pedestrian connections between parking areas and key destinations within the CBD to enable the walking component of the journey to be undertaken by different user types in different weather conditions and at different times of the day.

Research indicates that up to 30% of vehicle traffic within activity centres can be related to drivers circulating to find a car parking space². While recognising that private car is likely to remain as the dominant mode of travel to Central Kingston these considerations of efficiency of travel within the centre are important to realise the objective of *"Encourage mode shift and reduce emissions"*.

On this basis the following explores recommendations relating to improving the wayfinding experience and the pedestrian journey within Central Kingston.

7.3.1 Wayfinding Strategy

There is currently limited signage on the roads approaching Central Kingston informing drivers of their car parking options. Drivers, particularly unfamiliar with the area, have little information about where to go find different types of parking (i.e. long stay or short stay). As a result, many vehicles end up circulating in search of a parking space that meets their needs. This creates congestion for other road users and reduces amenity on streets where less traffic is desirable.

Adding more information about car parking options at the key decision points will enhance the user experience, spread demand, and reduce vehicle through traffic on streets where higher pedestrian amenity is desired.

Major decision points are located on the approaches to Central Kingston, along key access roads or intersections.

Minor decision points are located either to direct users from the key movement corridors, onto minor roads, or in a particular direction within a parking precinct.

Destination decision points are often located at the entrances to car parks.

Following the determination of the key decision points, the relevant signage can be implemented. A consistent approach to signing across Central Kingston, and more broadly the municipality, will create a better user experience.

At a minimum a CBD-wide signage strategy should seek to capture key public (Council operated) parking facilities. On the most part this represents the public long stay car parking facilities throughout Kingston. This is the parking type that experiences the most strain throughout the CBD and should therefore be prioritised in any implementation.

Desirably such a signage strategy would also capture key customer parking locations also. It is recognised that many of these short stay facilities are in private ownership however with these facilities often providing a broader centre benefit than just servicing their singular land use (and rely on Council's provided long stay parking to satisfy staff parking needs) it would be beneficial for these areas to be included in such a strategy.

An indicative strategy of decision point signage is shown in Figure 7.8.

² Austroads, Guide to Traffic Management, Part 11 – Parking



Figure 7.8 – Parking Wayfinding Strategy



Static or Dynamic Signage

The wayfinding and information signage described above can exist in either a static or dynamic (real time variable electronic signage) form.

Static signage can be installed relatively quickly and for a low cost but can only provide users with information regarding directions, type of parking supply (e.g. 3 hour, unrestricted, etc) and the number of spaces.

An alternative is dynamic signage, which uses sensor technology to inform drivers of the availability of parking spaces in real time (see Figure 7.9 and Figure 7.10). It can further improve the user experience and efficiency of allocation.

It also allows for ongoing data collection relating to car park use which can be a valuable tool in managing parking policy into the future. Taking this technology a step further allows users to use a smart phone application to see parking availability in real time.

For the purposes of this strategy, it is recommended that at a minimum static signage is installed. However, consideration should be given to the ongoing benefits that dynamic signage can provide as has been evidenced in other locations with successful outcomes reducing travel times and vehicle emissions.

Figure 7.9 – Dynamic Parking Signage Example 1



Source: Duncan Solutions

Figure 7.10 – Dynamic Parking Signage Example 2



Source: Bass Coast Shire Council

Recommendation #4

Develop and implement a parking wayfinding strategy for Central Kingston to identify key areas of parking for different user needs.

This should adopt at a minimum a static signage approach however could be enhanced with real time variable signage.

7.3.2 Pedestrian Connectivity and Experience

As identified above, the pedestrian connectivity and user experience between parking areas and key destinations within the CBD forms an important component of the end-of-trip journey.

The Kingston CBD upgrades as part of the Transform Kingston initiative seeks to improve pedestrian access for all, in response to community reports that existing pedestrian facilities are currently unpleasant, uninteresting and unsafe. This is in line with the key actions of the Kingston Place Strategy which indicates a need to address gaps in walking and cycling access for schools and activity centres, continued implementation and regular maintenance of walking and cycling facilities, and efficient promotion of the network.

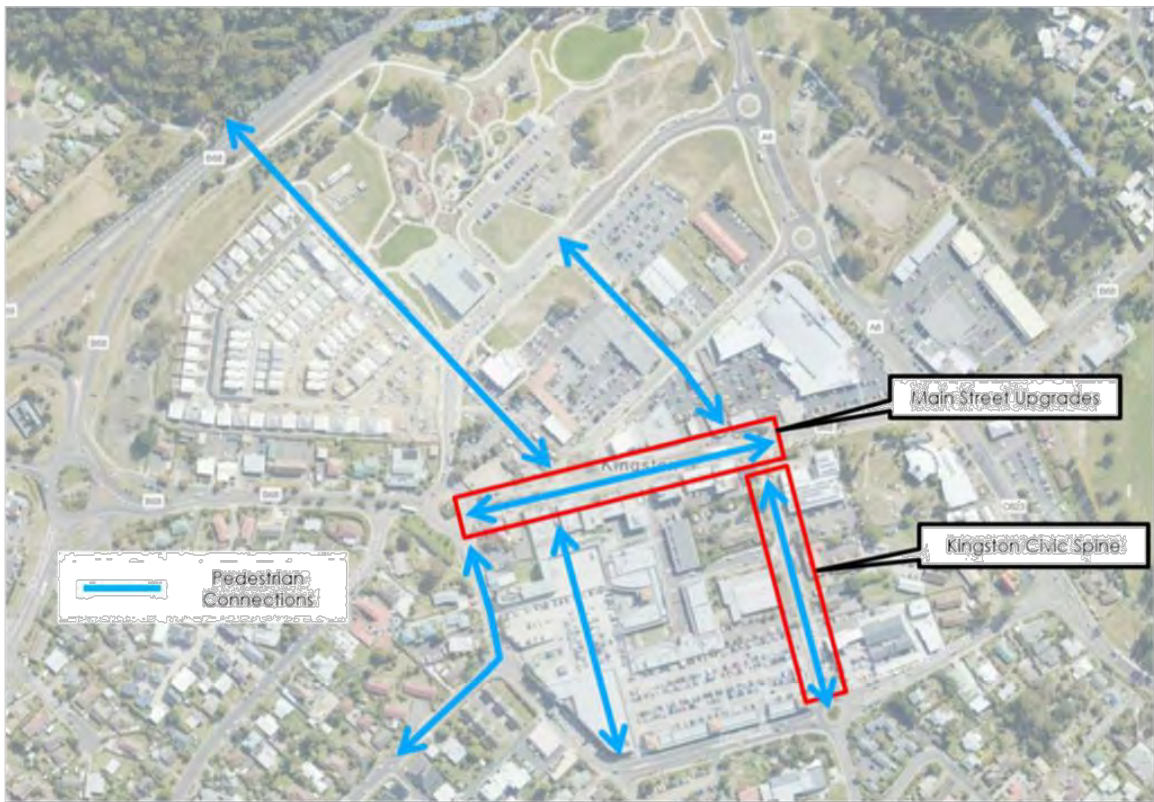
Figure 7.11 has been prepared to show the improved connections into and through the centre connecting key destinations to be addressed as part of Transform Kingston. These proposals make the most significant contribution to the Place Vision for Central Kingston, whilst also supporting the aim to better connect the centre to encourage a 'park once' approach. As such, it is recommended that Council continue to improve walking facilities and pedestrian wayfinding throughout the centre in line with Council's approved programs.

Recommendation #5

Continue to improve pedestrian routes and pedestrian wayfinding to encourage a 'park once' mentality within the centre to reduce vehicle circulation, congestion and emissions, in line with the actions of the Kingston Place Strategy and Transform Kingston program.



Figure 7.11 – Central Kingston Walking Connections



Base map source: Nearmap

Public

7.4 Enforcement

Effective enforcement is critical to any parking system to ensure it operates as designed. Adequate levels of enforcement can have the benefits of equitable use of spaces, improved turnover and reduced vehicle circulation. This in turn supports local business by allowing more customers to access businesses more easily. However, enforcement is often seen in a negative light as a form of punishment through the issuing of infringement notices to those who overstay and considered to be solely for the purposes of "revenue raising".

An opportunity exists to flip the narrative so that the community can understand the role of enforcement and how it supports the parking systems positively. There should be an understanding that the role of enforcement is to discourage those who are doing the wrong thing and protect those who are doing the right thing. Improved compliance with parking restrictions enhances access to finite parking spaces.

There are some types of parking non-compliance where enforcement is expected, which relate less about overstay and more about road safety and specific user access, including but not limited to:

- Parking in "No Stopping", "No Parking" and "Bus" zones
- Parking too close to intersections and school crossings
- Vehicles parking over driveways or blocking footpaths
- Improper use of loading zones (e.g. non-loading vehicles or exceeding the posted maximum length of stay)
- Parking in parking spaces for people with disabilities without proper permission

Regular enforcement can assist in identifying areas with repeated compliance issues where it may be necessary to review the appropriateness of existing controls. It can also be used as a parking management tool when demands in an area are high and an increased level of parking control is being considered.

Technology, particularly in high turnover areas, can be used to support the enforcement process by improving the level of compliance and reducing the costs of monitoring. Technology can improve the efficiency of enforcement activities where the method of 'tyre-chalking' is easily evaded, whilst also making enforcement less labour intensive.

Technologies that can also be used to improve the level of compliance and reduce the costs of monitoring and enforcement include:

- **Parking Sensors**
Parking sensors installed as part of the Smart Parking initiatives can record the length of time a vehicle has occupied a space and trigger an alert to the parking officers once they have stayed beyond the allowable time.
- **Handheld Devices**
These assist enforcement officers to monitor vehicle parking compliance with the regulations and restrictions in each bay. They can be used to issue and print an infringement (with accurate location information), take a picture of an offending vehicle, record a conversation with a driver and check back to base data for a vehicle's history of offences. Council officers currently use a handheld device system called PinForce.
- **Mobile Camera Only Systems**
These vehicle-mounted cameras record vehicle registration numbers of parked cars, also known as License Plate Recognition (LPR) or automatic number plate recognition. Occupancy data is collected to record parking turnover and to pass on information about violators to parking officers. The occupancy data can also be relayed to web interfaces and smartphone applications for end users to access.
- **Fixed Camera Systems**
In addition to security purposes, fixed CCTV cameras can be used to monitor the illegal use of restricted areas such as bus lanes and loading zones. These same cameras can also detect the occupation and duration of stay of individual spaces in a defined area and with the use of LPR can identify overstay activity.

The benefits of using these systems specifically to enforce parking restrictions include:

- Aid with monitoring the parking activity of areas to determine effective enforcement patrols where non-compliance most impacts turn-over rates and availability.
- Provide for efficiency of patrols allowing more time for officers to patrol other areas and respond to customer requests.



- Reduce infringement disputes for over-stay offences based on the quality of the data.
- Reduce OH&S hazards for officers associated with traditional patrols and mark-up of vehicles.

Active parking enforcement must therefore be maintained by Council, with messaging and education focusing on the benefits to those using the system. Technology should be considered to be adopted to simplify and inform the enforcement task.

Recommendation #6

Continue to enforce parking within Central Kingston and surrounding peripheral areas to ensure that parking is being used as intended.

Recommendation #7

Consider the adoption of additional parking enforcement technologies to assist in the efficiency of the task.

7.5 Managing Parking Overspill

As discussed in Section 5.3, the residential streets on the periphery of the CBD do not appear to be highly utilised. This would suggest that while there is some parking overspill occurring from commercial users that this is not extensive.

It is anticipated that while there are some instances of overspill along Maranoa Road and Denison Street that this does not pose a huge impact to residents given that most properties in the area appear to have on-site car parking (i.e. garages or driveways).

Treatments that manage and balance parking between existing residential and surrounding commercial parking users could be considered, noting that on-street parking is a Council asset and no one user group has ownership or right over these spaces.

In the first instance it is recommended that where parking overspill into residential streets begins to occur that the following approach be adopted by Council:

- Marking of parking spaces to ensure parked vehicles do not inhibit property access.
- Unrestricted parking on one side of the street
- 3P parking on one side of the street.

While the issue of parking overspill into residential streets is very localised, no further treatments or measures such as residential permits are considered to be required, particularly given that residential dwellings typically have access to suitable on-site parking.

The extent of parking overspill into residential streets should however continue to be monitored by Council.

Recommendation #8

Where parking overspill from commercial development occurs into residential streets immediately surrounding the CBD, Council should seek to adopt appropriate time restrictions to balance the use of streets for both residential and commercial purposes.

This may include the adoption of unrestricted parking on one side of the street, 3P parking on one side of the street and the marking of individual parking bays to protect access to residential properties.

Recommendation #9

Council to monitor over time parking overspill into residential streets in order to consider if further management actions, such as the use of resident parking permits, are warranted.

7.6 Future Technologies

Conventional projections of parking demand assume that the current model of individual car ownership and use will continue. An alternative view is that emerging technologies and private travel alternatives, such as car share, e-bike/e-scooters and driverless cars, will obviate the need for households to own their own vehicles. Instead, a range of transport options would be made available to users through, for example, an app, which will give users the options based on their specific travel needs and circumstances.

Once fully automated electric vehicles (AEVs) reach the market, it is expected that they could drive further strong growth in the uptake of private travel alternatives (and decline in household car ownership), as they would be able to provide 24/7 on-demand travel at lower cost than buying one's own vehicle.

Within the next 10-years, the impacts of these emerging technologies on private vehicle ownership are likely to be minimal. However, when considering the future of parking on Central Kingston, it is important to consider the best approach to creating resilient options that can adapt in years to come to the changing nature of transport.

As the intent of these technologies is to provide transport users with door-to-door transport options, and thus remove the need for household car ownership, the need for both residential and destination parking would decrease as more people shift to this model. While in the longer term AEVs are likely to be a key component of this service, for the immediate term the 'offer' will likely continue to include car-sharing (including peer-to-peer sharing), ride sharing (including in mini-buses), as well as bike-sharing. Once people feel confident that all their transport needs can be provided for by alternative means (whether this happens before or after the introduction of AEVs), they will likely move away from car ownership. This will enable car-spaces, both in the public and private realm, to be re-purposed (to higher value uses).

Details of some of the emerging technologies that are likely to influence the use of private vehicles and parking behaviour over the next 10 years are discussed in the following sections.

7.6.1 Electric Vehicles

Electric vehicles (EVs) are growing in popularity in Australia. Modelling undertaken by the Bureau of Infrastructure, Transport and Regional Economics (BITRE) suggests that the Australian EV share of new car sales is predicted to reach 8% by 2025 and 27% by 2030. Further, Victoria's Zero Emissions Vehicle Roadmap predicts the total cost of ownership (TCO) of an EV is widely believed to reach price parity internationally by 2025 or earlier, driven largely by declining battery costs.

Against this backdrop, it is prudent for councils in urban areas such as Kingborough to prepare for the expected growth in the number of EVs and their associated demands on the transport network. The use of electric vehicles will play a key role in achieving Tasmania's target to achieve net zero emissions from 2030.

Implementation of EV charging infrastructure is a fundamental step towards the wide-scale uptake of EVs. It is recognised that increasing the underlying electricity capacity to support the growth in EV charging is beyond the control of Council and is therefore not considered further as part of this strategy. However, Council can instead focus on the influence it can have on expanding the network of charging infrastructure in public and private buildings and public spaces, supporting the community and private industry and working with other Government organisations.

Currently there are very few public charging stations within Central Kingston. An expansion of this network could be considered to support any desired increase in electric vehicle ownership and usage.

Facilities at Council Buildings and within Public Spaces

Exploring the feasibility of recharging facilities at Council buildings and other public locations could represent an appropriate starting point.



Depending on the characteristics of sites where EV charging could be considered, Council could adopt one of three management models for the implementation of EV charging infrastructure. These include own and manage, lease with a service subscription, and incentivise the market. In scenarios where the preferred option is a lease and subscription model, Council would initiate Expression of Interest (EOI) processes, seeking market interest in installing EV charging infrastructure in a public space. Private companies would be required to provide and maintain the charging facilities and would collect any revenue but there would need to be sufficient demand for this to be a viable investment.

New Developments

All new commercial/industrial/large scale residential developments should be encouraged to include an appropriate standard of EV charging infrastructure. This would be consistent with the Tasmanian Governments plan to embed consideration of electric vehicle charging infrastructure into the Tasmanian Planning Scheme and develop a whole-of-government master plan for electric vehicle charging infrastructure.

For private commercial sites, this would generally be expected to take the form of a networked EV charging system within the carparks of the facility. Credit cards or membership cards could be used to collect revenue, or alternatively, proximity cards or fobs could potentially be used to prevent unauthorised usage of the charging facilities (for example, set aside for staff only). A small number of fast chargers could also be provided for customers and visitors.

The approach for multi-residential developments would be similar to private commercial, although in some instances residents may want to have dedicated charging stations for their personal use only. Again, a networked system could be used with demands dynamically managed, with a small number of fast chargers for visitors.

It is acknowledged this is an emerging sector and whilst full-scale EV charging infrastructure may not be installed as part of new developments, infrastructure facilitating future installation (conduit) is recommended to be included in the scope of new developments of this nature.

An example of policy change that has been implemented in the UK is detailed below. Whilst this relates specifically to the UK, it can be viewed as an example of the types of planning changes that may be introduced in Tasmania over the next 10 years.

Case Study – England Building Regulations Changes

From June 2022 all new homes with off-street parking and those undergoing major renovation must now provide EV charging facilities for residents. These building regulations, Part S, will soon come into force in England following the UK government's announcement of building regulation changes in July 2019. The proposal forms part of the government's aim to improve the availability of EV charge points ahead of the UK's ban on new petrol and diesel vehicles in 2030.

The regulations will be as follows:

- Every new home, including those created from a change of use, with associated parking must have an EV charge point.
- Residential buildings undergoing a major renovation which will have more than 10 parking spaces must have at least one EV charge point per dwelling with associated parking, along with cable routes in all spaces without charge points.
- All new non-residential buildings with more than 10 parking spaces must have a minimum of one charge point and cable routes for one in five (20%) of the total number of spaces.
- All non-residential buildings undergoing a major renovation that will have more than 10 parking spaces must have a minimum of one charge point, along with cable routes for one in five spaces.

In addition, all new private EV chargers are to be 'smart', ensuring that vehicles can be charged during off-peak hours, or when the demand is low in order to reduce strain on the grid.

It is worth noting that 1 in 6 new cars in the UK are EVs compared to 1 in 50 cars in Australia. With the right supporting infrastructure, growth in use and ownership of EVs is likely to continue to increase closer to the rates seen in the UK.



Policy Development

The process for encouraging, enabling and guiding the installation of EV infrastructure can be documented in an Electric Vehicle Charging Policy, which would detail how Council can support the opportunities on both public and private land.

Details to be contained within a formal policy should include:

- Charging infrastructure unit options
- Assessment criteria for placement of infrastructure
- Location requirements
- Responsibility for installation and maintenance
- Infrastructure targets

Recommendation #10

Council will support the use of electric vehicles through:

- Monitoring the use of existing Council-provided EV charging facilities to understand their usage and identify the need for additional facilities.
- Exploring the feasibility of installing further charging facilities at Council buildings.
- Supporting and investigating private sector investment of electric charging infrastructure on Council-managed land.
- Supporting private sector investment of electric charging infrastructure on private land.
- Investigating the need for an Electric Vehicle Charging Policy to provide clarity in respect of the provision of electric charging facilities within public spaces (including on-street parking).
- Investigating opportunities to formalise (through statutory or non-statutory mechanisms) the need to provide charging infrastructure in new developments, including charging to car space target ratios.
- Where appropriate, encouraging retrofitting of EV infrastructure to car parking spaces in existing developments. This may include providing planning assistance or considering car parking space reductions.
- Seeking to encourage Environmentally Sustainable Development (ESD) targets for new development – outcomes from the CASBE research project Elevating ESD Targets Planning Policy Amendment.

7.6.2 Car Share

Car share refers to the car sharing services offered by individual companies such as GoGet, PopCar and CarNextDoor where cars are available to rent by the hour by members and as such is available on demand.

Car share benefits include:

- reduced car dependency
- reduced vehicle kilometres travelled
- reduced congestion
- reduced carbon emissions
- reduced levels of car ownership and demand for parking.

There are three types of car sharing schemes, each one operating under slightly different business models.

Fixed base car sharing schemes: These schemes are run by commercial providers (for example, GoGet) who own the vehicle fleet. Vehicles are parked in either dedicated or standard parking spaces and typically operate in residential and commercial/business districts. Trips are all two-way as vehicles must be returned to the location from where they were collected.

Dockless car share schemes: These schemes are run by commercial providers who own the fleet. Vehicles are parked in designated pick-up points, but users can make one-way trips to other designated parking spaces within a defined area and leave the vehicle. This can provide a more convenient service for users who need a vehicle for only one segment of their trip but can result in a mass of vehicles left in one location.



Peer-to-peer car sharing schemes: These are managed by a commercial provider (for example, Car-Next-Door), but vehicles are privately owned and rented out to scheme members who often live close by. Predominantly these schemes operate in residential areas. These schemes are less common in Australia, with some Councils, such as City of Port Phillip, noting in their car share policy that this is not an acceptable scheme.

The most widely adopted scheme is the fixed base scheme.

Some elements that contribute to the viability of a car share scheme include:

- Density of land use and restricted private parking supply – Car share is more prevalent in areas with a high density of residents and workers (large catchment of potential users for car share) and where there is limited space for parking of private vehicles (parking scarcity disincentivises individual car ownership and parking).
- Car parking requirements for new developments – reductions in the statutory requirement for on-site car parking will contribute to the gradual decline in new parking supply.

Car Share Scheme Policy

A car share policy would set out the framework for managing car share parking in a fair and equitable manner, including criteria to be met by operators, the application process, location criteria and any fees payable to Council. It would define the criteria against which a request for a car share location would be assessed and assist Council when assessing the appropriateness of allocating on-street space to car share operators.

However, given that there are no prevalent car share services currently within the major Tasmanian cities of Hobart and Launceston, where greater land use densities exist, it may be premature to adopt an overarching car share policy in Kingborough and more specifically Central Kingston.

The opportunities to accommodate car share vehicles could therefore be dealt with on a case-by-case basis until such time that the development of a specific policy is needed.

7.6.3 E-Bikes and Personal Mobility Devices (PMDs)

An electric bicycle, also known as an e-bike, is a bicycle that has a battery-powered motor that assists the rider with pedalling. Personal mobility devices (PMDs) are small, electrically powered devices designed to transport one person over short to medium distances. PMDs include a variety of micro-mobility technologies such as e-scooters, e-skateboards, self-balancing hoverboards and one-wheel devices.

E-bikes are covered by all of the standard rules that apply to bicycle riders. New rules for PMDs commenced on 1 December 2021 to allow PMDs on footpaths, shared paths, bicycle paths and some roads in Tasmania.

The usage of e-bikes and PMDs has continued to increase in Tasmania and Kingston, creating a need for these devices to be secured safely in the CBD. If parked incorrectly, the devices can obstruct other path users and create safety and amenity risks.

The Department of Transport and Main Roads (TMR) in Queensland has prepared an E-Mobility Parking Plan which sets out a plan for increasing the number of designated e-mobility parking areas (DEPAs) across the state. The parking plan contains some useful guidance that could also help Kingborough Council to identify suitable locations for e-bike and PMD parking in the Kingston CBD.

The parking plan states that DEPAs should be provided where one or more of the following conditions exist:

- *There is high pedestrian traffic*
- *E-mobility demand exceeds the natural capacity of the verge to accommodate compliant parking of devices*
- *E-mobility parking otherwise affects the safe use and amenity of the verge by pedestrians.*

Guidelines for selecting appropriate parking locations for e-bikes and PMDs include:

- Locate in the vicinity of desire lines for existing users of e-bikes and PMDs.
- Locate along the kerbside where possible.
- Maintain clear pedestrian space of a minimum of 1.8m.
- Locate alongside existing street furniture (e.g. poles/posts, seating, bollards) or trees that provide a natural barrier to path users.
- Keep clear of features such as pedestrian crossings, kerb ramps and building accesses (stairs and ramps).



Recommendation #11

Review opportunities within the public realm of Central Kingston to install infrastructure to support the parking of e-bikes and PMDs.

7.7 Supporting Place and Sustainable Transport Outcomes

It is noted that other strategy documents have identified actions relating to the encouragement of more non car trips being made to and from Central Kingston (such as promoting the routes of travel for cycling and walking and public transport in promotional material and Council websites). These remain important actions to encourage sustainable transport modes to be used and to realise mode shift occurring as targeted by the Tasmanian Government in *Tasmania's Climate Change Action Plan 2023-25* which includes actions such as:

- *Deliver a grant program to support Tasmanians to purchase an e-bike or e-scooter.*
- *Update the Tasmanian Walking and Cycling for Active Transport Strategy to capture the contemporary policy and infrastructure context regarding active transport across all levels of government.*
- *Work with local government to improve active transport and micro-mobility infrastructure and facilities.*

Such actions, while being supported, strictly sit outside of this Parking Strategy document and have therefore not been specifically included within this strategy. The above following identified strategies have been limited to describe the role of parking in assisting such mode shifts to be encouraged and realised.

7.7.1 Consolidating and Removing Parking

Movement and Place frameworks create a new emphasis on not just providing space for the movement of people but also the creation of 'place' within a town or city. It is important to create 'places' within our activity centres and communities to support people being able to dwell, shop, live, mingle, relax and enjoy. Some simple examples include creating improved pedestrian space and connections, parklets to support outdoor dining and public dwelling places. Examples can also be extended to include creating larger scale public parks or community facilities.

To support creating place outcomes the implications on car parking can be considered from two perspectives – removal and consolidation.

'Removing' parking typically involves the loss of a small number of parking spaces to achieve small place outcomes such as parklets or improved pedestrian or cycle facilities.

'Consolidating' parking can enable larger change outcomes through the consolidation of multiple public off-street parking facilities into a single often multi-level car park.

Central Kingston's suburban form and accessibility needs mean many people will continue to rely on publicly available parking within the CBD. However, Council should be considerate of urban space improvement opportunities as they arise and weigh up the improved place outcomes with the consolidation of public parking.

Such a consolidation opportunity may exist with the future redevelopment of the Skipper Lane Car Park site which could have the ability to support the removal of parking from the John Street car park site to enable improved pedestrian, cycling and place outcomes. This outcome or other similar outcomes would therefore be supported from a strategic outcome perspective.

As identified earlier in this study suitable short stay parking exists within the CBD. As such the removal of on-street car parking could also be considered where its removal supports the provision of improved walking, cycling and place outcomes. This approach would be further consistent with the Parking Hierarchies established earlier in this strategy.



Recommendation #12

Support the construction of a multi-level parking facility to support long stay commuter and staff parking as a mechanism to consolidate existing at-grade parking to improve land use and place outcomes within the centre.

Recommendation #13

Support the removal of at grade and on-street car parking where necessary to support improved, walking, cycling and place outcomes.

7.7.2 Parking Demand Management

The 2019 Central Kingston Parking Plan considered the introduction of paid parking as a mechanism to reduce the demand for long term parking within the Kingston CBD. Such a decision to introduce paid parking was however deferred by Council until the opening of Park and Ride facilities within the surrounds (i.e. Huntingfield Park and Ride).

As these Park and Ride facilities are now complete is it relevant that this topic be revisited as part of this strategy.

Paid Parking Concept

Paid parking has the combined benefit of encouraging people to choose alternative, ideally sustainable, modes of transport whilst generating revenue from people who choose to drive.

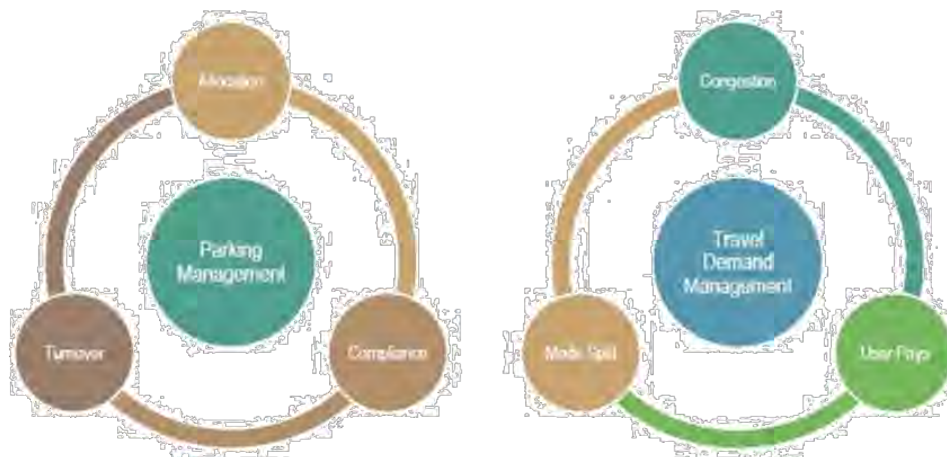
Paid parking has the ability to increase turnover, improve driver compliance with timed restrictions (where applicable), and alter driver mode splits away from the private car. This represents an opportunity to maximise the usage of a fixed parking resource and increase the number of people who access the area.

Austrroads (Guide to Traffic Management Part 11) provides guidance on the use of paid parking and identifies that paid parking should be considered in the following circumstances:

- Where there is insufficient turnover resulting in poor compliance
- Where continuous parking demand during daytime hours exceeds 70%
- Where there are insufficient parking facilities within reasonable walking distance of short term parking trip generators.

The potential benefits of the introduction of a cost to parking can be grouped in two ways – Parking Management Improvements and Demand Management Improvements (refer Figure 7.12) which are discussed further below.

Figure 7.12 – Managing Parking with Paid Parking



Turnover

Where existing timed parking restrictions exist, and demand outstrips supply for parking spaces, paid parking can improve turnover. Not to be seen as simply increasing supply by reducing demand for parking, a price on parking will reduce the amount of time the parking bay is occupied and hence gives additional users the opportunity to utilise that bay.

Compliance/Enforcement

'Pay and display' and meter parking both have a higher compliance rate and are easier to enforce than simple timed restrictions, which require enforcement officers to patrol on foot by the 'chalk and walk' method. In paid parking areas, enforcement is much simpler, as the officer must only sight the ticket with a valid time and date or view the status of the parking meter. Motorists who pay for parking are less likely to overstay given most parking systems operate on a pre-purchase system to utilise a parking space for a given period and motorists are more likely to purchase only the time they require and return 'on time'. They are also more conscious of the ease at which an overstay can be recognised if printed on a displayed ticket.

Off-street gated systems provide 100% compliance as exit is not granted without payment. In this case the variable cost structure sets the expectation of parking duration. New technologies now allow drivers to pay and even top up by phone, further improving compliance.

Allocation

Where other methods of parking management have not been successful in the allocation of parking to particular user groups and overstay is occurring, paid parking can be effective in the reallocation of long-stay parking by commuters and employees and hence improving access to time-restricted short- and medium-term parking.

Travel Demand Management

The adoption of paid parking can act as a travel demand management tool recognising that car parking simply provides an end-of-trip facility for a private car trip, and therefore by placing a price on car parking, consideration by the user of the overall mode of travel could be made.

Where the parking price achieves a balance between demand and turnover, it gives the user a choice between driving and using other modes of transport. It is important to consider the integrated transport network when using paid parking as a travel demand management tool, to ensure that users are not disadvantaged by using other modes of transport.

Congestion

As discussed earlier, when parking is at effective capacity, up to 30% of traffic volumes can be attributed to vehicles circulating and looking for an empty parking space.

Congestion on our roads creates significant environmental and financial impacts within the community. Studies have also shown that traffic congestion can have negative health effects on road users, ranging from stress due to longer travel times to respiratory issues due to reduced air quality.

Where paid parking is introduced correctly, vehicle volumes can reduce significantly as there are more available parking spaces in convenient locations. Furthermore, where traffic volumes are reduced, there is also the opportunity to re-allocate road space to other uses, including dedicated public transport lanes, bicycle lanes or wider footpaths.

User Pays

The lifecycle cost of infrastructure can be funded through direct charges from the beneficiaries or from Local Government Areas. The Productivity Commission report (Productivity Commission Inquiry Report Volume 1 Public Infrastructure, May 2014) recommended the user charges be the default funding option as it will encourage more efficient use of the infrastructure.

When an infrastructure investment is expected to generate public benefits to the wider community, or when it is difficult to distinguish between users and non-users, a mix of user-pays and Council funding can be applied to fund the provision of the infrastructure. This approach has been commonly seen in land transport infrastructure.

With respect to car parking the provision of car parks will involve upfront construction cost as well as operating and maintenance costs.

People who use the parking facilities will benefit from being able to access their destinations more easily and quickly.



The introduction of user charges can also improve the efficiency of the parking facilities. By imposing a correct pricing signal to users, parking turnovers can be increased which means more users can find a parking space at the right time and at the right place.

While a user charges concept is justifiable for car parking facilities, local government funding may be warranted as car parks can also generate benefits to the public in addition to the direct users. For example, by providing sufficient parking spaces, the environmental pollution from cars cruising for parking can be reduced. For off street or underground parking, they can also generate broader economic benefits such as improved public amenity and land use.

Revenue Generation

An outcome of paid parking is revenue, which is also often one of the key drivers of introducing a payment system. This typically raises a number of key questions:

Is it justified?

The RMS Pay Parking Guidelines make it clear that revenue generation should not be used as a reason for the implementation of paid parking. Paid parking must therefore be justifiable by one or all of the following:

- User Pays System
- Encouraging travel mode shift
- Improving parking operations

Where paid parking is supported by at least one of the earlier discussed items, revenue is therefore simply an outcome.

What should be done with the revenue?

Paid parking collected from those using the parking asset should be reinvested into:

- creating, maintaining and enforcing parking infrastructure,
- improving access opportunities by all modes of transport, including public transport, and
- generally improving the amenity of the area.

How should a price be set?

Parking prices should be determined in accordance with supply and demand principles, and not influenced by the level of income or expenditure required to meet budgetary requirements.

Response Spectrums

People's response to paid parking will vary. Surveys across various locations³ indicate that people often value the amenity of the centre more than the provision of car parking. Research indicates that within various centres, the extent of car usage and shopper spend is overestimated by traders. The increase of valet and premium parking options at shopping centres and airports also indicates that people are often willing to pay for convenience and premium options.

The way in which people will respond can be best described through a number of response spectrums as illustrated in Figure 7.13.

³ Acland Street, St Kilda; High Street, Northcote; Boundary Street, Eagle Street and Caxton Street, Brisbane; Graz, Austria; Bristol, UK; and Edinburgh, UK.



Figure 7.13 – Paid Parking Response Spectrums



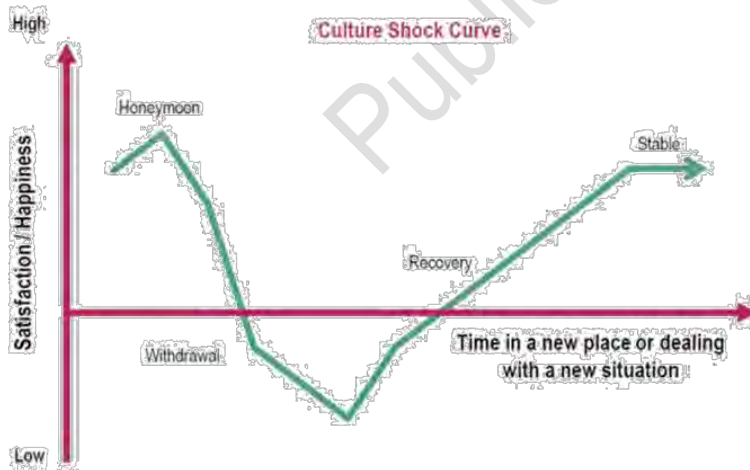
Some users who continue to drive and park obtain a direct benefit of being able to park closer to their destination and spend less time looking for a parking space. It also decreases vehicles circulating town centres for free parking and thus reducing congestion by increasing the capacity of the local road network.

Others will choose to respond differently:

- Some will change mode
- Some will drive and accept a longer walking distance to avoid paying parking
- Others will change where they shop or commute from.

While acknowledging that drivers will likely respond in different ways, following the implementation of paid parking, there will be an initial shock to the parking and transport system followed by a period of settling and adjustment of parking characteristics prior to seeing the real benefits, as illustrated in Figure 7.14.

Figure 7.14 – Culture Shock Curve



While these impacts should not be ignored as they will provide the ability to track if things are going to plan, hitting the panic button to fix issues and community angst should be avoided to ensure the long-term success of any such scheme.

Further it must be recognised that only those who drive would be impacted by the introduction of paid parking. At present everyone contributes indirectly to the cost of parking provision, maintenance, and enforcement of parking, regardless of whether they drive. A price to use parking that will directly fund other parking projects provides the opportunity to reduce the indirect financial burden on those who do not drive.

Supporting Mechanisms

There are several supporting mechanisms that need to be considered to successfully implement a paid parking system.

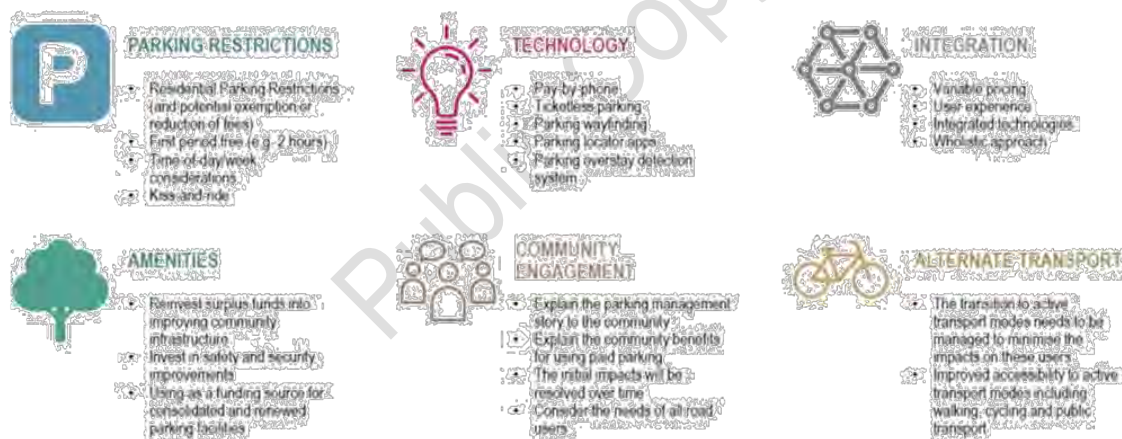
The implementation of paid parking within activity centres makes up only one part of the complex parking system. To fully support its implementation, consideration must be given to other mechanisms to mitigate the potential impacts of paid parking.

The impacts of paid parking must be considered at a wholistic level, across an activity centre, to ensure the short and long-term success of parking management within the centre.

This includes consideration of:

- **Parking Restrictions** to manage parking overspill impacts of drivers who seek to find new areas to parking to avoid paying for parking. This could include drivers parking further away in residential streets, or drivers shuffling their vehicle in shorter stay parking areas.
- **Technology** required to implement a pay parking systems
- **Integration** of paid parking into a whole of system approach
- **Amenity** is important to every activity centre and the revenue from paid parking can be strategically used to enhance place elements of an activity centre.
- **Community Engagement** is critically important to ensure that users have a clear understanding of the rationale for making decisions to introduce paid parking and how the introduction may impact them.
- **Alternate Transport** provides an important alternate mode of transport for those seeking to change the way in which they travel because of the additional costs associated with driving.

Figure 7.15 – Supporting Mechanisms



Suitability of Paid Parking

Having regard to the various policy statements and objectives identified earlier in this strategy, paid parking could be considered on the following basis:

- High parking demands within public long stay parking areas could justify the introduction of paid parking as a demand management tool to encourage the use of alternate modes of travel.
- A user pays perspective is justified to support the construction of current public car parking facilities and would contribute to the construction of any future car parking facilities. This would assist in generating revenue exclusively from those using the all-day parking facilities rather than from all users more generally across the centre.
- This would also contribute revenue back into the community from those using all-day parking facilities for park and ride purposes who do not spend time or money in the centre itself.

Although there are benefits to the implementation of paid parking as a user pays and demand management tool, it is relevant to consider a number of risks and impacts to the various user groups of Central Kingston that may also need to be mitigated as discussed in the following.

Trader / employee acceptance: Trader acceptance is important to the success of a paid parking system. While justification for the possible implementation of paid parking exist and potential benefits of paid parking such as mode shift, gaining trader acceptance may be a challenge. This may result in drivers trying to avoid the paid parking areas. As such careful management of the surrounding area will be necessary.

Commuter acceptance: A key user group that would be subject to a parking payment would be park and ride commuters. These are users who do not typically spend time or money within the centre. Introducing a payment for parking may reduce / relocate commuter parking demands. However, the needs of these users are catered for on the periphery of Central Kingston within specific park and ride car parks.

Visitor acceptance: Given the prevalence of short stay customer parking throughout the centre, it unlikely the introduction of paid parking within the public long stay parking areas would have any significant impact to customer or visitors to the centre.

Fee avoidance: Motorists may choose to park in other locations where parking remains free such as nearby residential streets and informal areas (e.g. nature strips, verges and open space) to avoid parking fees, adversely affecting amenity in these areas. This challenge could be mitigated by enforcement of illegal parking in informal areas and monitoring any changes to parking in residential streets with associated local parking restrictions introduced.

Private Parking Areas: Increased usage of 3-hour parking areas (which could include privately owned parking areas such as Channel Court Shopping Centre) by staff and shuffling of vehicles throughout the day may also potentially occur to avoid parking payments by local staff. Such parking should be monitored and may require the introduction of further car parking controls, signage, enforcement and/or technology solutions to mitigate this impact.

Overspill into Residential Areas: Users looking to avoid paying for parking could seek free parking elsewhere on the Central Kingston periphery, including on-street parking within residential streets. As discussed previously in Section 7.5, the residential streets on the periphery of the CBD do not appear to be highly utilised, with minimal parking overspill occurring from existing commercial users. However, these streets may become more heavily utilised by people seeking free parking. In this situation, the measures detailed in Section 7.5 should be considered to mitigate any negative impacts associated with an increase in the number of on-street parked vehicles.

Paid Parking Fees

Paid parking systems rarely charge the 'real' cost of parking with the decision being often what could be politically tolerated. Surrounding price structures will therefore also influence how much could be charge for parking in Central Kingston.

As an upper limit, consideration can be given to the cost of casual long stay parking in the Hobart CBD. Indicatively parking within the Hobart CBD currently costs up to \$23 per day.

Comparison of other regional centres of Tasmania would suggest a parking fee that would be more politically acceptable for Kingston, based on the following examples:

- Devonport – \$5 per day (multi deck CBD car park)
- Burnie – early bird parking \$6.30 or \$7.20 per day
- Launceston – typically varying around \$6 to \$8 per day.

Comparison to other Victorian regional centres can provide a further benchmark of potentially accepted pricing levels. Some comparisons include:

- Ballarat – \$6.50 per day
- Bendigo – between \$7.20 to \$9 per day
- Geelong – \$7 per day

These Victorian pricing comparisons are similar to those adopted in the Tasmanian centres.

It is also relevant to consider the costs of public transport trips to access Kingston. Where the pricing of parking is being implemented to create a travel demand outcome, the cost of parking should be priced at a cost more than the use of public



transport. In this respect the cost of adult public transport travel ranges between \$6 – \$12 per day⁴ depending on the length of trip.

This is however a simplistic approach as a number of factors would also need to be taken into account such as the cost of petrol, vehicle maintenance, the cost of time and convenience of car travel compared with public transport. This would point to a higher parking charge needing to be implemented to truly encourage the use of public transport over private car travel.

Recommendation #14

Support the introduction of paid parking as a demand management tool to address the high demand for long stay parking within the Kingston CBD.

7.8 Future Land Use Development

The provision of parking in new developments is guided by the Parking and Access Code (E6.0) of the Kingborough Interim Planning Scheme 2015.

The Code identifies minimum car parking rates (at Table E6.1) that are to be applied to new or expanded land uses. These minimum parking requirements are supported by Performance Criteria which allow the refinement of parking requirements and a Cash in Lieu policy.

These parking requirements for new developments are designed to ensure new development caters for the expected parking demands within parking facilities located on their property.

These minimum parking requirements can, however, have unintended negative consequences on quality urban design outcomes, development viability and property affordability, particularly in activity centres. Minimum parking requirements for development can result in people paying for parking they do not need, can impact on the commercial viability of development or changes of land use. Further the provision of car parking can increase the ease of car use, countering Council’s sustainability objectives.

Contemporary policy in other Australian states and overseas is pushing toward changes in the way in which parking is required to be provided, with the following examples providing a different perspective on how the private vehicle is being considered as part of the wider development of activity centres:

- **Reduced minimums** – a lower minimum parking requirement (to that set out in the current Code) may be appropriate in areas which have a high land use density, good access to public transport and good active travel facilities.
- **Removing car parking minimums to facilitate market decisions** – this allows developers to provide parking spaces at a quantum considered necessary to serve the development. This may result in parking being provided in excess or below the current statutory requirements of the Parking and Access Code.
- **Setting maximum car parking requirements** – this restricts an over provision of parking which is particularly relevant in areas of high traffic congestion or where mode shift away from private vehicle travel is being sought. A maximum rate allows flexibility for development to provide parking to meet their needs within a maximum cap.
- **Zero requirements for the provision of parking** – this relies heavily on public transport and active travel to support travel to and from the development, with consolidated public parking locations to support the parking requirements of the whole centre.

There is a risk in adopting any of the more aggressive parking policy approaches above in locations such as Kingston, where car use is high and insufficient alternative travel modes exist. Without high quality travel alternatives, the result would most likely be parked vehicles encroaching into surrounding areas as a result of more competition for parking spaces.

⁴ Based on Smart Card payment method. Increased charges apply when paying with cash.



It is also noted that Council's cash-in-lieu policy would be ineffective in any of the above scenarios other than the adoption of reduced minimum parking requirements.

While the parking objectives identified earlier in this strategy seek to encourage mode shift which could be enhanced by adopting reduced or no parking provision rates, having regard to local circumstances the retention of minimum car parking rates as specified by the Parking and Access Code could continue to be supported, as discussed in the following:

- The extent of land use growth within the centre is not expected to be substantial over the next 10 years. Therefore, the effort to identify specific land use car parking generation rates for a variety of land use types may not be justified. The consideration of parking on a case-by-case scenario may be sufficient in this instance.
- The Parking and Access Code provides Performance Criteria which can be used to support a different car parking provision to that required by the Code. This allows parking to be refined to ensure provision reflects demand and does not unnecessarily create an over provision of parking.
- Council's cash-in-lieu policy allows for parking to be provided by way of a cash contribution to Council, with the provision of parking becoming Council's responsibility to provide. This allows developers to make judgements on the most effective use of their land space and whether additional floor space and cash contribution would outweigh the provision of on-site parking. This can also allow for improved urban design outcomes by not requiring all parking to be provided on individual sites and assists the provision of effective shared parking facilities by Council.

Recommendation #15

Maintain current car parking rate approaches for new land use developments in the short term, noting that:

- Significant land use growth in Kingston that would necessitate varying the current frameworks is not expected in the short term (noting that this may change in the long term)
- Existing planning mechanisms exist to vary the parking requirements to reflect actual expected parking demands
- A cash-in-lieu scheme exists to compliment strategies to consolidate parking.

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Recommendations and Action Plan

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8. Recommendations and Action Plan

A staged approach is to be adopted for implementing change by categorising action items into the following categories:

- Ongoing = existing item that will continue to be actioned
- Short-term = 1-2 years
- Medium-term = 3-5 years
- Long-term = 5-10+ years

Each of the action items and associated timeframe for implementation are included in Table 8.1.

Table 8.1 – Kingston Parking Strategy Action Plan

Item No.	Section	Action Item	Timeframe			
			Ongoing	Short-term	Medium-term	Long-term
1	7.2.1	Adopt a Parking User Hierarchy to assist with fairly managing competing parking demands throughout Central Kingston.		✓		
2	7.2.3	Council to work with private landowners to optimise the allocation of parking within private sites including modifying short stay parking restrictions if capacity exists to cater for greater staff parking demands on site.		✓		
3	7.2.3	Council to work with the Department of State Growth to encourage the use of external Park and Ride facilities (such as the Huntingfield Park and Ride) in order to prioritise the use of unrestricted parking within the Central Kingston CBD for those who spend time and money within the centre.		✓		
4	7.3.1	Develop and implement a parking wayfinding strategy for Central Kingston to identify key areas of parking for different user needs. This should adopt at a minimum a static signage approach however could be enhanced with real time variable signage.			✓	
5	7.3.2	Continue to improve pedestrian routes and pedestrian wayfinding to encourage a 'park once' mentality within the centre to reduce vehicle circulation, congestion and emissions, in line with the actions of the Kingston Place Strategy and Transform Kingston program.	✓			
6	7.4	Continue to enforce parking within Central Kingston and surrounding peripheral areas to ensure that parking is being used as intended.	✓			
7	7.4	Consider the adoption of additional parking enforcement technologies to assist in the efficiency of the task.			✓	
8	7.5	Where parking overspill from commercial development occurs into residential streets immediately surrounding the CBD, Council should seek to adopt appropriate time restrictions to balance the use of streets for both residential and commercial purposes. This may include the adoption of unrestricted parking on one side of the street, 3P parking on one side of the street and the marking of individual parking bays to protect access to residential properties.	✓			
9	7.5	Council to monitor over time parking overspill into residential streets in order to consider if further management actions, such as the use of resident parking permits, are warranted.	✓			



Item No.	Section	Action Item	Timeframe			
			Ongoing	Short-term	Medium-term	Long-term
10	7.6.1	<p>Council will support the use of electric vehicles through:</p> <ul style="list-style-type: none"> Monitoring the use of existing Council provided EV charging facilities to understand their usage and identify the need for additional facilities. Exploring the feasibility of installing further charging facilities at Council buildings. Supporting and investigating private sector investment of electric charging infrastructure on Council-managed land. Supporting private sector investment of electric charging infrastructure on private land. Investigating the need for an Electric Vehicle Charging Policy to provide clarity in respect of the provision of electric charging facilities within public spaces (including on-street parking). Investigating opportunities to formalise (through statutory or non-statutory mechanisms) the need to provide charging infrastructure in new developments, including charging to car space target ratios. Where appropriate, encouraging retrofitting of EV infrastructure to car parking spaces in existing developments. This may include providing planning assistance or considering car parking space reductions. Seeking to encourage Environmentally Sustainable Development (ESD) targets for new development – outcomes from the CASBE research project Elevating ESD Targets Planning Policy Amendment. 			✓	
11	7.6.3	Review opportunities within the public realm of Central Kingston to install infrastructure to support the parking of e-bikes and PMDs.			✓	
12	7.7.1	Support the construction of a multi-level parking facility to support long stay commuter and staff parking as a mechanism to consolidate existing at-grade parking to improve land use and place outcomes within the centre.			✓	
13	7.7.1	Support the removal of at grade and on-street car parking where necessary to support improved, walking, cycling and place outcomes.	✓			
14	7.7.2	Support the introduction of paid parking as a demand management tool to address the high demand for long stay parking within the Kingston CBD.	✓			
15	7.8	<p>Maintain current car parking rate approaches for new land use developments in the short term, noting that:</p> <ul style="list-style-type: none"> Significant land use growth in Kingston that would necessitate varying the current frameworks is not expected in the short term (noting that this may change in the long term) Existing planning mechanisms exist to vary the parking requirements to reflect actual expected parking demands A cash-in-lieu scheme exists to compliment strategies to consolidate parking. 		✓		



Appendices

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Appendix A. Assessment of Existing Strategies

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Action Item No.	Ref	Action Item	Quick wins	Medium term	Longer term	Status and comments
Improve Use of Existing Supply						
1	3.1.1	Review all streets and car parks with regard to appropriate time restrictions for off street and on street parking, noting Council's ability to change time restrictions in private off street car parks is limited.	X			Review may have happened in 2016-17 along with communications with private carpark owners, however I can't find any records.
2	3.1.2	Review parking allocations to ensure there is an equitable amount of space set aside for each user group on the basis of the priorities shown in Figure 10 - Kerb side Hierarchy.		X		Same as above.
3		Consult with local businesses to promote loading access outside peak parking times where appropriate.		X		Not aware of this being actioned.
4		Survey local businesses to determine the demand for all day parking (staff working in the area) not satisfied by the private parking provision and their usual parking location. The results will inform Council in developing required parking ratios for future developments.	X			I believe some discussions have occurred, but more discussions and surveys probably need to happen.
5		Monitor occupancy in residential streets as part of Council's ongoing review framework outlined in Section 2.4, particularly following the closure of all day car parks, to assess the requirement for a residential parking scheme.		X	X	Ongoing. Some monitoring has happened. Note that the closure of free all-day carparks has not occurred with Skipper Lane remaining a free all day carpark.

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Action Item No.	Ref	Action Item	Quick wins	Medium term	Longer term	Status and comments
6	3.1.3	Collaborate with the private car park owners to prepare an integrated signage plan for the town centre, considering technology solutions such as dynamic signage and mobile apps /web based real time data to "find a park".			X	Not actioned.
7		Install signs on approach to the town centre at the Channel Highway roundabout and Beach Road/Channel Highway intersection advising of available parking to the north or south of the Highway to reduce traffic circulation and improve pedestrian amenity.			X	Not actioned.
8		Load maps showing the location of various parking areas on the Council website so that people can check where parking is available prior to undertaking a visit (especially if they only do so occasionally).	X			Not actioned.
9	3.1.4	Consult with car park owners to agree an enforcement policy across the study area in line with Council's recommendation on monitoring private car parks (25 February 2016).	X			Council manages enforcement for Channel Court. Not sure what consultation with landowners has taken place.
10		Investigate and action technology solutions for improving the efficiency and productivity of the enforcement team. It should be noted that the shorter the time restrictions (anything less than 2 hours) the more time consuming, expensive and ineffective manual enforcement activity is.	X			Not progressed.

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Action Item No.	Ref	Action Item	Quick wins	Medium term	Longer term	Status and comments
11		Conduct a publicity campaign utilising the local newspaper, Council website and social media to inform the community of the enforcement regime and the importance of enforcing time restrictions in managing parking availability.	X			Campaign not conducted.
12	3.1.5	Monitor parking demand vs supply on an ongoing basis to determine if paid parking after a suitable free period is warranted to manage demand in off street car parks. If considered appropriate lobby private car park owners to agree with Council's strategy to achieve a balance between the demand for parking by long and short stay parkers.			X	Ongoing action. Not aware of any lobbying to-date.
13		Monitor parking demand vs supply on an ongoing basis to determine if paid parking after a suitable free period is warranted to manage demand for on street parking.			X	Ongoing action. Part of this current review.
Encourage more non-car trips						
14	3.2	Establish a framework to facilitate collaboration between Council and Metro aimed at optimising routes and improving amenity and frequency of service.	X			Informal collaboration.
15		Install bike racks in strategic locations in close proximity to likely destinations.	X			Partly actioned. Some bike racks installed at Kingston Park and as part of some new developments.
16		Survey the local community to determine whether demand warrants			X	Not actioned.

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Action Item No.	Ref	Action Item	Quick wins	Medium term	Longer term	Status and comments
		the provision of a shuttle bus service, a public bike system and/or a car share scheme to supplement the public transport system. A shuttle bus could connect the Town Centre with other available parking available including parking adjacent to sporting fields etc.				
17		To increase kerbside supply provide motorcycle parking in areas deemed inappropriate for parking cars.	X			Not actioned.
18		Work with local schools and businesses to promote travel smart initiatives (e.g. public transport, car-pooling, walking and cycling etc.).	X	X		Not actioned directly. However, initiative promoted through our bike committee.
19		Update the Council website to display maps of bike and walking routes with links to appropriate sites for public transport timetables.	X			Active transport maps developed and on Council website.
Increase Supply						
20	3.3	Review parking areas where it is possible to maximise supply by formalising the parking area layout and clearly linemarking parking spaces e.g. Car Park 14, unpaved section of Car Park 10 and unpaved area adjacent to Channel Highway between Beach Road and Browns Road near the last bus stop to Hobart (in this year's capital works program).	X			<p>Actioned. Wetlands (Beach Road – Browns Rd unpaved area) paved/constructed.</p> <p>Denison Street car park paved/constructed.</p> <p>Temporary carpark constructed at Skipper Lane.</p> <p>Ongoing investigations re. parking supply options for when Skipper Lane area is developed.</p>

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Action Item No.	Ref	Action Item	Quick wins	Medium term	Longer term	Status and comments
21		Review proposed locations for Park N Ride car parks to satisfy the projected shortfall in all day parking.		X		Actioned. Park and Rides constructed by DSG at Firthside and Huntingfield.
22		Assess parking demand before creating new parking in line with the provisions of Section E6.6.1 of the Kingborough Interim Planning Scheme 2015 and consider unbundling parking in new developments.	X	X	X	Ongoing action.
23		Develop a cash-in-lieu contributions policy to enable efficiencies in parking provision given the current oversupply of short stay parking (< 3 hours).		X		Policy developed and endorsed by Council in 2018 and reviewed again in 2022.
24		Review possible locations for overflow parking and publicise locations on the Council website and social media as appropriate. Overflow parking could be serviced by a shuttle bus to improve convenience.	X			Noted Kingston View Drive as possible overflow parking area. However, shuttle bus service not deemed a priority at this stage.

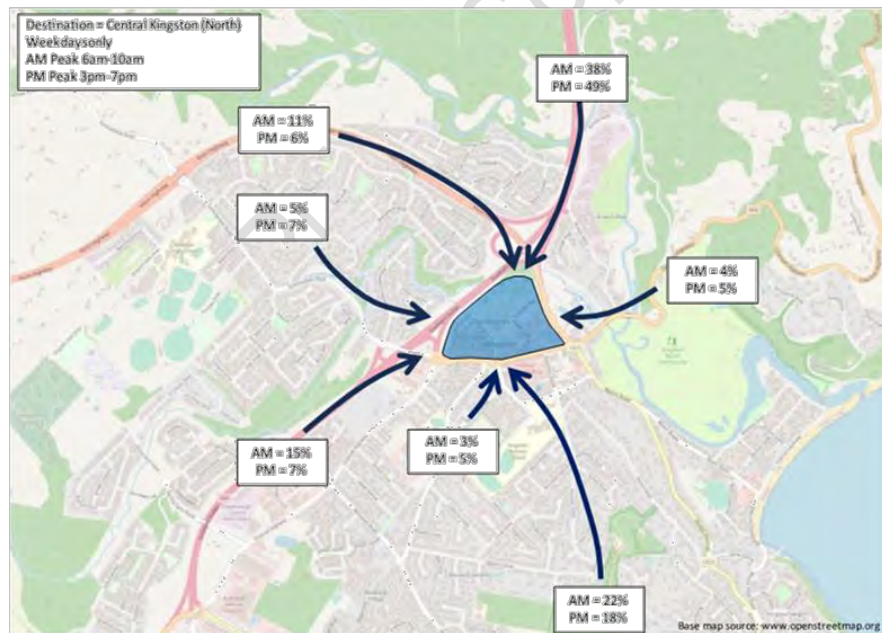
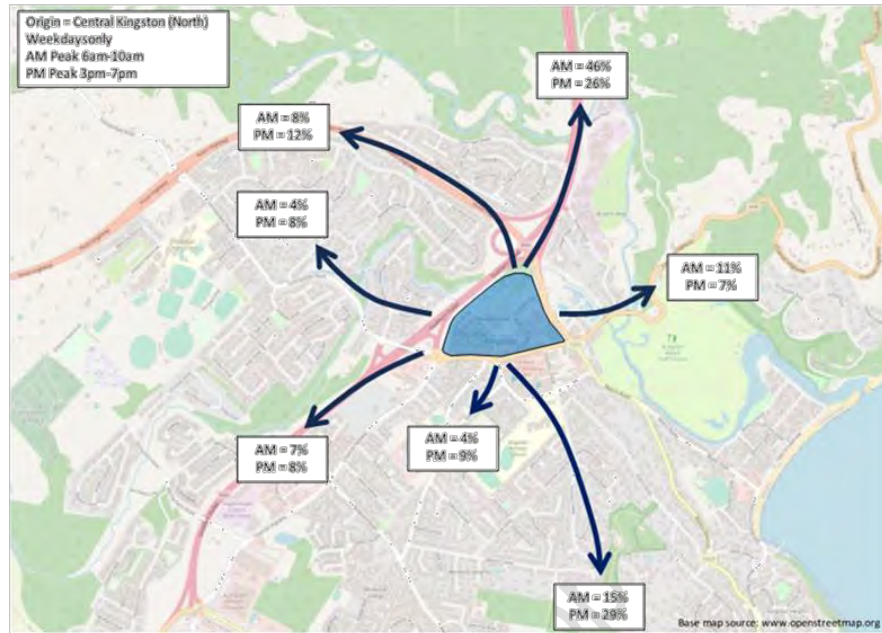
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Appendix B. TomTom Data Findings

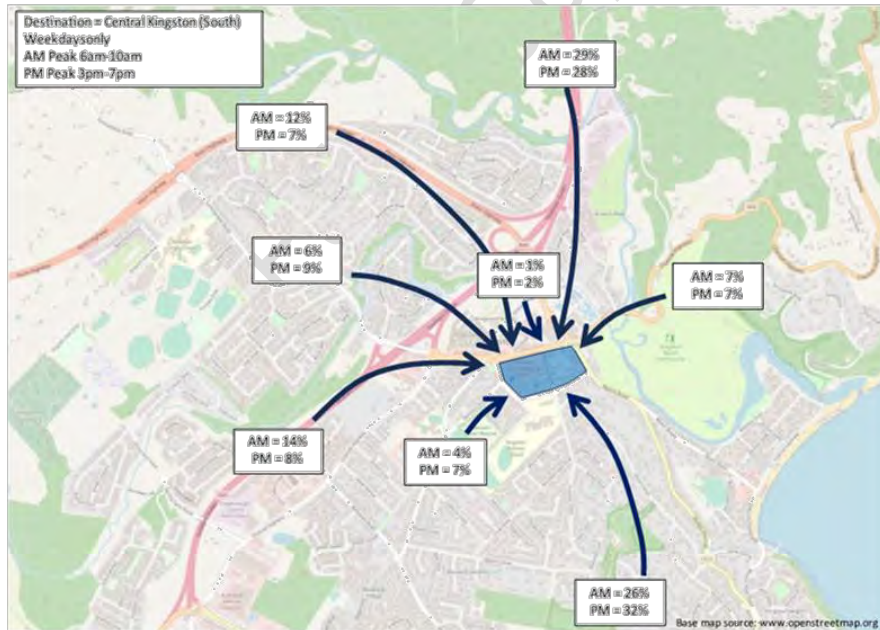
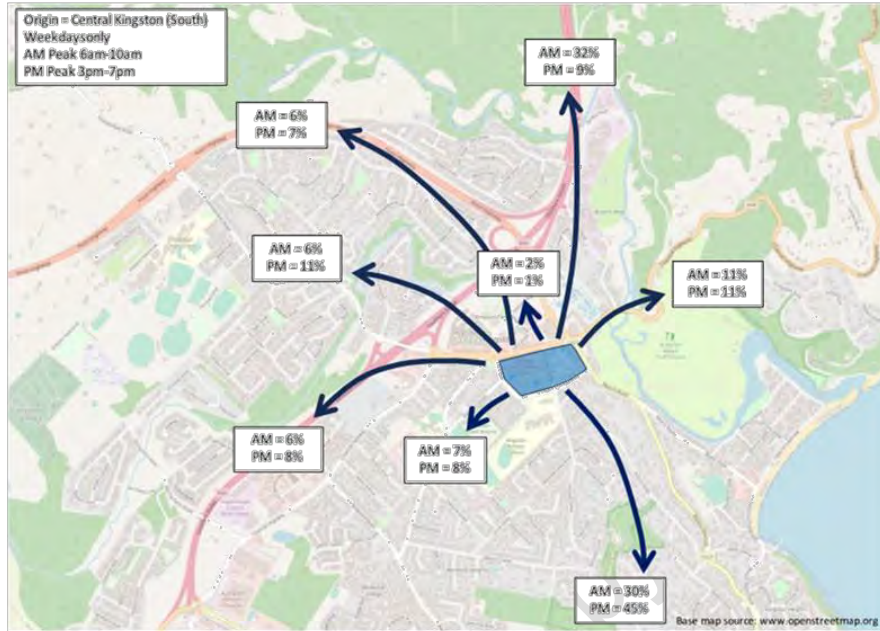
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B.1 Kingston CBD North



B.2 Kingston CBD South



Appendix C. Parking Inventory

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Street	Side	Between		Restriction			Supply	
				Type	Hour	Day		
Corina Pl	North			Unrestricted			20	
Corina Pl	South			Unrestricted			15	
Jasena Pl	North			Unrestricted			8	
Jasena Pl	South			Unrestricted			20	
Channel Way	East	Summerlea Rd	to	Corina Pl	Unrestricted		8	
Channel Way	East	Jasena Pl	to	on Channel Way	Unrestricted		20	
Westside Circuit (Segway) Area	Off-street	KFC Area			Staff			3
					No Restriction			20
					Disabled			1
					Loading Dock			1
					No Restriction			20
					Disabled			1
					Segway Park Only			4
					SP			20
					Disabled			4
					Loading Dock			1
					No Restriction			20
					Disabled			1
SP			24					
Disabled			1					
Unrestricted Area			20					
No Restriction			20					
SP			25					
Disabled			1					
No Restriction			24					
Disabled			1					
Woodworks	Off-street				SP			244
					Pick-up			4
					Disabled			11
					EV Charging			1
					Service			1
Loading			5					
Channel Way	North	Summerlea Rd	to	Goshawk Way	No Restriction			4
Mansonia Rd	East	Channel Way	to	Delfino St	No Restriction			20
	South	Dolph St	to	Westside Exit	No Restriction			20
	West	Woodside Court	to	Channel Way	no one			1
	Private				No Restriction			43
				SP (Restricted Staff Parking)			24	
Segway St	North	Mansonia Rd	to	Cahin Christian School	No Restriction			1
				Bus Zone	8:00 AM - 9:00 AM, 2:00 - 4:00 PM	School Days		6
				No Restriction	8:00 AM - 2:00 PM			5
	South	Cahin Christian School	to	Mansonia Rd	No Restriction			20
				8:00 AM - 2:00 PM		School Days		20
Denham St	West	Mansonia Rd	to	Freeman St	No Restriction			20
				No Restriction				24
				Minimum Stopping Area				20
	SE-East	Freeman St	to	Car Park	SP			1
	East	Freeman St	to	Mansonia Rd	Minimum Stopping Area			24
Freeman St	East	Church St	to	Sherford St	Reserve Employee			6
				Disabled				1
Kingdon Primary School Parking	Off-street				No Restriction			60
Sherford St	East	Freeman St	to	Freeman St	No Restriction			20
	West	Freeman St	to	Freeman St	No Stopping			20
Church St	North	Freeman St	to	Hutchins St	SP	8:00 AM - 6:00 PM	Mon - Fri	6
Goshawk Way	South	Dolph Ln	to	Channel Way	SP	8:00 AM - 6:00 PM		4
	North	Stoddard Ln	to	Sparrowhawk St	SP			4
	North	Sparrowhawk St	to	Channel Way	SP			5
Sparrowhawk St	West	Windsor Cr T/O	to	Goshawk Way	No Restriction			3
	East				No Restriction			4
Kingdon Park	Off-street				SP			63
					Disabled			4
Stoddard Ln	South	Paperbark Cres	to	Goshawk Way	SP			24
	North				SP			23
					Disabled			3
					Visitor Parking			6
Hutchins St	East	Auburn Rd	to	38 Hutchins St	No Stopping	8:30 - 9:30 AM, 2:30 - 4:00 PM	School Days	2
					No Parking	8:30 - 10:00 AM, 2:30 - 4:00 PM		7
	West	38 Hutchins St	to	Mena St	No Restriction			20
				Church St	No Restriction			8
					No Restriction			6
					SP			5
				SP (Group of 20)	8:30 AM - 4:00 PM	School Days	3	
				No Stopping	8:30 - 9:30 AM, 2:30 - 4:00 PM	School Days	3	
				SP			1	
Mena St	North	Olive Pl	to	Hutchins St	No Restriction			0
	South				No Restriction			6
Auburn Rd	North	Hutchins St	to	38 Auburn Rd	No Restriction			25
					No Restriction			5
	South	38 Auburn Rd	to	Hutchins St	No Restriction			5
					No Restriction			1
	West	Auburn Rd	to	Church St	No Restriction			20
	North	Auburn Rd	to	Beach Rd	SP	8:00 AM - 6:00 PM	Mon - Fri	5
South				No Restriction			0	
				No Restriction			7	

Street	Side	Between			Type	Restriction		Supply
		John St	is	Goshawk Wy		Hour	Day	
Skinner Ln	West				24P 2P No Restrictions	8:00 AM - 5:00 PM 8:00 AM - 5:00 PM	Mon - Fri Mon - Fri	3 0 5
Channel Hwy	South	Hutchins St	is	Freeman St	Class of construction Class of construction Class of construction	8:00 AM - 6:00 PM	Mon - Fri	0 0 0
Church St	North	Goshawk Wy	is	Hutchins St	2P	8:00 AM - 6:00 PM	Mon - Fri	3
Church St	South	Scotch Rd	is	Hutchins St	2P	8:00 AM - 6:00 PM	Mon - Fri	8
Church St	North	Hutchins St	is	Scotch Rd	2P	8:00 AM - 6:00 PM	Mon - Fri	8
Ilwaco Hwy	West	Channel Hwy	is	John St	2P	8:00 AM - 6:00 PM	Mon - Fri	06
Deeann Dr Car Park	Off-street				No Restrictions			29
John St Car Park	Off-street				Disabled 2P 2P No Restrictions (All Day Parking) No Restrictions (Between 8:00 AM - 5:00 PM)	8:00 AM - 6:00 PM 8:00 AM - 6:00 PM	Mon - Sat Mon - Sat	50 45 43 25 3
Skinner Ln Car Park	Off-street				No Restrictions Motorbike Space Disabled			150 4 8
Channel Hwy Car Park	Off-street	Welford			No Restrictions Bike Space Disabled			45 3 3
Finholts Park & Walk	Off-street				No Restrictions Motorbike Space Disabled			61 3 2
Huntingfield Park & Kids	Off-street				No Restrictions Motorbike Space Disabled No Restrictions (On Street 24h) No Restrictions (On Street 24h)			200 9 5 19 06
Kingston Plaza & Colis Area	Off-street				2P Disabled Luggage Bays Motorbike Space GP Recovery			170 5 3 3 4
Kingston Plaza Staff	Private	Off-Street			Kingston Plaza Staff Only			20
Shiploads Area	Off-street				2P Disabled			20 0
7 John St Shopping Area	Off-street	Van Health Care Parking Area			2P Disabled 2P (Customer) Disabled (Customer) Van Only Cycle Only Motorbike Space Kiosk Only Pedicab Only	8:00 AM - 5:00 PM 8:00 AM - 5:00 PM	Mon - Fri Mon - Fri	30 4 24 7 1 3 3 3 3
Channel Coast	Off-street	Basement Ground			2P Disabled Parents with prams Bikes 10-15th express 2P 2P Disabled Parents with prams Bikes 10-15th express			443 34 4 0 19 209 83 8 8 8 28
Channel Coast (access road to the BACT)	Off-street				2P Disabled			51 1
Channel Coast (access road to the BACT)	North				2P	8am - 5pm		5
Channel Coast (access road to the BACT)	South				2P	8am - 5pm		5
Library	Off-street	West side of Hutchins St			2P			90
58 Channel Hwy	Private	West of Freeman St						5
62a Channel Hwy	Private	West of Freeman St						4
72-76 Channel Hwy	Private	West of Freeman St						26
80 Channel Hwy (Kingston Free Presbyterian Church)	Private	West of Freeman St						20
88 Channel Hwy	Private	West of Freeman St						7
94 Channel Hwy	Private	West of Freeman St						8
96 Channel Hwy	Private	West of Freeman St						4
12-14 Channel Hwy	Private	West of Freeman St						5
11 John St (Gap Fitness)	Private				Staff and customer			21
Kingston Community Health Centre	Private							35
32-34 Channel Hwy	Private				Staff			9
Cor Freeman and Channel Hwy	Private							15
31 Channel Hwy	Off-street	Rear of wetpac			24P			7
39 Channel Hwy	Off-street	Rear of wetpac			Times (indoor) Disabled			7 3
Police station	Private				Staff			20

Street	Side	Between		Restriction			Supply
				Type	Hour	Day	
37 Church Hill	West	Rear of Island Shop		SBP			21
40a Church Hill	West			SBP			25
154 Kingsdown	Private	Access off Church St					40
20-22 Church St	Private	Griffiths Church		Surface/outer			75
St Agnes Catholic Church	Private						85
127-128 Beach Rd	Private	Private (hard) - long term parking arrangement with Council					92
6 Freeman St	Private						9
15 Freeman St	Private	Rear of shops		SBP			20
Christina Reformed Church of Kingston	Private	17 Denison St					83

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16.3 AUDIT PANEL CHARTER

File Number: 12.195

Author: David Spinks, Director People & Finance

Authoriser: Dave Stewart, Chief Executive Officer

Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.4 The organisation has a corporate culture that delivers quality customer service, encourages innovation and has high standards of accountability.

1. PURPOSE

1.1 The purpose of this report is to propose a change to the current Audit Panel Charter.

2. BACKGROUND

2.1 Council has had in place a Charter to guide the objectives, composition and activities of the Audit Panel.

2.2 The Audit Panel has conducted its annual review of the Charter and recommends a change.

3. STATUTORY REQUIREMENTS

3.1 The Council has established the Audit Panel in compliance with Division 4 of the *Local Government Act 1993* (the Act), the *Local Government (Audit Panels) Order 2014* (the Audit Panels Order) and the *Local Government (Audit Panels) Amendment Order 2015*.

4. DISCUSSION

4.1 As part of its annual work program the Audit Panel conducts a review of its Charter to ensure it remains appropriate and contemporary.

4.2 In January 2023 Council, upon the recommendation of the Panel, resolved to adopt the model Charter recommended by the Local Government Association of Tasmania with minor changes to reflect the operations of the Panel.

4.3 The Charter already contains a requirement the Panel consider how the strategic plan, strategic asset management plan and the financial plan are aligned, and the processes and assumptions adopted in the preparation of those plans.

4.4 The Panel considered an improvement to the Panel's (and therefore Council's) governance procedures would be for the Panel to also have oversight of how the annual budget aligns with the long term financial plan. It is important there is alignment. It would be proposed the draft budget for the following year together with the long term financial plan be tabled at the Panel's May meeting each year for the Panel's consideration.

4.5 The Panel resolved to make this recommendation to Council.

5. FINANCE

5.1 There is no financial impact from this change.

6. ENVIRONMENT

6.1 There are no environmental issues.

7. COMMUNICATION AND CONSULTATION

7.1 The Charter is available on Council's website.

8. RISK

8.1 There is no risk associated with the change.

9. CONCLUSION

9.1 The Audit Panel have undertaken its annual review of its Charter and recommends its terms of reference be expanded to include review of the Long-Term Financial Management Plan and its alignment with the annual budget.

10. RECOMMENDATION

That Council approves the updated Audit Panel Charter as attached to this report.

ATTACHMENTS

1. Audit Panel Charter May 2024 (track changes)
2. Audit Panel Charter May 2024



Kingborough Council
Audit Panel
Charter

May~~February~~ 2024

The Kingborough Council (the Council) has established the Audit Panel in compliance with Division 4 of the *Local Government Act 1993* (the Act), the *Local Government (Audit Panels) Order 2014* (the Audit Panels Order) and the *Local Government (Audit Panels) Amendment Order 2015*.

This charter sets out the Panel's objectives, authority, composition, tenure, functions, reporting and administrative arrangements.

OBJECTIVE

The objective of the Audit Panel is to review the Council's performance under section 85A of the Act and report to the Council its conclusions and recommendations.

AUTHORITY

The Council authorises the Audit Panel, within its responsibilities, to:

- obtain any information it requires from any employee or external party (subject to any legal obligation to protect information);
- discuss any matters with the Tasmanian Audit Office (TAO), or other external parties (subject to confidentiality considerations);
- request the attendance of any employee, including members of the Council, at Audit Panel meetings; and
- obtain legal or other professional advice, as considered necessary to meet its responsibilities, and in consultation with the ~~General Manager~~Chief Executive Officer.

COMPOSITION AND TENURE

The Audit Panel comprises two councillors and three independent members, appointed by the Council.

A person who is an employee, or the ~~General Manager~~Chief Executive Officer, or the Mayor of the Council is not eligible for appointment as a member of the Panel.

A person who is an employee or councillor of another municipal council is not eligible for appointment as a member of the Panel.

If a Commissioner is appointed to the Council, he or she may be appointed as a member of the Panel.

The Council will appoint an independent member as the Chairperson of the Panel.

Audit Panel members are appointed for a period of not less than one year, and not exceeding four years.

Audit Panel members may be re-appointed at the approval of the Council.

FUNCTIONS

To comply with the Audit Panels Order, when reviewing the Council's performance the Audit Panel is to consider:

- the Council's financial system, financial governance arrangements and financial management;
- whether the annual financial statements of the Council accurately represent the state of affairs of the council;

- whether and how the strategic plan, annual plan, long-term financial management plan and long-term strategic asset management plans of the Council are integrated and the processes by which, and assumptions under which, those plans were prepared;
- [the annual budget's alignment with the long-term financial management plan](#);
- the accounting, internal control, anti-fraud, anti-corruption and risk management policies, systems and controls that the Council has in relation to safeguarding its long-term financial position;
- whether the Council is complying with the provisions of the Act and any other relevant legislation; and
- whether the Council has taken any action in relation to previous recommendations provided by the Audit Panel to the Council and, if it has so taken action, what that action was and its effectiveness; and
- any other activities within the Panel's remit, as determined by the Panel.

KEY AREAS

In fulfilling its functions, the Audit Panel should consider the following key areas:

- corporate governance;
- systems of internal control;
- risk management frameworks;
- human resource management, including policies, procedures and enterprise agreements;
- procurement;
- information and communications technology governance;
- management and governance of the use of data, information and knowledge; and
- internal and external reporting requirements.

RESPONSIBILITIES OF PANEL MEMBERS

Members of the Audit Panel are expected to understand and observe the legal requirements of the Act and the Audit Panels Order. Members are also expected to:

- act in the best interests of the Council;
- apply sound analytical skills, objectivity and judgment;
- express opinions constructively and openly;
- raise issues that relate to the Audit Panel's functions and pursue independent lines of enquiry within the Panel's deliberations and meetings; and
- contribute the time required to review the papers provided.

REPORTING

The Audit Panel is to provide a copy of its meeting minutes to the Council as soon as practicable after each Audit Panel meeting.

If the Audit Panel has conducted a review under section 85A of the Act, the Audit Panel must provide a written report of its conclusions and recommendations to the Council as soon as practicable after the review is completed.

The Audit Panel must provide an annual report to the Council that comprises, at least:

- a summary of the work undertaken and significant findings during the past year;
- a review of the Panel's Charter and, if required, recommended changes to the Council for its approval;
- an update on the membership of the Panel, in particular if there have been or may be change;
- the significant aspects of the Panel's deliberations for the coming year, together with a proposed work plan for the coming year; and
- any other matters deemed, by the Panel, as requiring the Council's attention.

ADMINISTRATIVE ARRANGEMENTS

Meetings

The Audit Panel will meet at least four times per year.

The Audit Panel is to regulate its own proceedings in accordance with this Charter.

The Chairperson may determine that a meeting is to be held in private.

The ~~General Manager~~ Chief Executive Officer and Director People and Finance, or their delegates, are to attend Audit Panel meetings unless the Chairperson determines a meeting is to be held in private.

The Audit Panel may invite or allow any councillor and/or employee of the Council and/or representative of the TAO to attend meetings of the Audit Panel.

Quorum

A quorum of the Audit Panel meeting is three members, including at least one independent member.

Work plan

The Audit Panel is to develop an annual work plan that includes, but is not limited to, a schedule of meetings and the known objectives for each meeting.

All discretionary items referred to the Audit Panel that fit within its remit should be brought before the Panel so it can determine which items will be prioritised for inclusion in the work plan.

The forward meeting schedule should include the dates, location, and proposed agenda items for each meeting.

Secretariat

The Council, in consultation with the Audit Panel, will appoint a person to provide secretariat support to the Audit Panel. The secretariat will:

- ensure the agenda for each meeting is approved by the Chairperson;
- ensure the agenda and supporting papers are circulated at least one week prior to the meeting; and
- ensure the minutes of the meetings are prepared and submitted to the Council as soon as practicable after each meeting.

Resources

1. The Audit Panel will hold at least annual discussions with the ~~General Manager~~ Chief Executive Officer in relation to the resources to be made available to enable the Panel to meet its requisite functions and achieve its objectives.

Interests

Audit Panel members must declare any real, potential or perceived pecuniary or non-pecuniary interests that may affect them in carrying out their functions. The Audit Panel member with the interest must also notify the ~~General Manager~~ Chief Executive Officer of the Council, in writing, of the interest within seven days of declaring the interest. The register of interest is to be available at all Audit Panel meetings.

Independent members are to consider past employment, consultancy arrangements and related party issues in making these declarations.

A standing item for declarations of interests should be included in all Panel meeting agendas.

The Chairperson of the Audit Panel is to ensure that the declaration of an interest is recorded in the minutes of the meeting and any relevant written report.

Confidentiality

Panel members must maintain the confidentiality of any information, documents and communication that the Council or Panel has designated as being in confidence, and only access Council information in order to perform their role as a Panel member.

Code of conduct

Audit Panel members are to abide by the behaviour in the *Code of Conduct* which is attached to this Charter.

Induction

The Council will provide new Audit Panel members with relevant information and briefings on their appointment to assist them to meet their Audit Panel responsibilities.

Remuneration

Independent members of the Audit Panel shall be paid *a sitting fee* of \$630 per meeting attended.

The Chairperson of the Audit Panel shall be paid an annual fee of \$2,518.

Review of Charter

The Council will review this charter at least annually and submit its recommended charter to the Council for approval.

Approved by Council

Date:

Public Copy

Kingborough Council Audit Panel

Code of Conduct

This code of conduct sets out the standards of behaviour expected of the Kingborough Council's Audit Panel members (members). The standards support the characteristics of good governance outlined in the *Good Governance Guide for Local Government in Tasmania* (reference below).

As an independent source of scrutiny in the interests of the community, the Audit Panel provides checks and balances on key Council activities and a means of highlighting issues that require strategic attention.

Councillors who are members of the Audit Panel are in a unique position and have an obligation to maintain an Audit Panel perspective in the interests of the community when they discharge their duties as Panel members, ie they must display independence of mind, separate from their role as a councillor.

In performing their role on the Kingborough Council's Audit Panel, and in acting in the best interests of the community, all members of the Audit Panel commit to the following standards.

1. Effective management of conflicts of interest

Members avoid conflicts of interest that arise between their personal interests and their public duty as an Audit Panel member, as far as reasonably possible. This includes pecuniary and non-pecuniary conflicts of interest (actual, potential or perceived). Where avoidance is not possible, members appropriately manage conflicts of interest. Members are responsible for acting in good faith and exercising reasonable judgment to manage conflicts of interest, including the offer or receipt of gifts and benefits.

Council members may at times deal with conflicts of interest as a consequence of their dual roles as an Audit Panel member and a councillor. This may present as a conflict between the interests of the community (as seen from the Audit Panel perspective).

All members will regularly provide advice of their actual, potential and perceived conflicts to the Panel.

2. Proper use of Council information

Members maintain the confidentiality of any information, documents and communication that the Council or Panel has designated as being in confidence. Members only access Council information needed for them to perform their role as a Panel member and not for personal interests or reasons.

3. Proper use of position

Members perform their role in the best interests of the Council and the community. Members operate within the intended scope of the Audit Panel (as outlined in the Audit Panel Charter) and adhere to relevant Council policies and procedures.

4. Appropriate interactions

Members act ethically and treat all persons with fairness and respect. Members conduct themselves in a way that positively represents the Panel and is in the best interests of the Council and the community. Members interact appropriately with fellow members, councillors, Council staff and the community, and give full respect and consideration of to all relevant information known to them. Members should not interact directly with council staff without the prior approval of the Panel and the [general manager/Chief Executive Officer](#).

The Council has policies and procedures to provide additional guidance for members. All Council policies are available on the Council website.

Further information on the ethical standards covered in this code of conduct, and the terminology used, can be found in the *Good Governance Guide for Local Government in Tasmania*: (www.dpac.tas.gov.au/divisions/local_government).

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Kingborough Council
Audit Panel
Charter

May 2024

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16.4 APPOINTMENT TO AUDIT PANEL

File Number: 12.195

Author: David Spinks, Director People & Finance

Authoriser: Dave Stewart, Chief Executive Officer

Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.4 The organisation has a corporate culture that delivers quality customer service, encourages innovation and has high standards of accountability.

1. PURPOSE

1.1 The purpose of this report is to appoint a councillor to the Audit Panel.

2. BACKGROUND

2.1 The Deputy Mayor, Councillor Glade-Wright has resigned from the Audit Panel.

3. STATUTORY REQUIREMENTS

3.1 Council has established the Audit Panel in compliance with Division 4 of the Local Government Act 1993 (the Act), the Local Government (Audit Panels) Order 2014 (the Audit Panels Order) and the Local Government (Audit Panels) Amendment Order 2015.

3.2 Pursuant to the Act the Audit Panel is to review the Council's performance in relation to:

- the council's financial system, financial governance arrangements and financial management; and
- all plans of the council under Part 7 (strategic plan, annual plan, long term financial management plan and long term strategic asset management plan); and
- all policies, systems and controls the council has in place to safeguard its long-term financial position; and
- any other matters specified in an order issued by the Minister.

4. DISCUSSION

4.1 The Audit Panel performs an important governance role for council.

4.2 The Audit Panel comprises two councillors and three independent members appointed by council.

4.3 A councillor vacancy on the Audit Panel has arisen and needs to be filled.

5. FINANCE

5.1 There are no financial implications from this report.

6. ENVIRONMENT

6.1 There are no environmental implications arising from this report.

7. COMMUNICATION AND CONSULTATION

7.1 Audit Panel members are disclosed on Council’s website.

8. RISK

8.1 There are no perceived risks associated with this report.

9. CONCLUSION

9.1 A councillor vacancy on the Audit Panel has arisen and a replacement member needs to be appointed.

10. RECOMMENDATION

That Council resolve to appoint Cr to the Audit Panel.

ATTACHMENTS

Nil

Public Copy

16.5 KINGBOROUGH AQUATIC FACILITY STEERING COMMITTEE

File Number: 22.186

Author: Daniel Smee, Director Governance, Recreation & Property Services

Authoriser: Dave Stewart, Chief Executive Officer

Strategic Plan Reference

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.5 An active and healthy community, with vibrant, clean local areas that provide social, recreational and economic opportunities.

1. PURPOSE

- 1.1 The purpose of this report is to recommend the establishment of a Project Steering Committee to progress the development of an aquatic facility in Kingborough.

2. BACKGROUND

- 2.1 The provision of a public swimming pool or aquatic facility in Kingborough has been a frequent request from residents for many years and has been the subject of several reports to Council.
- 2.2 At its meeting of 16 August 2021, Council considered the findings of a feasibility study in relation to the development of an aquatic facility in Kingborough and resolved as follows (Minute C446/17-2021 refers):

That Council:

- (a) *Uses the C Leisure Feasibility Study for an Aquatic Centre within the Kingborough Sports Precinct as the basis for future planning for such a facility; and*
- (b) *Pursues opportunities with the State Government to address the provision of aquatic facilities within the context of a regional strategic approach.*
- (c) *Acknowledge that Council is unable to construct an aquatic facility of this size within its existing budget and resolves to lobby the State and Federal Governments for financial support towards such a project.*
- 2.3 The issue was prominent during the community engagement associated with the development of the Kingborough Sport and Recreation Strategy.
- 2.4 This Strategy was endorsed by Council in March 2024 and contained the following recommendation:

That Council:

Establish a Project Steering Committee to progress the development of an Aquatic Facility in Kingborough, including consideration of design options, cost planning and funding opportunities.

3. STATUTORY REQUIREMENTS

- 3.1 There are no statutory requirements associated with the establishment of the proposed Steering Committee as it is not intended that it will be constituted as a Special Committee of Council under Section 24 of the *Local Government Act 1993*.

4. DISCUSSION

- 4.1 The issues associated with the development of an aquatic facility in Kingborough were well documented in the 2021 Feasibility Study, which made the point that the Kingborough community doesn't just want a swimming pool, they want an aquatic centre that caters for a diverse range of needs.
- 4.2 The challenge in progressing the development of an aquatic facility in Kingborough is financial, with both the capital construction amount and annual operating costs considered to be beyond Council's financial capacity in 2021.
- 4.3 This challenge has only become greater over the past three years, with construction costs increasing significantly and Council's capacity to absorb additional operating expenses having diminished.
- 4.4 Nonetheless, the results of the engagement associated with the development of Council's Sport and Recreation Strategy indicate that desire of the community for an aquatic facility remains as strong as ever.
- 4.5 In this regard, the proposed establishment of a Project Steering Committee seeks to enlist the assistance of the community in developing a way forward that addresses the challenges faced by Council.
- 4.6 This may include reducing the scope of the facility, developing the project in discrete stages, or determining innovative management models that reduce operating expenditure.
- 4.7 It is acknowledged that almost every aquatic facility in Australia requires some form of operating subsidy to be viable. This is the reason that they are usually provided by local government as an investment into the health and wellbeing of the community.
- 4.8 The challenges faced by Council and in progressing the development of an aquatic facility are considerable and it will be necessary for the proposed Steering Committee to adopt a patient and long term approach.
- 4.9 Draft Terms of Reference for the Committee have been developed and are provided as an attachment to this report. It is envisaged that these will be further refined once the Committee is appointed.
- 4.10 It is intended that it will be a skills-based committee, chaired by a Councillor, with executive and secretarial support from staff.

5. FINANCE

- 5.1 As already noted, finance (both capital and operational) represents the most significant challenge associated with this project.
- 5.2 It is conceivable that the Steering Committee, having explored all potential options to develop an aquatic facility in Kingborough, resolves to recommend to Council that the project is financially unachievable.

6. ENVIRONMENT

- 6.1 There are no environmental issues associated with the proposed establishment of a Project Steering Committee.

7. COMMUNICATION AND CONSULTATION

- 7.1 It is envisaged that there will be ongoing consultation and communication with the community and stakeholders to obtain feedback on specific aspect of the project.

8. RISK

8.1 Having endorsed the Kingborough Sport and Recreation Strategy with a recommendation to form a Project Steering Committee, there is a risk of an adverse community reaction if Council didn't proceed with this proposal.

9. CONCLUSION

9.1 There are some daunting challenges associated with meeting the desire of community for the development of an aquatic facility in Kingborough.

9.2 It is considered that these challenges are best met by enlisting the expertise of the community and industry stakeholders to help develop a path forward for a facility that is financially achievable

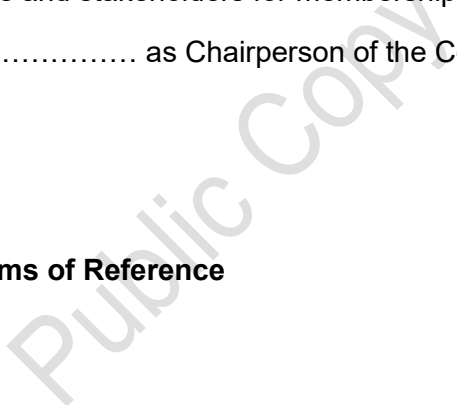
10. RECOMMENDATION

That Council:

- a) Endorses the establishment of a Project Steering Committee to progress the development of an aquatic facility in Kingborough, with Terms of Reference as attached to this report;
- b) Advertises for expressions of interest from appropriately qualified/experienced community members and stakeholders for membership of the Committee; and
- c) Appoints Cr as Chairperson of the Committee.

ATTACHMENTS

- 1. Steering Committee Terms of Reference



Kingborough Aquatic Facility Steering Committee

Terms of Reference, April 2024

1 Background

Council has received numerous requests from residents over many years for the provision of a public swimming pool (or aquatic facility) in Kingborough. In 2021, a feasibility study into the potential for such a facility concluded that:

Looked at in combination, the data on the total population size, population growth, projections and the age distribution suggest that Kingborough is unlikely to be able to support a financially or operationally viable 50 metre indoor pool or other "higher order" facilities into the foreseeable future unless it is willing to pay a significant capital and annual operational deficit (C. Leisure 2021).

Community engagement undertaken in relation to the development of the Kingborough Sport and Recreation Strategy 2024 once again found a high level of support amongst the community for the provision of an aquatic facility. Accordingly, one of the key recommendations of the final strategy is to:

Establish a Project Steering Committee to progress the development of an Aquatic Facility in Kingborough, including consideration of design options, cost planning and funding opportunities.

2 Aims & Purpose

The role of the Committee is to consider issues associated with the development of an aquatic facility in Kingborough, with the aim of determining the most effective way for Council to deliver such a facility in the future. This may include but is not limited to:

- Reviewing previous reports and studies relating to the matter;
- Consideration of location and design options;
- Assessment of management and operating models;
- Consultation with stakeholder groups and industry experts;
- Development of project and business plans;
- Identification of funding opportunities; and
- Provision of recommendations to Council in relation to actions and priorities.

3 Roles and Responsibilities

To achieve the above goals, members of the Committee will commit to:

- Actively participating in meeting discussions in a respectful manner;
- Maintaining an open mind in relation to the thoughts and ideas of others;
- Acting in the best interests of the Kingborough community as a whole;
- Maintaining confidentiality in relation to any information provided that is personal or sensitive in nature; and
- Acknowledging and declaring any conflicts of interest.

4 Membership

The Steering Committee will be skills based, with membership as follows:

- A Kingborough Councillor (Chair);

- Kingborough Council's CEO (or delegate);
- Up to eight members of the community with expertise in the following areas:
 - Aquatic Centre operations;
 - Facility development;
 - Planning;
 - Design or construction;
 - Engineering;
 - Finance;
 - Community health and wellbeing;
 - Project management;
 - Business; and
 - Stakeholder engagement.
- Staff from relevant Council departments will attend meetings as required.

5 Meetings

- Meetings will be chaired by a Kingborough Councillor (as appointed by Council).
- Meetings will be structured, with an Agenda prepared and provided to members prior to each meeting.
- Decisions will be made by consensus. If consensus cannot be reached, decisions will be made by a majority vote of members.
- Decisions made by the Steering Committee are not binding and any recommended actions will require endorsement by Council.
- Secretariat support, including the preparation of Meeting Agendas and Minutes will be provided by Council staff.
- Subcommittees may be formed if required, at the discretion of the Chair.

6 Timeframe

The Steering Committee will need to take a long-term approach to the development of an aquatic facility in Kingborough.

7 Reporting

Minutes from the Steering Committee will be reported to Council for noting, with any recommendations to be considered and endorsed (or otherwise).

16.6 KINGBOROUGH BICYCLE ADVISORY COMMITTEE DEPUTY CHAIRPERSON**File Number: 28.114****Author: Anthony Verdouw, Executive Officer Engineering Services****Authoriser: David Reeve, Director Engineering Services****Strategic Plan Reference**

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.1 A Council that engages with and enables its community.

1. PURPOSE

1.1 The purpose of this report is to appoint a councillor representative from the Kingborough Council as deputy chairperson for the Kingborough Bicycle Advisory Committee (KBAC).

2. BACKGROUND

2.1 Councillor Clare Glade-Wright has stepped down from her role as deputy chairperson of KBAC.

2.2 A new deputy chairperson for the Committee should be considered and appointed by Council.

3. STATUTORY REQUIREMENTS

3.1 The Kingborough Bicycle Advisory Committee has been appointed as an advisory committee to the Kingborough Council under Section 24 of the *Local Government Act 1993*.

4. DISCUSSION

4.1 KBAC has been established by Council to represent the interests of the community in all matters relating to cycling in the municipality.

4.2 Under the terms of reference for KBAC two (2) councillor representatives from Kingborough Council must be appointed by Council as chairperson and deputy chairperson of the Committee. Councillor Amanda Midgley is currently the nominated chairperson for the Committee.

4.3 KBAC typically meets bi-monthly (six times per year) at 9am on Friday mornings in the Council Chambers.

5. FINANCE

5.1 There are no financial implications to Council associated with this report.

6. ENVIRONMENT

6.1 There are no environmental implications associated with this report.

7. COMMUNICATION AND CONSULTATION

7.1 Committee members will be advised of the new appointment.

8. RISK

8.1 There are no perceived risks to Council associated with this report.

9. CONCLUSION

9.1 The current deputy chairperson for KBAC has stepped down. Under the Committee terms of reference, Council must appoint a new Councillor to be deputy chairperson.

10. RECOMMENDATION

That Cr be appointed as a Council representative and deputy chairperson of KBAC and the Committee members be advised accordingly.

ATTACHMENTS

Nil

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16.7 APPENDICES**RECOMMENDATION**

That the Appendices attached to the Agenda be received and noted.

17 NOTICES OF MOTION

At the time the Agenda was compiled there were no Notices of Motion received.

18 CONFIRMATION OF ITEMS TO BE DEALT WITH IN CLOSED SESSION

RECOMMENDATION

That in accordance with the *Local Government (Meeting Procedures) Regulations 2015* Council, by absolute majority, move into closed session to consider the following items:

Confirmation of Minutes

Regulation 34(6) *In confirming the minutes of a meeting, debate is allowed only in respect of the accuracy of the minutes.*

Applications for Leave of Absence

Regulation 15(2)(h) *applications by councillors for a leave of absence*

Rates Delegated Authority March 2024

Regulation 15(2)(a) *personnel matters, including complaints against an employee of the council and industrial relations matters.*

In accordance with the Kingborough Council *Meetings Audio Recording Guidelines Policy*, recording of the open session of the meeting will now cease.

Open Session of Council adjourned at

OPEN SESSION ADJOURNS

OPEN SESSION RESUMES

RECOMMENDATION

The Closed Session of Council having met and dealt with its business resolves to report that it has determined the following:

Item	Decision
Confirmation of Minutes	
Applications for Leave of Absence	
Rates Delegated Authority March 2024	

CLOSURE

Public Copy

APPENDICES

- A Mayor's Activities
- B Minutes Disability Inclusion and Access Advisory Committee April 2024
- C Complaints Register 1 January 2024 to 31 March 2024
- D Councillor Allowance and Expense table YTD March 2024
- E Councillor Attendance at Meetings 1 January 2024 to 31 March 2024
- F Audit Panel Minutes 16 February 2024
- G Donations YTD March 2024

Public Copy

A MAYOR'S ACTIVITIES

DATE	LOCATION	ITEM
3 April	Hobart	Attended Greater Hobart Mayors Forum
	Civic Centre	Chaired Council Meeting
5 April	Kingston	Visited Grade 3/4 classes at Kingston Primary School to talk about what Councils do in the community
10 April	Online	Meeting with President Mick Tucker and CEO Dion Lester of LGAT
	Civic Centre	Chaired meeting of Disability Inclusion Access Advisory Committee
	Hobart	Attended supporter event held by Tassie Mums charity
15 April	Civic Centre	Chaired Council meeting
17 April	Civic Centre	Farewell event for outgoing General Manager.
19 April	Online	Attended Consultation workshop for Learning and Development Framework for Councillors
	Online	Attended meeting of Australian Local Government Women's Association (Tas) Branch
	Kingston	Attended Citizenship Ceremony
20 April	Margate	Spoke at Ba'hai community centenary celebration at Dru Point
22 April	Civic Centre	Met with Inspector Colin Riley, Kingston Police, accompanied by the Deputy Mayor
	Civic Centre	Met with the President of the Blackmans Bay Community Association, accompanied by the Deputy Mayor
	Civic Centre	Chaired Council workshop on budget matters
25 April	Kingston Beach	Attended Anzac Day service at Kingston Beach and laid a wreath on behalf of Council
26 April	Civic Centre	Met with Ms N Kingston re Suncoast track issues
28 April	Kingston	Attended Tamil New Year celebration hosted by the Tamil Arts and Cultural Society of Tasmania
29 April	Civic Centre	Chaired workshop on Margate Main Street masterplan
1 May	Launceston	Met with Mick Tucker, President of LGAT
	Launceston	Attended LGAT General Management Committee meeting

B MINUTES DISABILITY INCLUSION AND ACCESS ADVISORY COMMITTEE APRIL 2024

File Number: 5.539

Author: Julie Alderfox, Community Development Officer

Authoriser: Deleeze Chetcuti, Director Environment, Development & Community Services

MINUTES

KINGBOROUGH DISABILITY INCLUSION & ACCESS ADVISORY COMMITTEE

Meeting No. 2024-2

Wednesday 10 April 2024

The logo for Kingborough, featuring the word "Kingborough" in a serif font with a green underline.

Minutes of a Meeting of the Kingborough Disability Inclusion & Access Advisory Committee held at the Kingborough Civic Centre, Kingston, on Wednesday 10 April 2024 at 2.00pm.

PRESENT

		PRESENT	APOLOGY
Chairperson	Cr Paula Wriedt	✓	
Deputy Chairperson	Cr Flora Fox	✓	
	David Vickery	✓	
	Di Carter	✓	
	Fran Thompson	✓	
	Wendy Wade		✓
	David McQuillan		✓
	Heather Anderson		✓
	Don Hempton	✓	
	Laura Della Pasqua	✓	
	Kevin Clayton	✓	
	Dr Christine Materia	✓	
	Mary Cook		✓
Staff	Julie Alderfox (Community Development Officer)	✓	
	Scott Basham (Manager Legal and Property)	✓	
	Jean-Paul Ibbott (Facility Management Officer)	✓	
	Vanessa Weldon (Community Engagement Officer)	✓	
Guests	Mary Mallett Interim Disability Commissioner	✓	
	Alaric Hellawell (REALM studios)	✓	

ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

The Chairperson acknowledged and paid respect to the Tasmanian Aboriginal Community as the traditional and original owners and continuing custodians of the land on which the Committee met and acknowledged elders past and present.

CONFIRMATION OF MINUTES

Two sets of minutes were confirmed.

MOVED: Di Carter

SECONDED: David Vickery

That the Minutes of the Committee meeting held on October 11 2023 as circulated, be confirmed.

CARRIED

MOVED: Fran Thompson
 SECONDED: Don Hempton

That the Minutes of the Committee meeting held on February 14 2024 as circulated, be confirmed.

CARRIED

BUSINESS ARISING

Interim Disability Commissioner

Mary Mallet, Tasmania’s Interim Disability Commissioner provided an overview of the role of the Commissioner and the Disability Inclusion Bill. The Commissioner will be an independent person noting that there is a clear intention. The Disability Inclusion Bill provides a framework for the funding and regulation of programs for the benefit of people with disability, and their families and carers.

It was noted that whilst the framework is for a whole-of-government approach to accountability and transparency in relation to disability inclusion, the current bill does not cover local government/councils.

It was agreed that when the Bill is tabled, Cr Wriedt will write to the appropriate office to encourage the inclusion of local councils in the Bill.

Margate Master Plan

Alaric Hellowell from REALM studios provided an overview of the Margate Master Plan including planned improvements to the bus stop/shelter, improved amenity on the main street including tree plantings and the development of a pocket park. Improvements to signage and wayfinding paths and links are planned, as well as the inclusion of a unique design themes linking to the industries present in the local area.

Feedback was invited from the Committee.

Issues	Response
Pedestrian safety	Inclusion of several pedestrian refuges, inclusion of traffic calming streetscaping, Traffic lights may be an option at busy intersections.
Lack of flat paths for those with mobility aids or walking difficulties	No ability to create flatter pathways due to the topography of the township.
Difficulties associated with entry/exit to and from the roundabout and the BP service station.	The issue has been noted via community consultation, however, there is no immediate fix.

The following concerns were raised:

Mr Hellowell left the meeting at 3.05pm

Civic Centre Customer Service Area Refurbishment

Draft drawings of the proposed internal development of the Civic Centre were shared with the group. It was pointed out that the area, while the main location for public interactions with Council, is equally a place of work and must comply with relevant work safety regulations.

Discussion took place and the following suggestions were put forward for consideration in relation to accessibility and amenity:

- Ensure seating includes arm rests
- Consider positioning one seat facing staff and one seat facing the noticeboard/JP office
- Consider location of the lower desk to ensure thoroughfare is kept as clear as possible
- Consider entire service desk be at seating height
- Consider plants/ contrasting and welcoming colours
- Consider repositioning of desk islands to be perpendicular to the service counter
- Consider dimensions of motorised wheelchairs in final height of the service desk

The Committee was thanked for their suggestions.

Scott Basham and Jean-Paul Ibbott left the meeting at 3.25 pm.

Snug Beach Foreshore

'Priority Parking' signage is to be installed at the north-eastern end of the beach to ensure people who are unable to alight from their vehicles are able to enjoy the view from a seated position,. Currently there is a view over the water and plantings will be adapted to ensure the view remains in the longer term.

Sample 'Priority Parking' sign provided.



Coningham Accessible Parking Bay

Assessments are being carried out to determine if the parking area adjacent to the Coningham toilet block provides the required gradient and dimensions for a compliant accessible parking bay.

Personal Mobility Devices

Currently there is lack of clarity in the law relating to the use of mobility devices. The responsibility appears to require Council to specify/approve which roads PMD's can be used on. A question is to be asked of Tasmania Police to clarify where legal responsibility lies.

Subminimum Wages

Correspondence was received seeking support for changes to regulations which allow for sub-minimum wages to be paid to people with disability, particularly when employed in a 'Disability Enterprise'.

Discussion took place regarding whether it is appropriate for the Committee to support the campaign.

It was also suggested that individuals had the option to sign the petition independently and not as a group.

The proposal was put to a vote and the Committee voted six (6) in favour and two (2) against Mayor Cr. Wriedt will write in support of the campaign on behalf of the Committee.

Cr. Wriedt to follow up.

OTHER BUSINESS

International Women's Day

Mayor Cr Paula Wriedt reported that her presentation at the International Women's Day event hosted by the Kingborough and Huon Enterprise Centre on 6 March was a success. The theme was 'Inspire Inclusion' and attention was able to be brought to disability and inclusion.

Draft Access Plan

The draft updated plan is to be circulated to the group.

Go Orange for Muscular Dystrophy

A major campaign will be running from 3 – 9 June 2024. The 'Go Orange for Muscular Dystrophy' campaign will be raising funds and awareness to support people with MD. The Kingborough Community Hub, the Tasman Bridge and Wrest Point Casino will be lit orange for the week in recognition of the campaign.

65 Roses Day

Cystic Fibrosis Tasmania will be conducting the 65 Roses Day in May 2024 to raise community awareness and undertake fundraising activities in addition to the City to Casino major charity fun run/walk.

Wells Parade Footpath

A question was asked as to whether an insurer would pay if a pedestrian fell on the Wells Parade footpath as it is on steep sideways incline.

The Mayor provided feedback indicating that if the footpath meets standards that were applicable at the time of installation then there would be no need for an insurer to be involved. It was further noted that if Council is made aware of a particular danger and had not attempted to rectify or alter conditions to maintain safety, there may be a level of liability.

CORRESPONDENCE

Incoming – Minimum wage petition.

Outgoing – Request for update on Wheelchair Accessible Taxi reforms.

NEXT MEETING

The next meeting of the Access Advisory Committee is scheduled to take place on Wednesday 12 June 2024 2pm at the Council Chambers.

CLOSURE:

There being no further business, the Chairperson declared the meeting closed at 4.00pm.

C COMPLAINTS REGISTER 1 JANUARY 2024 TO 31 MARCH 2024**File Number:****Author: Stephanie Velini, Customer Service Coordinator****Authoriser: Fred Moul, Chief Information Officer**

In accordance with *Policy No. 1.20 Complaints Management Policy*, the following summarises the complaints lodged with Council during the period 1 January 2024 to 31 March 2024. This information excludes complaints managed outside of this policy.

Complaints are analysed to identify trends and potential issues, for the purpose of improving administration and delivery of services relating to the complaints.

Service Type

Environmental Services	1
Development Services	3
Community Services	2
Works Department	10
Waste Services	194
Property & Urban Design	2
Total	212

Issue Type - Category of complaint on lodgement

Council assets and infrastructure	2
Council contractor action / behaviour / service	3
Council procedure / process	1
Delay in taking an action	3
Kerbside collection service	4
Lack of action taken	2
Lack of communication / consultation	5
Missed bin collections (approx. 330,000 collections/quarter)	190
Policy or decision made by Council, Council staff or a Council contractor	1
Program / event complaint	1
Quality of action taken	3
Quality of decision made	2
Quality of interaction	2
Quality of service provided	4
Request for service, not a complaint	1
Staff conduct – non serious	1

Investigation Type - How the complaint was dealt with

Tier 1 - resolved at first point of contact	203
Tier 2 - required further investigation	9
Tier 3 - internal review of the complaint decision requested	-
Tier 4 - external review of the complaint decision requested	-

Outcome of the complaint

Acknowledgement and/or apology provided	5
Explanation of a decision or action or intention	21
Missed bin collections (approx. 330,000 collections/quarter)	190
Repair / rework / replacement / refund	1
Counselling, disciplining, discussion and/or training of staff	2
Complaint not substantiated	1

Outcome of internal review

Original resolution was upheld	-
Original resolution was partially upheld	-
Original resolution was not upheld	-

Service Improvements - How the issue can be avoided in the future

-

Service Delivery Compliments / Expressions of Appreciation

11

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D COUNCILLOR ALLOWANCE AND EXPENSE TABLE YTD MARCH 2024

Councillor	Councillor Allowances			Councillor Expenses					Total
	Mayor \$	Deputy Mayor \$	Councillors \$	Travel Allowances \$	Mayor's Vehicle \$	Bruny Ferry \$	Internet & Telephone \$	Conference & Meeting Attendance \$	
Mayor Cr Wriedt	62,124		24,851	-	1,648	-	-	1,460	\$ 90,083
Deputy Mayor Glade-Wright		17,268	24,851	-	-	-	-	-	\$ 42,118
Cr Cordover			24,851	-	-	-	-	-	\$ 24,851
Cr Fox			24,851	1,299	-	-	786	1,480	\$ 28,416
Cr Midgley			24,851	-	-	-	-	908	\$ 25,759
Cr Street			24,851	-	-	-	-	-	\$ 24,851
Cr Antolli			24,851	64	-	49	-	-	\$ 24,963
Cr Richardson			24,851	-	-	-	-	-	\$ 24,851
Cr Deane			24,851	-	-	-	-	-	\$ 24,851
Cr Bain			24,851	-	-	-	-	-	\$ 24,851
			-	-	-	-	-	-	\$ -
			-	-	-	-	-	-	\$ -
			-	-	-	-	-	-	\$ -
			-	-	-	-	-	-	\$ -
Code of Conduct Complaints			-	-	-	-	-	-	\$ -
TOTAL	\$ 62,124	\$ 17,268	\$ 248,506	\$ 1,363	\$ 1,648	\$ 49	\$ 786	\$ 3,848	\$ 335,592

Notes:

Council Minute C390/14-12 determined that Councillor Allowances and Expenses paid under the "Payment of Councillors Expenses and Provision of Facilities" Policy be reported. Bruny Ferry costs are also included as required in Minute GF101/6-12 Bruny Ferry = cost of fares at \$38 per trip from 01/11/2018

NUMBER OF CODE OF CONDUCT COMPLAINTS DETERMINED

	Number of Complaints			Cost of Complaints
	Number	Upheld	Dismissed	
	0	0	0	0

E COUNCILLOR ATTENDANCE AT MEETINGS 1 JANUARY 2024 TO 31 MARCH 2024

	Council		AGM		Audit Panel		Workshops		Leave of Absence Approved during the period
	Number Held	Number Attended	Number Held	Number Attended	Number Held	Number Attended	Number Held	Number Attended	
Mayor Cr Paula Wriedt	17	15	1	1	4		16	14	4/9/2023 - 6/9/2023; 12/10/2023 - 29/10/2023;
Deputy Mayor Cr Clare Glade-Wright *	17	17	1	1	4	2	16	15	
Cr Aldo Antolli	17	15	1	1	4		16	13	8/1/2024 - 19/1/2024
Cr David Bain *	17	16	1	1	4	3	16	14	
Cr Gideon Cordover	17	14	1	1	4		16	11	17/7/2023 - 4/8/2023; 10/11/2023 - 21/11/2023;
Cr Kaspar Deane	17	16	1		4		16	12	
Cr Flora Fox	17	16	1	1	4	1	16	15	
Cr Amanda Midgley	17	16	1	1	4		16	12	25/8/2023 - 30/8/2023; 11/9/2023 - 16/9/2023; 1/10/2023 - 8/10/2023; 19/1/2024 - 28/1/2024
Cr Mark Richardson	17	16	1		4		16	14	25/12/2023 - 29/1/2024
Cr Christian Street	17	14	1		4		16	13	12/2/2024 - 22/3/2024

* *Audit Panel Member*

Council Minute C390/14-12 determined that Councillor Attendance and Approved Leave of Absences be reported.

F **AUDIT PANEL MINUTES 16 FEBRUARY 2024**



**AUDIT PANEL
MINUTES**

16 February 2024

MINUTES of the Kingborough Council Audit Panel held at the Council Chambers on Friday, 16 February 2024 at 8.00 am.

PRESENT:

		PRESENT	APOLOGY
Chair	Mr P McTaggart	Y	
	Mr P Viney	Y (via Teams)	
	Ms C Millar	Y	
	Cr C Glade-Wright		Y
	Cr D Bain	Y	

IN ATTENDANCE

Director People and Finance	Mr D Spinks
Manager Finance	Mr T Jones
Director Environment, Development and Community	Ms D Chetcuti
Manager Environmental Services	Ms L Quinn
WLF Internal Auditors	Ms A Leis

WELCOME:

The Chair welcomed the Panel.

APOLOGIES

Mr G Arnold General Manager

DECLARATIONS OF INTEREST

Nil.

CONFIRMATION OF MINUTES

The Panel endorsed the minutes of the Kingborough Council Audit Panel meeting of 8 December as a true and correct record. The Chair signed the minutes.

ACTION LIST

Action List

One item on the Action List was noted as not due until October 2024. All other actions were either complete, or listed on the current agenda for discussion.

INTERNAL AUDIT

Ms A Leis from WLF joined the meeting at 8.07AM. Mr T Jones joined the meeting at 8.09AM.

Privacy review scoping document

Ms Leis spoke to the proposed scope of the review of council policies, procedures and systems for managing, handling and protecting personal information based on obligations under privacy law. There was general discussion around data leaks that have occurred in other organisations, CCTV protocols, and that human resources is a growing area of focus. The review scope was approved.

Internal Audit work plan

The current three year internal audit program was tabled with discussion around whether any changes were desired. The current proposed review areas for 2024/25 are IT security and cyber risk, rates processes, fraud and corruption, and the close out of previous recommendations. There was discussion around these including whether the rates review could be reduced in scope to enable resources to be applied to other areas. Other discussion points were the impact of artificial intelligence, and organisational major project close out/debrief procedures. An updated draft program will be tabled at the May Panel meeting.

Internal audit status report

The Panel noted the status report indicating the 2023/24 program is on target.

Internal Audit Recommendations Tracker

The Director People and Finance outlined the status of the audit actions in the tracker and that progress this period was considered good, but it was also noted that some of the review recommendations from some areas were substantial and likely to take some time to address eg the strategic asset management report. Ms Leis noted that several other councils are now also undertaking emergency management and recovery arrangement reviews to ensure compliance with the Emergency Management Act 2006. The Panel discussed the tracker generally and noted some slippage in the completion dates for some actions and the substantial amount of work required in some areas. They queried whether a revised approach was needed – some suggestions were a focus on the actions with the highest risk ratings, or the completion of all actions within a review area rather than attempting to address all outstanding actions at once.

Ms Leis left the meeting at 8.43AM.

EXTERNAL AUDIT**TAO Recommendations Tracker**

The Panel noted the tracker update. It was noted there had been good progress on the documentation of financial procedures and controls. The capitalisation of capital work in progress had commenced and an estimate of the depreciation impact included in the 23/24 end of year underlying result forecast, and in the draft 24/25 budget.

KEY MATTERS – COUNCIL MEETINGS OVERVIEW

The Director People and Finance informed the Panel of the following matters:

- The commencement date for the new CEO and the General Manager had agreed to stay on until that date, with a week of overlap;
- Council had been unsuccessful with the AFL high performance centre submission;
- Local Government Reform – a report would be going to the next Council meeting in response to the recommendations contained in the Review Board's final report;
- Kingston Park development - Council will be holding a workshop soon to discuss future arrangements; and
- Ms Millar had been re-appointed to the Audit Panel for a four year term.

RISK MANAGEMENT & BUSINESS CONTINUITY UPDATE

Risk management framework

The risk management framework document was tabled for review. Minor editorial changes had been made in the management review along with updated references to the international risk standards. The Director People and Finance suggested a review of the risk assessment matrix be undertaken and the Panel supported this. The risk appetite statement was discussed.

Strategic risk management

As part of its rolling review of strategic risks, the Panel considered environmental management and public health. Ms Chetcuti and Ms Quinn joined the meeting at 9.02am. There was general discussion including incident history. The new planning scheme and whether this gave rise to stormwater implications was also discussed. Ms Chetcuti and Ms Quinn left the meeting at 9.10am.

Emerging risks

There are no new insurance claims or legal matters to be reported. Council has just started the 2024/25 insurance renewal process.

One of the emerging insurance issues is the under declaration of asset values. The insurers are finding many councils do not have processes to ensure assets are revalued regularly and indexed between valuations. This has meant that on a number of claims the insurance payout has been substantially more than the declared value. As a result insurers are trying to move policies to only pay out on declared value and not replacement cost. To avoid this our mutual organisation that insures our assets is implementing a five year program to review the valuations of the major asset classes of member councils. The Panel was advised that management do not consider this an issue as our assets are revalued at five yearly intervals, and indexed annually in the between years.

The Panel noted the upcoming state election and the possibility of a minority government.

IT Security and Policy Breaches

Nil breaches to report. The Panel noted that the second round of compulsory cyber security training had recently been rolled out across the organisation. This training is comprehensive and comprises six modules and will be repeated every six months.

REGULATORY/GOVERNANCE UPDATES

Gift register

The councillor register and the employee register for the six months to December 2023 were tabled. The Panel noted the registers.

Depreciation protocols

The depreciation protocols report was tabled. It was noted that depreciation expense is increasing significantly due to a combination of asset class revaluations and the capitalisation of a backlog of completed capital works. The 2023/24 financial forecasts and draft 2024/25 budget reflect these increases. Discussion also noted whether other councils are experiencing similar issues, whether our adopted useful lives had been compared to others, and whether climate change threats which might require accelerated depreciation had been considered.

Asset infrastructure reconciliation protocols

The asset infrastructure reconciliation protocols report was noted.

Audit Panel Charter

The Audit Panel Charter was tabled for its annual review. The Panel considered whether its terms of reference should be expanded to include review of the Long-Term Financial Management Plan

and provision of advice to the Council in considering the annual budget and its alignment with the Long-Term Financial Management Plan. It was agreed to make this recommendation to Council.

Register of Interests

The register of interests of the independent Panel members was tabled and noted.

Financial report December 2023

The Panel noted the December finance report tabled at Council in January. The Panel noted the cash position and agreed with the Director People and Finance’s view that it needed to increase. The Director advised a budget and financial plan workshop had recently been held with councillors and this matter had been discussed.

Annual Work Plan

The Panel’s action item “oversee the coordination of audit programs conducted by the finance department and external audit functions” was discussed and it was agreed to reword to “oversee the coordination of other audits”.

Upcoming Education Events

Nil

OTHER BUSINESS

The Director People and Finance spoke to the annual visit by the Audit-General, Mr Rod Whitehead. Mr Whitehead spoke to areas of focus of his office in relation to local government.

ACTION LIST

Meeting	Item	Responsibility	Due Date
Oct 2023	Consultation and engagement update report in 12 months time (October 2024 meeting).	Director Governance, Recreation and Property Management and Coordinator Community Resilience / Municipal Emergency Management Coordinator	October 2024
Feb 2024	Report to Council recommending the Panel Charter be expanded to include oversight of the long term financial plan.	Director People & Finance	Next meeting
Feb 2024	Amend Panel annual work plan in relation to other audits.	Director People & Finance	Next meeting

CLOSURE

There being no further business the Chair declared the meeting closed at 10.10 am.

Confirmed as a true and correct record:

.....
 Chair,
 Audit Panel

Public Copy

G DONATIONS YTD MARCH 2024**File Number:****Author:** Tim Jones, Manager Finance**Authoriser:** David Spinks, Director People & Finance**MAYORAL DONATIONS**

Name	Amount	Description
Illawarra Primary School	\$ 125.00	Movie Licence Fee
Internal Hub Hire	\$ 268.18	Tas Youth Climate Conference 11/9/23
Christine Rumley	\$ 150.00	Development Coach U14s National Basketball Championships
Bruny Island Community Association	\$ 300.00	Christmas Carols Event
Friends of Longley Area Group	\$ 300.00	Picnic in the Park
Howden Progress Association	\$ 150.00	Car boot sale
David Pretyman	\$ 150.00	Golf Australia tournament against the ADF
	\$ 1,443.18	
Annual Budget	\$ 4,000.00	

COUNCIL POLICY DONATIONS

Name	Amount	Description
Eve Millar	\$ 150.00	School Sports Aust - National Diving Championships
Callum Degenaar	\$ 150.00	Australian Championships Carnival (Orienteering)
Elsa Pearsall	\$ 300.00	2023 Apollo Project
Archie Watt	\$ 150.00	U/15 State AFL School
Axel Murden	\$ 300.00	Trans Tasman Challenge
Mabel Johnston	\$ 150.00	School Sports Aust - National Diving Championships
Pia Holmes	\$ 150.00	2023 SSA Cross Country
Morgan Holmes	\$ 150.00	2023 SSA Cross Country
Kael Forster	\$ 150.00	National Futsal Champs
Madeline Marshall	\$ 150.00	Athletics Aust Cross Country Championships
Billy French	\$ 150.00	Australian Gymnastics Championships
Amber French	\$ 300.00	World Trampolining Championships
Miles Bacic	\$ 150.00	2023 National Futsal Championships
Margot Marcant	\$ 150.00	Australian Championships Carnival (Orienteering)
Josie Rose	\$ 150.00	National Youth Championships - Soccer
Quincy Green Carlos	\$ 150.00	Neil Hick Victorian Epee Shield
Elizabeth Rumley	\$ 150.00	U14 National Club Championships (Basketball)
Lucy Page	\$ 150.00	National Youth Football Championships
William Pereira	\$ 150.00	Australian All Schools Cross Country Championships
Marcus Raine	\$ 150.00	National Over 40's Cricket Championships
Jaxon Thorpe	\$ 150.00	Aust Mens and Mixed Netball Association Championships
Amber French	\$ 400.00	World Trampolining Championships
Hunter Thorpe	\$ 150.00	Aust Mens and Mixed Netball Association Championships
Christian Hickey	\$ 150.00	Selection to the Shepparton Cup
Andrea Butchart	\$ 150.00	Victorian Ice Skating Competition
Emily Butchart	\$ 150.00	Victorian Ice Skating Competition
Katie Cole	\$ 150.00	Veterans Cricket Championships
Niamh Bawle	\$ 150.00	Australian Basketball College Championships
Charlie Groves	\$ 150.00	Australian Orienteering Championships
Rohan Wilcox	\$ 400.00	World Trampolining Championships
Morgan McGuire	\$ 150.00	National Veterans Cricket Championships

Name	Amount	Description
Ewan McIlwraith	\$ 150.00	Youth Pathways Cup Super Surf State Team League
Arthur Whittock	\$ 150.00	U19 National Underwater Hockey Championships
Channel Christian School	\$ 100.00	School Citizenship Award 2023
Woodbridge School	\$ 100.00	School Citizenship Award 2023
Blackmans Bay Primary School	\$ 100.00	School Citizenship Award 2023
Kingston Primary School	\$ 100.00	School Citizenship Award 2023
Snug Primary School	\$ 100.00	School Citizenship Award 2023
Margate Primary School	\$ 100.00	School Citizenship Award 2023
Kingston High School	\$ 100.00	School Citizenship Award 2023
Illawarra Primary School	\$ 100.00	School Citizenship Award 2023
St Aloysius Catholic College (Middle Sch)	\$ 100.00	School Citizenship Award 2023
St Aloysius Catholic College (Junior Sch)	\$ 100.00	School Citizenship Award 2023
Taroona High School	\$ 100.00	School Citizenship Award 2023
Taroona Primary School	\$ 100.00	School Citizenship Award 2023
Bruny Island District School	\$ 100.00	School Citizenship Award 2023
Calvin Christian School	\$ 100.00	School Citizenship Award 2023
Calvin Christian School (Primary Campus)	\$ 100.00	School Citizenship Award 2023
Southern Christian College	\$ 100.00	School Citizenship Award 2023
Indie School	\$ 100.00	School Citizenship Award 2023
Isla Werkman	\$ 150.00	Aust Little Athletics Championships 2024
Tom Rider	\$ 150.00	Aust Little Athletics Championships 2024
Luke Gomer	\$ 150.00	Aust Little Athletics Championships 2024
Ashlin Hagan	\$ 150.00	Aust Little Athletics Championships 2024
Jacob Wass	\$ 150.00	Aust Little Athletics Championships 2024
Isabella Blaschke	\$ 150.00	Aust Little Athletics Championships 2024
Lewis Thorpe	\$ 150.00	Aust Little Athletics Championships 2024
Tyler Daun	\$ 150.00	Aust Little Athletics Championships 2024
Jay Dolliver	\$ 300.00	2024 Jiangmen
	\$ 9,100.00	
Annual Budget	\$ 12,000.00	

- Council makes Donations under section 77 of the Local Government Act 1993 which states that "Council may make a Grant for any purpose it considers appropriate ". "The details of any grant made ... are to be included in the annual report of the council " Section 77 (2).