RESULT OF SEARCH







SEARCH OF TORRENS TITLE

VOLUME 151955	FOLIO 200
EDITION	DATE OF ISSUE
5	08-Dec-2022

SEARCH DATE : 22-May-2023 SEARCH TIME : 01.43 PM

DESCRIPTION OF LAND

Parish of CRANBOURNE Land District of DORSET

Lot 200 on Sealed Plan 151955

Derivation: Part of 500 Acres Gtd. to William Effingham

Lawrence

Prior CT 15014/4

SCHEDULE 1

N104621 TRANSFER to ZINGER DEVELOPMENTS PTY LTD Registered 08-Dec-2022 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any SP151955 EASEMENTS in Schedule of Easements
SP151955 FENCING PROVISION in Schedule of Easements
SP 15014 FENCING COVENANT in Schedule of Easements
C793944 AGREEMENT pursuant to Section 71 of the Land Use Planning and Approvals Act 1993 Registered
18-Oct-2007 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Page 1 of 1

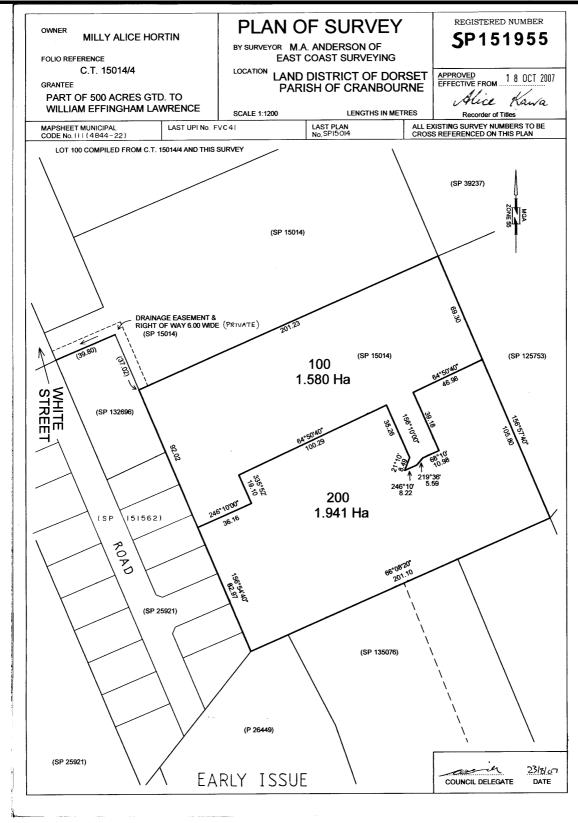


FOLIO PLAN

RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980



Search Date: 08 Aug 2022

Search Time: 02:57 PM

Volume Number: 151955

Revision Number: 01

Page 1 of 1

Department of Natural Resources and Environment Tasmania

www.thelist.tas.gov.au



Shane Power
General Manager
George Town Council
14 Anne Street, George Town TAS 7253

Dear Shane,

In regards to DA 2025/17 for Lot 200 Pipe Clay Drive, GEORGE TOWN (C/T 151955/200) subdivision, we would like to make the following submission on behalf of Zenith Distillery, which distills and operates at 4 PipeClay Drive (also known as 1/45 White Street) and adjacent to the development application.

At Zenith Distillery we are very much in favour of developing the residential land around the George Town area and unlocking the potential for growth for the area and community. We are looking forward to more of the area being opened up for housing development and greater potential growth opportunities for the area.

As per Part 3.1 of the Work, Health and Safety regulations (2012), it is the responsibility of Zenith Distillery to manage the hazardous atmosphere for the safety of employees and surrounding area as per AS/NZS 60079-10-1. This requires Zenith Distillery to distill with adequate ventilation and airflow to disperse the alcohol vapours produced during distillation. This means when we distill, the doors and windows of the distillery are required to be open to provide adequate airflow to operate safely.

There is a 3m wide proposed pipeline, services and drainage easement (See Page 64 of DA and Figure below) that is along the boundary fence line of Zenith Distillery. Construction and development has the potential to generate dust, which could contaminate the product during distillation. Would it be possible for the subdivision contractors / owner of the sub-division to contact Zenith Distillery when they plan to dig and potentially generate dust, so we can manage the distillation production schedule accordingly?

The 3m wide proposed services easement runs along the boundary fence of Zenith Distillery. With the current proposal, water lines have to be run under the road to each property on the south side of Pipeclay drive. Storm water and sewerage run along the back fence of each property on the south side of pipeclay drive as well. Wouldn't it be more appropriate to run the services & pipeline on the South side of the Pipeplay drive underneath the footpath, rather than along the back of the properties, as proposed? Running services and water underneath the footpath would mirror the north properties of Pipeclay drive, and could improve accessibility if there are any damage / issues to services for residents on the south side of PipeClay Drive. See diagrams for proposed services and pipelines. Removing the need to excavate along the boundary of Zenith Distillery would significantly reduce the dust and contamination risk.



Figure 1 - Proposed Stormwater and Sewerage & Services Easement.

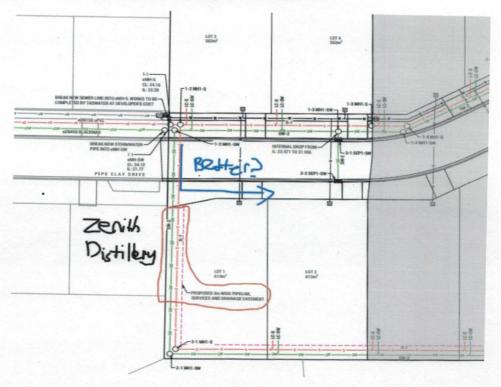
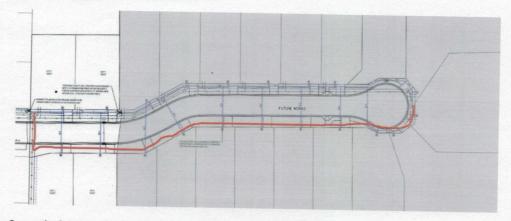


Figure 2 - Proposed Water Reticulation Plan



Currently there are 9 potable water connections planned underneath the road for the south Pipe Clay drive properties, wouldn't a single line around the cul-de-sac / 1 cross over at the start of the development be better?



We also noticed during the previous development at the end of White Street the interruptions to the business from workers of the sub-development. Zenith Distillery runs its administration from 4 Pipe Clay Drive from 9am to 5pm Monday to Friday. The workers from the White Street Development would often swear loudly and play very loud music, which could be heard over 100m away at the distillery. We had to often leave the property to make phone calls and conduct day-to-day business from the amount of unnecessary noise. We understand that there has to be a level of general & machine noise to conduct a sub-development, but there does not have to be unnecessary noise levels from swearing and loud music that would affect our workplace. Would it be possible to notify the developer / subcontractors that they are working next to an operating business and to be mindful of unnecessary noise during business hours?

Road Access to 4 Pipeclay drive must be maintained for deliveries and sale of products for Zenith Distillery to operate for supply of the Tasting Room at the Pier Hotel, online sales, restaurant bars and bottle shop sales, and domestic & international distribution.

We hope the planning team can take the feedback into consideration, so we can operate Zenith Distillery with minimal interruption to production, while also expanding and growing George Town Region in the process.

Kind Regards,

Matthew Whittaker & Serena Thompson

Owners of Zenith Distillery.

4 Pipe Clay Drive, George Town, TAS 7253

M:

NOVA LAND CONSULTING

PO BOX 8035, TREVALLYN 7250

ABN 60 675 014 356

LAUNCESTON (03) 6709 8116 156 GEORGE STREET, 7250

HOBART (03) 6227 7968 REAR STUDIO 132 DAVEY STREET, 7000 INFO@NOVALAND.COM.AU

Date 09/05/2025

George Town Council 16-18 Anne Street George Town, TAS 7253

Via Email: planning@georgetown.tas.gov.au

RE: Response to Representation - DA2025/17 - Lot 200 Pipe Clay Drive (CT - 151955/200)

Dear Planning Authority,

Unfortunately, the infrastructure proposed within the pipeline easement proposed to service the site cannot be feasibly relocated due to the significant engineering complexities involved with running this infrastructure as outlined in the provided diagrams.

To help manage any potential concerns, the contractor is happy to provide notice ahead of any works taking place near the 4 White Street, George Town. This will allow any necessary precautions to be taken to avoid the risk of contamination to the distilled product.

In terms of construction noise, all contractors are required to operate in accordance with applicable legislation, including the *Environmental Management and Pollution Control Act 1994 (EMPCA)*.

This ensures that construction activities do not unreasonably impact the amenity of surrounding properties. Road works associated with the development are expected to be predominantly within the site boundaries and not cause any unreasonable or extensive impact to vehicular traffic using this Pipe Clay Drive. If, for any reason, access to the properties is going to be temporarily affected, the contractor will contact properties directly in advance. However, at this stage, no such disruptions are anticipated.

Sincerely,

Alex Bowles Town Planner

Nova Land Consulting



Submission to Planning Authority Notice

Application details

Council Planning Permit No. DA 2025/17
Council notice date 8/04/2025

TasWater Reference No. TWDA 2025/00350-GTC

Date of response 4/15/2025

TasWater Contact Shaun Verdouw

Phone No. 0467 901 425

Response issued to

Council name GEORGE TOWN COUNCIL

Contact details planning@georgetown.tas.gov.au

Development details

Address LOT 200 PIPE CLAY DR, GEORGE TOWN

Property ID (PID) 2816863

Description of development Subdivision (4 Lots, Road & Balance)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
RARE.	231028 - COV to C701	0	31/03/25

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

- A suitably sized water supply with metered connections and sewerage system and connection to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
- Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
- Prior to commencing construction of the subdivision, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS

Prior to applying for Engineering Design Approval, the developer must physically locate all
existing infrastructure to provide sufficient information for accurate design and physical
works to be undertaken.

Tasmanian Water & Sewerage Corporation Pty Ltd GPO Box 1393 Hobart, TAS 7001 development@taswater.com,.au ABN: 47 162 220 653

Page 1 of 4



- Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
- 6. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
- 7. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
- 8. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.
- 9. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
- 10. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
- After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
- 12. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - Written confirmation from the supervising suitably qualified person certifying that
 the works have been constructed in accordance with the TasWater approved plans
 and specifications and that the appropriate level of workmanship has been
 achieved.
 - A request for a joint on-site inspection with TasWater's authorised representative must be made.
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred to TasWater.

13. After the Certificate of Practical Completion has been issued, a 12-month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12-month defects liability period may be applied to defects after rectification. TasWater may, at its discretion,



- undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". TasWater will release any security held for the defect's liability period.
- 14. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
- Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

- 16. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
 - <u>Advice:</u> Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.
- Pipeline easements to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.

DEVELOPER CHARGES

- 18. Prior to TasWater issuing a Consent to Register a Legal Document/Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling \$14,056.00 to TasWater for water and sewerage infrastructure for 4 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.
- 19. In the event Council approves a staging plan, prior to TasWater issuing a Consent to Register a Legal Documentfor each stage, the developer must pay the developer charges commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

DEVELOPMENT ASSESSMENT FEES

20. The applicant or landowner as the case may be, must pay a development assessment fee of \$403.51 and a Consent to Register a Legal Document fee of \$256.99 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

Advice

General

For information on TasWater development standards, please visit

https://www.taswater.com.au/building-and-development/technical-standards

For application forms please visit

https://www.taswater.com.au/building-and-development/development-application-form

Developer Charges



For information on Developer Charges please visit the following webpage – https://www.taswater.com.au/building-and-development/developer-charges

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- a. A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
- b. TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit https://www.taswater.com.au/building-and-development/service-locations for a list of companies.
- c. Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Justin Simons

From: Council Referrals <Council.Referrals@tasnetworks.com.au>

Sent: Thursday, 17 April 2025 9:56 AM **To:** George Town Council Planning

Subject: RE: TasNetworks Referral - DA 2025/17 - Lot 200 Pipe Clay Drive, George Town -

Subdivision (4 Lots, Road & Balance) CN25-81929

CAUTION: Do not click links or attachments unless you recognize the sender and know the content is safe

Hi Alex,

Thank you for your email on 08/04/2025 referring to the above development.

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

As with any subdivision, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot.

It is recommended that the customer or their electrician submit an application via our website portal found here https://www.tasnetworks.com.au/Connections/Connections-Hub to establish an electricity supply connection to each lot.

Kind Regards, Shehan.

Shehan Mendis Customer Relationship Specialist

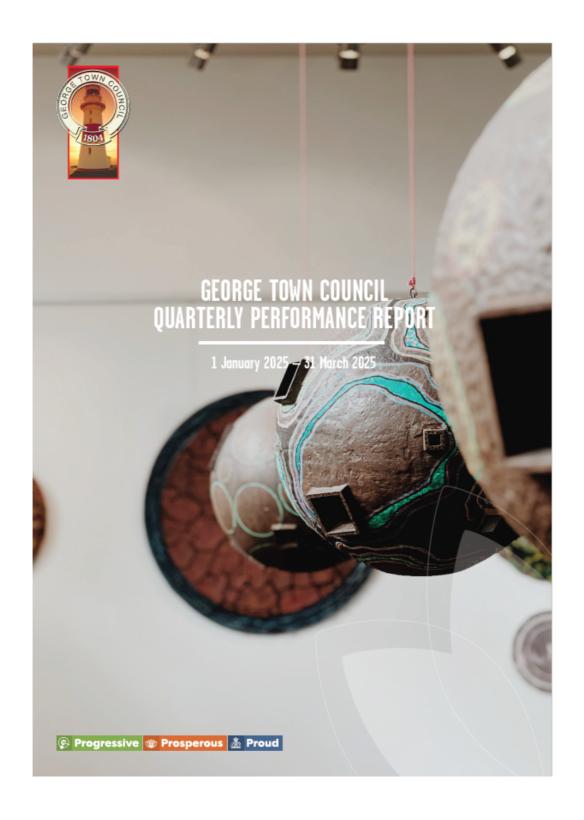
P 03 6271 6042 E shehan.mendis@tasnetworks.com.au 1–7 Maria St, Lenah Valley 7008 PO Box 606, Moonah TAS 7009

www.tasnetworks.com.au









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1 MESSAGE FROM GENERAL MANAGER

Welcome to the third quarterly report for the 2024/2025 fiscal year. I'm pleased to report that the council's financial position is sound and is on target to meet the 1% surplus/deficit target as set out within the Financial Management Strategy. The operating income for the period to 31 March 2025 is \$15.803 million or 99.65% of total annual budget (when adjusted for prepaid Financial Assistance Grant income). Against year-to-date budget projections, overall income is above budget by \$1.080 million reflecting the prepayment of the financial assistance grant, higher than budgeted interest and user fees income. Operating expenditure year to date is \$12.803 million or 77.02% of total annual budget. Against year to date, overall expenditure is more than budget by \$0.121 million with material and services, and employee costs above expected expenditure for the 9 months to end of March 2025.

Planning activity has been solid with permits issued for development estimated at in excess of \$43 million compared to \$10 million for the same period last year.

Pleasingly council's customer service response remains strong with 361 of 364 requests of 99% have been completed within council's customer service charter.

Councils pilot 'Caring for Cats' program has been a success with 70 cats having been desexed since its inception a total of 77 cats having been microchipped.

The Arts & Culture program has also been busy with a number of exhibitions throughout January, February and March, and over 200 attendees at the George Town mini series concerts.

All in all, it has been a very busy quarter. I hope you enjoy the ensuing report.

2 GOVERNANCE REPORT

2.1 GENERAL MANAGERS MATTERS OF INVOLVEMENT 3RD QUARTER 1 JANUARY 2025 - 31 MARCH 2025

Excludes internal operational meetings.

GENERAL	MANAGER -	- MATTERS OF INVOLVEMENT – SHANE POWER							
January	13	Met with representatives of SunCable							
	14	Met with representatives of Community Housing Ltd							
	15	Attended local artist exhibition							
	16	Met with local resident re concerns on graffiti in George Town							
	17	Attended Opening of "Wildly Woven: The Textures and Colours of Lutruwita/Tasmania's Spirit" Exhibition							
	24	Attended Northern General Managers Regional Meeting							
	26	Attended Australia Day Ceremony							
	28	Attended Council Workshop							
	28	Attended Ordinary Council Meeting							
	29	Attended online consultation – Local Government Meeting and General Regulations							
	29	Tamar FM Radio Interview							
	30	Attended Local Government Priority Reform Engagement Workshop							
	31	Met with Business Developer on Flooding Strategies for the Tamar							
	31	Met with Abel Energy representatives							
February	3	ANZSOG Orientation							
	5	Aquatic, Health and Wellbeing meeting							
	10	Met with Pier Hotel Owners							
	10	University of Melbourne EMPA Orientation							
	10	Met with East Beach Tourist Park operators							
	10	Met with Big 4 Low Head operators							
	10	Met with Low Head Pilot Station operators							
	11	Attended Council Workshop							
	12	Attended TasWater's Half Yearly briefing to shareholders							
	14	Met with local resident							
	14	Attended Creative George Town Exhibition Opening							
	18	Attended MAV Insurance: Business Continuity Plan Test Scenario							
	18	Met with Councillor							
	19	Presented at Tamar Valley Leaders Lunch							
	20	Chaired NTARC Steering Committee							
	24	Attended NTRLUS State of Play Report							
	25	Attended Council Workshop							
	25	Attended Ordinary Council Meeting							
	28	Attended LGAT – Targeted Amendments to the Local Government Act							

March	3	Attended State Grants Commission Hearing								
	3	Attended Progress Associations meeting								
	6	Met with RecFit re Tasmanian Green Hydrogen Hub								
	6	Tamar FM Radio								
	6	Met with TasPolice Inspector								
	11	Attended Council Workshop								
	11	EMPA Orientation								
	12	Attended George Town Audit Panel Meeting								
	12	Met with Japanese Delegates								
	12	Presented at Rio Tinto – Regional Economic Development								
	14	Met with Hillwood Football Cub representative								
	14	Met with Minister Nick Duigan MLC								
	14	ANZSOG meeting								
	16	ANZSOG meeting								
	18	Attended Budget Workshop								
	20	Attended Leadership Masterclass								
	24-28	ANZSOG Course								
	31	Attended Media Event - relative to Regional Priorities								

2.2 COUNCIL RESOLUTION MONITOR

The Council Resolutions Monitor is in Annex A.

2.3 USE OF THE COUNCIL SEAL

The Seal of the George Town Council was used on the following occasions during the reporting period.

Date	Document Details
06/01/2025	Lease of Crown Land at 18-20 Major Street, Weymouth PID 6470177
06/01/2025	Lease of Crown Land at Albert Street, Bellingham PID 1717636
22/01/2025	Grant Deed: Isolated Communities Resilience Grant – Stream 2 – 5 Generators
22/01/2025	Grant Deed: Solar Light Installation at the Bellingham Boat Ramp
22/01/2025	Blank Instrument Form – Amendment to Sealed Plan 49450 – Bush Haven Drive, Lulworth
22/01/2025	Blank Instrument Form – Amendment to Sealed Plan 100891 – 128 North Street, George Town
05/02/2025	Land Titles Office – Request to Amend Sealed Plan 100891
05/02/2025	Blank Instrument Form re Adhesion Order for 29 Esplanade North, George Town (Titles Volume 225922 Folio 1 and Volume 27401 Folio 1)
05/02/2025	Final Plan and Schedule of Easements for Lots 8 & 9 Jasper Place, George Town Boundary Adjustment DA 2024/63
25/02/2025	Roving Curator Assistance Deed Arts Tasmania
02/03/2025	Final Plan Tam O'Shanter Road, Lulworth (Volume 183047 Folio 1)
06/03/2025	Water Refill Stations Installation and Maintenance Agreement – Elizabeth Street, George Town

2.4 AUDIT PANEL ACTIONS

Outstanding Audit Panel actions are listed below:

• Review Policies and Procedures – workplan to be provided to Audit Panel.

2.5 ANNUAL PLAN PROGRESS REPORT

The Annual Plan Progress report is a snapshot of progress against the tasks of the 2024-2025 Annual Plan. It follows a traffic light system. Green indicates the task has commenced and is on schedule. Yellow light indicates the task has commenced but is slightly behind schedule. Red light indicates the task has commenced and is substantially behind schedule, or the task has not yet commenced. Clarifying remarks are located in the comments section of each task. The report is located in Annex B.

3 FINANCIAL REPORT

3.1 FINANCIAL REPORTS

Included in this section are the following financial reports:

- Financial Summary Commentary on the financial results and key variances to budget.
- Operating Statement Summary of year-to-date financial performance against budget
- Operating Statement by Program of year-to-date financial performance against budget
- Financial Reserves Summary of balances and movement in Council reserves
- Outstanding Rates report
- Capital Works Statement Summary of year-to-date capital expenditure

3.2 SUMMARY OF FINANCIAL RESULTS - 1 JULY TO 31 MARCH 2025

Summary of financial results - 1 July to 31 March 2025

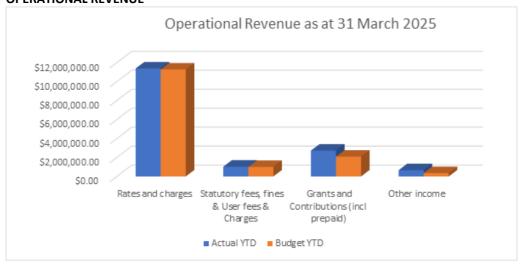
The operating income for the period to 31 March 2025 is \$15.803 m or 99.65% of total annual budget (when adjusted for prepaid Financial Assistance Grant income). Against year-to-date budget projections, , overall income is above budget by \$1.080m reflecting the prepayment of the financial assistance grant, higher than budgeted interest and user fees income.

Operating expenditure year to date is \$12.803 m or 77.02% of total annual budget. Against year to date, overall expenditure is more than budget by \$0.121m with material and services, and employee costs above expected expenditure for the 9 months to end of March 2025.

Below is a summary of the operating statement compared to budget. Please see the financial statements on the following pages for further information on Council's financial performance for the quarter.

3.3 OPERATIONAL REVENUE

OPERATIONAL REVENUE



Key Budget Variances

Grants and Contributions – the 2024/2025 Financial Assistance Grant was partly prepaid in June 2024; this prepayment has been recorded as recurrent income for this report. The other grant revenue is expected to trend towards budget by 30 June.

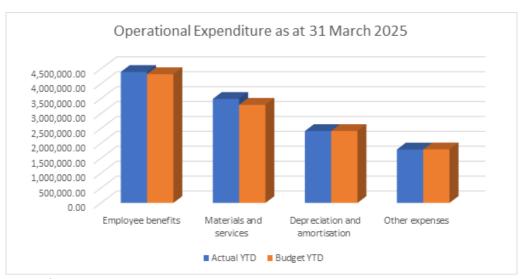
User fees – slightly higher than budgeted income in Waste and User fees for the period.

Other Income – favourable variance in interest revenue due to higher than budgeted interest income year to date.

Rates Income – higher than budgeted income from rates and penalties due to timing of supplementary updates.

3.4 OPERATIONAL EXPENDITURE

OPERATIONAL EXPENDITURE



Key Budget Variance

Employee Costs – Slightly unfavourable budget variance is due to extension of Launchpad project to August 2024 and storm/weather events response.

Materials and Services – This unfavourable variance due to increased costs in waste (this is reflected in the increased revenue) and unbudgeted costs relating to the response to storm/weather events.

Other Expenses – This variance relates to the timing of annual accounts, insurance and regional memberships. Expected to trend towards budget at year end.

3.5 OPERATIONAL BUDGET

GEORGE TOWN COUNCIL - OPERATIONAL BUDGET

(inclusive of Future Impact Group Grant income and expenditure)

(inclusive of Future Impact Group Grant income and expenditure)												
Description	Year to Date as at 31 March 2025	Budget Year to Date as at 31 March 2025	Variance YTD	Annual Budget 2024/25								
Income from continuing	Widicii 2025	Widien 2025										
operations												
Recurrent income												
Rates and charges	11,382,698	11,273,537	-109,106	11,273,537								
Traces arra erranges			203,200	,_, 0,007								
Statutory fees and fines	372,152	462,559	90,407	605,510								
User fees	657,803	539,187	-118,616	695,073								
Grants - recurrent	512,513	1,966,477	1,453,964	2,505,350								
Contributions - cash	26,424	124,164	97,740	165,553								
Interest	384,270	153,000	-231,270	204,000								
Other income	106,571	91,375	-15,196	198,275								
Investment revenue from Water Corporation	169,500	113,000	-56,500	226,000								
TOTAL INCOME	13,611,931	14,723,300	1,111,369	15,873,298								
Expenses from												
continuing operations												
Employee benefits	4,391,634	4,317,767	-73,867	5,733,124								
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Materials and services	3,489,395	3,290,486	-198,909	4,352,317								
Impairment of receivables	0	0	0	5,000								
Depreciation and amortisation	2,411,225	2,411,247	-22	3,214,887								
Finance costs	70,941	47,578	-23,363	63,437								
Other expenses	1,719,757	1,746,930	27,173	2,319,729								
TOTAL EXPENDITURE	12,082,952	11,814,008	-268,946	15,688,494								

Prepaid Financial Assistance Grant	2,191,151	0	2,191,151	0
Surplus/(Deficit)	3,720,130	2,909,292	-810,838	184,804

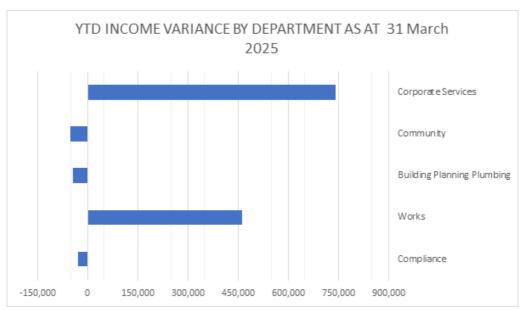
3.6 OPERATIONAL STATEMENT

OPERATING STATEMENT

The Operating Statement includes all sources of Council revenue and expenditure incurred in its day-to-day operations. Only recurrent income has been included, with insurance payments and all capital grants being excluded. Expenditure listed in the Operating Statement does not include the cost of asset purchases or sales, loan repayments, capital works expenditure or reserve funds but does include depreciation as an expense.

3.7 OPERATIONAL PERFORMANCE BY DEPARTMENT

Income



Major Income variances to budget year to date

Corporate Services – Favourable variance when adjusted for pre-paid Financial Assistance Grant and timing of Taswater dividends, bank interest and supplementary rate income.

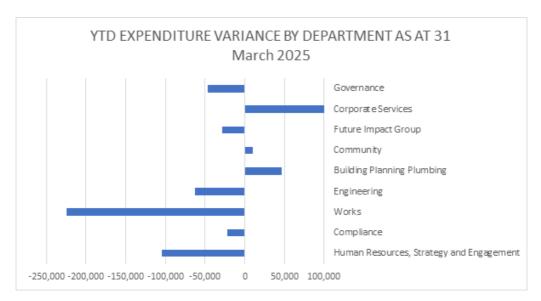
Compliance - Slightly unfavourable variance due to timing of animal registrations.

Building Planning Plumbing –unfavourable variance due to lower than budgeted income year to date for building surveying.

Community – Slightly unfavourable variance due the timing of income from bookings.

Works – Favourable when adjusted for pre-paid road component of the Financial Assistance Grant and waste transfer fees.

Expenditure



Major Expenditure variances to budget year to date

Human Resources – Unfavourable variance due to timing of recruitment and annual accounts.

Corporate – Favourable variance due to timing of contracts payments.

Governance – Unfavourable variance due to timing of annual accounts.

Works – Unfavourable variance due to timing of works, higher than budgeted waste disposal costs (offset by income) and unbudgeted weather/storm events responses.

Future Impact Group – NO BUDGET FOR FIG in figures only Youth. Slightly unfavourable variance due to timing of invoices and projects.

3.8 CASH AND RESERVES

Cash & Reserves		
As at 31 March 2025		
	2023/24	<u>2024/25</u>
Cash		
CASH AT BANK		
Reconciled cash at bank	318,459	315,582
Cash Investments	8,033,562	9,496,873
Cash available to meet Reserves, Provisions and Council Budget items	8,355,744	9,812,455
RESERVES & PROVISIONS		
Deposits & Trust funds	407,158	490,804
Employee Leave Provisions	546,954	883,969
Plant Replacement Reserve	417,385	180,287
Public Open Space Reserve	301,400	338,380
Footpath Reserve	909	909
Road Development Reserve	108,085	108,085
Airport Maintenance Reserve	4,253	4,253
Private Works Reserve	11,519	11,519
Working Capital Reserve	0	0
Total	1,797,663	2,018,206
Surplus/(Deficit) after funding reserves & provisions above and available to meet Council Operational and Capital Budget items	6,558,081	7,794,249

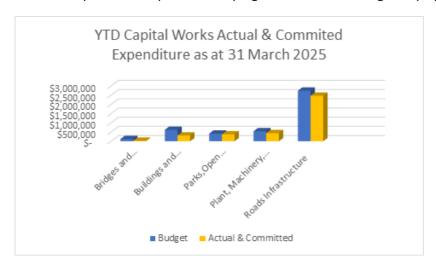
3.9 RATES ANALYSIS

Rates Analysis For period ended 31 March 2025										
	2023/24	2024/25								
	\$	\$								
Rates Arrears - 1 st July	-76,280	-169,169								
Annual Rates Levy - CURRENT	10,557,024	11,248,317								
Total Rates Payable	10,480,744	11,079,148								
Payments & Remissions	-9,726,486	-7,308,116								
Total Rates Outstanding	746,839	498,929								
Percentage Collected	92.80%	95.49%								
Ratepayers in Credit	345,141	344,684								
Ratepayers in Arrears	894,720	669,063								

3.10 CAPITAL WORKS PROGRESS REPORT

Capital works are the financial investments that Council makes in the assets and infrastructure that it controls and provides for use by the community. Capital works primarily include public buildings, transport infrastructure, public space, recreational facilities, and environmental infrastructure. Annually in conjunction with the adoption of the budget, Council adopts its Capital Works Program that sets out the projects that will be delivered in the next year.

This section provides an update on our progress towards achieving each project.



2023 03 27 OKDINAKT COOK 17/03/2025 THIC ATTACHMENTS														
ASSET CLASS	PROJECT TITLE & DESCRIPTION	LOCATION	PROJECT	COUNCIL	EXTERNAL	BUDGET	COUNCIL	YTD ACTUAL	COMMITTED	EXPENDITURE	FORECAST TOTAL	% COMPLETE	FORECAST	STATUS
			NUMBER	FUNDING	FUNDING	ADJ.	BUDGET 2024/25			(YTD + COMMITTED)	PROJECT COST		COMPLETION DATE	
Bridges & Safety Barriers	M - Bridge Repair Works - Program	Municipal	J90040	\$70,000			\$70,000	\$1,400	\$0	\$1,400	\$70,000	0%	Jun-25	Scoping In Progress. Repair of Damaged Old Aerodrome Road Wingwall.
barriers	M - Pontoon Repair Works - Program	Municipal	J90041	\$52,000			\$52,000	\$9,109	\$0	\$9,109	\$52,000	20%	May-25	Scoping (Low Head Pontoon & Hillwood Pontoon Steel Plate Repair)
	M - Painting Various Buildings & Facilities - Program	Municipal	J90044	\$55,000			\$55,000	\$8,128	\$15,891	\$24,019	\$55,000	45%	Jun-25	Completed Memorial Hall Art Gallery & East Beach BBQ Shelter. In Progress (Weymouth Park Toilet Block, Council Chamber & East Beach BBQ Shelter.
	M - Power Pole Renewal - Program	Municipal	J90051	\$52,800			\$52,800	\$1,056	\$0	\$1,056	\$52,800	0%	Jun-25	Awaiting TasNetwork's Notice on Poles Requiring Replacement.
Buildings & Structures	M - Rekeying Various Buildings & Facilities - Program	Municipal	J90081	\$30,000			\$30,000	\$12,245	\$1,055	\$13,300	\$30,000	50%	Apr-25	Completed Anne St Council Chamber, Mayor Office Door X 2, Planning Space Door. Work in Progress for Visitor Info Centre.
	GT - HR Department Renovation	George Town	J90082	\$80,000			\$80,000	\$83,865	\$0	\$83,865	\$83,865	100%	Nov-24	Completed.
	M - LED Light Replacement – Program	Municipal	J90045	\$20,000			\$20,000	\$15,239	\$455	\$15,694	\$20,000	70%	May-25	Completed DEPOT. Work In Progress (York Cove Lights)
	W - Weymouth Hall - New Heat Pump	Weymouth	J90083	\$10,000			\$10,000	\$11,138	\$0	\$11,138	\$11,138	100%	Dec-24	Completed.
	G - Bass and Flinders Signage	George Town	J90103	\$25,000			\$25,000	\$500	\$0	\$500	\$25,000	0%	Jun-25	Investigation & Scoping.
Footpoths and	M - Footpath Replacement - Program	Municipal	J90050	\$223,600			\$223,600	\$4,472	\$0	\$4,472	\$180,641	25%	May-25	Contractor Engaged. Commencing Soon.
Footpaths and Cycle Ways	GT - Esplanade South New Footpath	George Town	J90084	\$79,200			\$79,200	\$1,584	\$94,500	\$96,084	\$117,344	50%	Apr-25	Construction Commenced. Cost Variation to Include Additional Kerbs to Match.
Parks, Open Spaces and Streetscapes	M - Fittings and Fixtures Renewal Program	Municipal	J90085	\$100,000			\$100,000	\$4,352	\$37,689	\$42,041	\$95,000	30%	May-25	Scoping (Hillwood Jetty BBQ, Lagoon Beach BBQs, Grandstand Replacement Seatings).
	GT - RSL Cenotaph	George Town	J90086	\$18,000			\$18,000	\$15,744	\$0	\$15,744	\$15,744	100%	Nov-24	Completed.
Plant, Machinery, Furniture, Fittings	M - Plant and Equipment Replacement -Program	Municipal	J90087	\$200,000			\$200,000	\$178,765	\$1,660	\$180,425	\$200,000	80%	Jun-25	Ongoing.
	GT - Replacement of Street Banner Poles -Macquarie St	George Town	J90088	\$20,000			\$20,000	\$400	\$0	\$400	\$20,000	5%	Jun-25	Investigation & Scoping .
	M - Server Upgrade - Anne Street	Municipal	J90089	\$10,000			\$10,000	\$200	\$0	\$200	\$10,000	0%	Apr-25	Investigation & Scoping .
	M -2024/25 Reseal - Program	Municipal	J90077	\$400,000			\$400,000	\$8,000	\$350,000	\$358,000	\$298,742	99%	Feb-25	Completed. Finalising Invoices.
	M - Reseal Preparation Works - Program	Municipal	J90091	\$100,000			\$100,000	\$81,742	\$0	\$81,742	\$81,742	98%	Feb-25	Completed.
Sealed Roads	LH - Old Aerodrome Road Upgrade (Stage 2)	Low Head	J90092	\$221,000	\$637,965		\$858,965	\$52,840	\$699,300	\$752,140	\$769,319	95%	Apr-25	Finalising Invoices.
	GT - Franklin St Roundabout Repair	George Town	J90093	\$27,700			\$27,700	\$19,296	\$0	\$19,296	\$19,296	100%	Sep-24	Completed.
	GT - Agnes Street Reconstruction	George Town	J90094	\$341,000			\$341,000	\$311,077	\$6,000	\$317,077	\$317,077	100%	Mar-25	Completed.
Unsealed Roads	M - Gravel Road Resheeting - Program	Municipal	J90095	\$200,000			\$200,000	\$212,918	\$0	\$212,918	\$212,918	100%	Jan-25	Completed.
	M -Stormwater Pipe Renewal - Program	Municipal	J90096	\$80,000			\$80,000	\$31,510	\$0	\$31,510	\$80,000	40%	May-25	Completed (Ryan St Drainage). Work In Progress (112 Victoria St).
	M - Emergency Infrastructure Works	Municipal	J90097	\$50,000			\$50,000	\$44,807	\$0	\$44,807	\$50,000	40%	Jun-25	Ongoing.
Stormwater &	M - Kerb & Gutter Replacement - Program	Municipal	J90098	\$65,000			\$65,000	\$91,768	\$0	\$91,768	\$91,768	100%	Oct-24	Completed.
Drainage	M - Side Entry Pit & Lintel Upgrade - Program	Municipal	J90099	\$77,500			\$77,500	\$102,817	\$0	\$102,817	\$102,817	100%	Oct-24	Completed.
	L - Seascape Dr Drainage Works	Lulworth	J90100	\$97,500			\$97,500	\$9,105	\$7,165	\$16,270	\$138,554	45%	Jun-25	Contractor Engaged. Commencing 26th Mar.
	LH - McKenzie Drive Drainage - Kerbing & Gutter (Option A)	Low Head	J90101	\$108,056	\$347,544		\$455,600	\$37,812	\$361,949	\$399,761	\$420,000	45%	Jun-25	Contract Awarded. Commencing 11th April.
Domestic Waste	GT -Domestic Bins Replacement - Program	Municipal	J90067	\$28,000			\$28,000	\$4,640	\$12,752	\$17,392	\$28,000	0%	Apr-25	In Progress.
	GT - George Town Cemetery Fence Renewal - Stage 3 of 4	George Town	J90068	\$97,000			\$97,000	\$84,799	\$0	\$84,799	\$84,799	100%	Feb-25	Completed.
	M - Design & Scope for future Capital Works	Municipal	J90070	\$140,000			\$140,000	\$60,008	\$54,415	\$114,423	\$140,000	60%	Jun-25	Ongoing.
	M - Capital allocation toward outcomes of Township Character Plans	Municipal	J90102	\$150,000			\$150,000	\$21,511	\$17,411	\$38,922	\$150,000	40%	May-25	In Progress.
	HW - Hillwood capital allocation towards outcomes of Hillwood Open	Hillwood	J90090	\$50,000			\$50,000	\$1,696	\$6,150	\$7,846	\$50,000	15%	May-25	In Progress.
	Space Plan M - Grant Matching Opportunity	Municipal	J90037	\$200,000			\$200,000	\$31,422	\$0	\$31,422	\$200,000	5%	Jun-25	Funding to match grants opportunities - \$30k Committed to Precincts & Partners 1

2023/2024 CAPITAL WORKS - CARRY FORWARDS														
ASSET CLASS	PROJECT TITLE & DESCRIPTION	LOCATION	PROJECT NUMBER	COUNCIL FUNDING	EXTERNAL FUNDING	BUDGET ADJ.	BUDGET 2023/2024	YTD ACTUAL	COMMITTED	EXPENDITURE (YTD + COMMITTED)	FORECAST TOTAL PROJECT COST	% COMPLETE	FORECAST COMPLETION DATE	STATUS
	PR -Baxter Road Bridge - Replacement	Pipers River	190038	\$205,564	\$616,691	\$ -	\$822,255	\$724,514	\$24,740	\$749,254	\$817,000	95%	Apr-25	Near Completion.
Bridges & Safety	GT - Aquatic Health & Wellbeing Centre- Redevelopment	George Town	J90071	\$ -	\$17,500,000	\$ -	\$17,500,000	\$679,309	\$1,187,012	\$1,866,321	\$17,500,000	12%	Oct-26	Architect and ECI Contractor Engaged. DA Approved. Working through Design Development and Decommissioning
Barriers	GT - Kanamaluka Story Telling Experience	George Town	J90034	\$100,000	\$100,000	\$ -	\$200,000	\$840	\$0	\$840	\$1,200,000	5%	TBC	Subject to Grant Funding.
	M - Record Management System Upgrade	Municipal	J90069	\$100,000	\$ -	\$ -	\$100,000	\$12,425	\$0	\$12,425	\$100,000	40%	Jun-25	Procurement In Progress.
	MD - Glen and Dalrymple Rd - Junction Upgrade	Mt Direction	J90059	\$55,000	\$439,000	\$36,664	\$530,664	\$541,491	\$0	\$541,491	\$541,491	100%	Dec-24	Completed.
	MD- Old Bangor Tram and Dalrymple Rd - Junction Upgrade	Mt Direction	J90024	\$170,000	\$250,000	\$238,772	\$658,772	\$646,607	\$0	\$646,607	\$646,607	100%	Dec-24	Completed.
					2022/	2023 CAPITAL W	ORKS - CARRY FORWARI	DS						
	GT - Kanamaluka Trail - Upgrade	George Town	J90015	\$85,000	\$388,200	\$ -	\$473,200	\$458,083	\$15,701	\$473,783	\$473,783	99%	Apr-25	Near Completion. Waiting Better Weather for Topsoiling and Seeding.
	GT - Windmill Point, Interpretative Signage Installation & Replacement	George Town	J90023	\$30,000	\$ -	-\$10,000	\$20,000	\$6,211	\$0	\$6,211	\$20,000	50%	Jun-25	In progress.
	M - Computer Software	Municipal	J90000	\$500,000	\$ -	\$ -	\$500,000	\$508,438	\$18,750	\$527,188	\$500,000	90%	Jun-25	In progress.

4 SERVICE DELIVERY

4.1 WORKS AND INFRASTRUCTURE

Category	01 Jan 2025 – 31 Mar 2025 Received Total	01 Jan 2025 - 31 Mar 2025 Actioned Total	Percentage Actioned
Roads	70	69	98.5%
Security/Vandalism	25	25	100%
Miscellaneous	35	35	100%
Vegetation/Reserves	35	35	100%
Waste Services	102	102	100%
Drainage	19	18	94.7%
Parks & waterways	2	2	100%
Graffiti	10	10	100%
Trees	58	57	98.2%
Footpaths	8	8	100%
Total Received	364	361	
Total Actioned			
Percentage Actioned			99.1%

4.2 PLANNING

PLANNING PERMITS

NPR's	January- March 2025
Dwelling	8
Dwelling Add	2
Outbuilding	2
Total	12

Planning Permits Issued	January – March 2025	
New Dwelling	6	
Dwelling Addition	3	
Outbuildings (inc. fence)	2	
Commercial	4	
Subdivision /boundary adjustment	2	
Change of Use to Dwelling	1	
		Estimated Value
Total Q3 2025	18	\$43,549,528.00
Total Q3 2024	39	\$10.054,000.00

Note: it should be noted that the total value listed above will include value of works that is also included in the building approvals values.

4.3 BUILDING APPROVALS

BUILDING PERMITS ISSUED - CATEGORY 4

Building Permits – Month	January – March 2024	January – March 2025
Number of Permits Issued	2	0
Estimated value of Permits Issued	\$189,700.00	\$0

Building Permits – Financial Year	2023/2024	2024/2025
Financial Year to date – approvals	7	3
Financial Year to date - Estimated value	\$1,132,700.00	\$1,885,000.00

Building Permits – Calendar Year	2024	2025
Calendar Year to date – approvals	2	0
Calendar Year to date – Estimated value	\$189,700.00	\$0

NOTIFIABLE WORKS ISSUED - CATEGORY 3

Notifiable Building – Month	January – March 2024	January – March 2025
Number of Permits Issued	20	33
Estimated value of Permits Issued	\$7,232,453.00	\$10,177,342.00

Notifiable Building – Financial Year	2023/2024	2024/2025
Financial Year to date – approvals	66	85
Financial Year to date - Estimated value	\$19,797,142.98	\$36,619,738.70

Notifiable Building – Calendar Year	2024	2025
Calendar Year to date – approvals	20	33
Calendar Year to date – Estimated value	\$7,232,453.00	\$10,177,342.00

The total number of approvals for this reporting period is determined by adding the cat 4 permits and cat 3 CLC's together:

Total number for this period is: These consist of:	33
Dwelling additions/alterations	3
New dwellings/units including any outbuildings	19
Shop alterations/Commercial	2
Shed, Carport, Garage (new and additions/alts)	4
Solar Panels	4
Demolition (units)	1

4.4 COMPLIANCE

Building/Planning - Reported Compliance: January – March 2025	
2 – New	
1 – Tasks completed in this period	
4 – Ongoing (inc. new)	

4.5 ENVIRONMENTAL HEALTH AND IMMUNISATIONS

January - March 2025

Activity	Number carried out
Food Premises Inspections	27
Food Premises Notices	0
Food Premises change of Ownership	1
Food Premises Infringement Notices	1
Food Premises 'Show Cause' letter	1
Regulated Public Health Inspection	0
Regulated Systems (cooling towers) inspection	0
PHU (Public Health Unit of State Government)	
Notifiable Disease follow up	0
Onsite Wastewater assessment for plumbing permit	11
Onsite Wastewater conditions for plumbing permit	8
Onsite Wastewater inspection - final	2
Recreational water Sampling (including pools)	30
Public Health Act Notices	0
Water Cartage Contractor Vehicle inspection	0
Temporary Food Business Licences (market stalls)	3
School based Immunisation Program	0
Water sampling rainwater tanks on council buildings	2

4.6 ANIMAL CONTROL ACTIVITY

COMMUNITY COMPLIAN	NCE CONTROL ACTIV	VITY (UPDATED VERSION	<u>I)</u>
Number of:	Q3 (Jan, Feb, Mar) 2025		Q2 (Oct, Nov, Dec) 2024
Customer Requests Received	104		53 (CRMS Messages)
Total Category - Animals	41		
Dog attack reported	3*		4
Dogs at Large	7*		7
Other animal enquiries	23*		12
Cat enquiries/complaints	8*(does not include pilot program expressions of interest via website)		6 (does not include pilot program enquiries)
General Animal Information			
Dogs impounded	3		4
Dogs rehomed	1		5
Dogs euthanised	0		2
Dangerous Dogs Declared	0		0
Written Warnings issued	4		5
Dogs registered/ re registered following a warning	4		5
Infringements issued	2		2
Kennel licences issued new	0		0
Kennel licences issued total	26		26
Total dogs currently registered on our system	1309		1288
Microchips Implanted	17		36
Multiple Cat Permits	0		0
Total Category – Rangers and Governance	63		
Fire Hazard enquiries / complaints	55*		19
Fire Abatement Notices Issued	48 **		
Council proceeded to Act on abatement notice	7		
Other Rangers and	8*		

Governance enquiries				
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^{*} Denotes combined total of CRMS's received

The Caring for Cats program commenced in September 2024. Since the commencement Council have received to the end of March 127 expressions of interest for microchipping and / or desexing. Council continues to work in conjunction with Just Cats and Scottsdale Vets and the following services were performed during the months of Jan - Mar:

- 12 cats desexed (70 in total since program inception)
- 17 microchips implanted (included in above table) (77 in total since program inception)

^{** 2} notices currently outstanding. Contact has been made by 1 of the property Owners with works to be completed within the next 2 weeks (notice was issued late March)

4.7 COMMUNITY Our Futures Youth Project

This quarter has featured the Future Changers Youth Leadership Camp, Designing the 2025 Seagulls to Chips program, Car Wash Fundraiser and the Launchpad Drop in program. The Project Coordinator has attended Youth Mental Health First Aid training, the Tasmanian Youth Sector Symposium, the bi-monthly Northern Youth Coordinators Committee (NYCC), and continues to network with various Youth Service Providers. We have also welcomed a new Youth Engagement Officer, Taylah Leonard, who will develop Council's Sponsorship Program and Youth Citizens Awards along with engaging with the schools and current youth programs.

16 participants attended the **Future Changers** Youth Leadership Camp held at Spring Beach on January 13-15 in partnership with the youth program at the West Tamar Council. The particants who are also graduates from the Seagulls to Chips program, actively engaged in adventure based and problem solving challenges over the 3 days, working together and learning valuable leadership skills. Due to the success of the camp, the Futures Changers Camp will continue into 2026.

14 young people have participated in a brainstorming workshop to design the 2025 **Seagulls to Chips** program. Over the 3 weeks, the young people discussed various topics and opportunities that they're keen to be part of, including how the program is to be delivered. The 2025 Seagulls to Chips program will have a focus on creating opportunities to share a better story for the George Town youth. Applications for the program will open in April with the program scheduled to commence this Winter.

The **Launchpad Drop in** program has commenced on Thursday afternoons with an average of 8-10 young people attending each week. During the time, various youth services, creative artists and even bike mechanics have provided service and connection for the youth in attendance. With the growing success of this support, we look forward to expanding the Launchpad Dorp in program in the coming months.

The **Youth Impact Council** continue to represent their region. In 2025, 17 young people have signed up to be part of the Youth Impact Council with more expressing interest. The team have met consistently and continue to raise issues and ideas that affect local young people. With a strong focus on public safety, the youth are concerned about accessible footpaths, street lighting, facilities in public places (eg. Pontoon, bike trails), bus shelters and continuing to address the vandalism in George Town.

The Youth Impact Council have recently conducted a car wash fundraiser held on March 22. During the day, they washed over 50 cars and connected with the community about the development of the Aquatic Health and Wellbeing Centre, raising extra funds for outdoor waterplay. The team represented the wider youth sharing their support for the development but with the motivation to keep pushing towards the vision have having outdoor water play options.

The Youth Impact Council also played a part in the delivery of the Nebhub Futures Expo, providing event support through registrations, catering support and stallholder support.



Arts and Culture

Creative George Town Exhibition Program

The Creative George Town Exhibition pilot program is nearing completion, with one final exhibition scheduled for May. Throughout the pilot, we experimented with various opening formats, days, and times. Saturday mornings have emerged as the most popular, facilitating attendance from Launceston and enabling informal Q&A sessions that foster deeper connections between artists and the community. Exhibition openings have been consistently well-attended and have received positive feedback.

JANUARY

Denise Cox + Michelle Lennard (Watch House Gallery)

This exhibition celebrated the vibrant textures and rich colours of Lutruwita/Tasmania, featuring acrylic, mixed media, and textile works inspired by the island's striking landscapes, natural wonders, and coastal vistas. Through their individual and collaborative pieces, artists Denise Cox and Michelle Lennard explored themes of sustainability, transformation, and connection to place, offering audiences a sensory journey into Tasmania's unique environment.

FEBRUARY

Darryl Rogers – Vanishing Point (Jim Mooney Gallery)

Vanishing Point explored landscapes through 360-degree perspectives from the forest floor to the sky, primarily using circular paintings to comment on the delicate balance between nature and

human impact. The exhibition offered immersive visual experiences and conveyed a metaphorical warning about the potential loss of pristine natural environments.

Studio Keturah - Small Grace (Watch House Gallery)

This exhibition featured miniature watercolour works that highlighted Tasmania's breathtaking scenery and moody seasons through meticulously crafted, intimate paintings. Each piece encouraged reflection on the beauty and stillness found in the details, celebrating Tasmania's unique charm and serenity.

MARCH

Emma Magnusson-Reid - Drifted Matter (Jim Mooney Gallery)

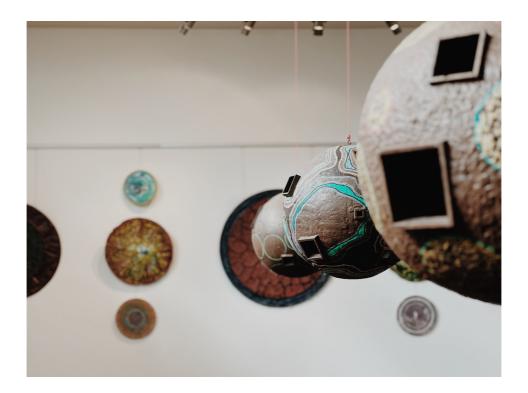
'Drifted Matter' showcased a collection of works on paper developed in response to the artist's recent relocation to Beechford on Tasmania's North-East coast. Employing various printmaking and drawing techniques, the exhibition examined the local environment—waters, night skies, and biological matter—to explore narratives of migration, nostalgia, and belonging.

Amy Bartlett - Ephemeral Fields for Safe Keeping (Watch House Gallery)

Amy Bartlett's exhibition captured themes of belonging, relationships, and identity through vibrant artworks. Each piece wove together colours, textures, and forms, honouring ancestors and reflecting deeply personal experiences. The exhibition addressed nostalgia, love, loss, grief, domestic violence, and community connections, inviting audiences to reflect upon their own notions of home.

Community Feedback: "Just a quick note to say thank you, I loved the two exhibitions this morning and will encourage others to visit. Your passion and effort for bringing these exhibitions together is evident. It's great to have the opportunity to celebrate the talent of both Emma and Amy in our community, truly inspiring! I will look forward to seeing more works of art in the future."





George Town (Mini) Summer Series

The inaugural George Town (Mini) Summer Series successfully brought vibrant, contemporary live music to our regional communities. Across three intimate Sunday sessions, audiences experienced an eclectic mix of genres, supporting original Tasmanian music in the heart of Kinimathatakinta/George Town Municipality. The series impressed attendees, and requests have already been received from other communities within the municipality to host future concerts.

Attendance:

Weymouth: 100+ attendees Hillwood: 60 attendees George Town: 70 attendees

Featured Musicians:

Dvrkworld, Scott Haigh, Where Water Meets, Stray Luxury, Golden Sunbird, Tash Zappala

Genres Represented: Dream pop, chamber-folk, ambient electronica, garage rock, field recordings, cosmic rock, shoegaze, soundscapes, contemporary folk, neo-romance, serenades.

The series was met with enthusiasm, reinforcing the community's appreciation for original local talent.



COMMUNITY FACILITIES

Healthy George Town (February-March 2025)

The first quarter of 2025 has been largely successful for Healthy George Town, with several sessions experiencing growth and steady participation. There has been an increase in the popularity of pickleball with growing numbers each week, large numbers of participation in armchairs, cross fitness, and Pilates, as well as full classes in senior aqua therapy and aqua therapy. Jazzercise and yoga have maintained good numbers for each session.

Contractor	Program	Number of Sessions	February Attendees	March Attendees	Total Attendees	Average per Session
Tristan Lee Stroud	Yoga	6	24	38	62	10
Sherrif Health and Fitness	Armchairs George Town	8	90	124	214	27
Sherriff Health and Fitness	Armchairs Hillwood	6	20	56	76	13
Sherriff Health and Fitness	Cross Fitness	7	47	65	112	16
Sherriff Health and Fitness	Aqua Fitness	6	46	46	92	15
Bee Bop Dance Studio	Jazzercise	7	18	51	69	10
Bee Bop Dance Studio	Pilates	7	55	57	112	16
George Town Racquet Club	Pickle Ball Badminton Table Tennis	7	50	64	114	16
George Town Bowls	Barefoot Bowls	8	18	20	38	5
Bass Coastal Therapy	Seniors Aqua Therapy	7	49	52	101	14

Facility Bookings

The first quarter of 2025 has seen a diverse range of bookings at our facilities, with a mix of social, professional, and recreational bookings.

Including birthday parties, church group meetings, social gatherings, sports clubs training and games, and special community events. The table below provides an overview of the facilities used for bookings.

Facility	January Bookings 2025	February Bookings 2025	March Bookings 2025	Total Bookings
	BOOKINGS 2025	BOOKINGS 2025	2025	
Memorial Hall	5	5	5	15
Graham Fairless Centre	5	10	18	33
Supper Room	3	2	2	7
Kitchen	2	1	1	4
York Cove Centre	20	23	26	69
Hillwood Hall		5	8	13
Jim Mooney Gallery	2	1	1	4
Macquarie Room	2		2	4
George Town Sports Complex				
Regent Square	1			1
Hillwood Football Club				
Weymouth Hall				
Community Centre	4	7	10	21
Total	44	54	73	171

Event Approvals

We had a total of 27 events hosted across our facilities this quarter. Among these events, the NEB Hub Careers Expo, Lego Club, George Town Rodeo and the Australia Day Civic Ceremony were particularly notable for their success and impact on the local community.

Facility	January Approvals 2025	February Approvals 2025	March Approvals 2025	Total Event Approvals
Sports Complex			2	2
Memorial Hall	3	1	2	6
Graham Fairless Centre	2	1	1	4
Supper Room	3	2	2	7
Jim Mooney Gallery	1	1	1	3
Regent Square	1			1
Hillwood Hall				
Anzac Drive	1			1
Hillwood Rock Climbing				
York Cove Centre		1		1
East Beach	1			1
Lagoon Beach				
Lauriston Park/Tippogoree Hills				
Hillwood Football Club				
York Cove Boat Ramp				
Macquarie Room Total	12	6	1 9	1 27

Visitor Information Centre

The Visitor Information Centre recorded the following visitation numbers & sales in the quarter.

	Total:	GT	TAS	NSW/	VIC	QLD	SA	WA	NT	O/SEA
				ACT						
January:	419	27	57	86	65	113	6	21	2	42
February:	613	19	49	142	93	184	36	35	2	53
March:	531	29	46	116	86	139	24	42	3	46
Total:	1,563	75	152	344	244	436	66	98	7	141

	Camping:	MTB Gear:	Souv:	Parks	Total:
				Passes:	
January:	\$0.00	\$310.00	\$132.00	\$0.00	\$442.00
February:	\$20.00	\$165.00	\$204.50	\$0.00	\$389.50
March:	\$20.00	\$285.00	\$311.30	\$0.00	\$616.30
Total:	\$40.00	\$760.00	\$647.80	\$0.00	\$1,447.80

Watch House

The Watch House recorded the following visitation numbers & sales in the quarter.

	Total:	GT	TAS	NSW/	VIC	QLD	SA	WA	NT	O/SEA
				ACT						
January:	97	14	26	15	7	22	5	5	3	0
February:	150	15	13	30	15	37	14	12	2	12
March:	169	8	9	42	29	61	6	12	0	2
Total:	416	37	48	87	51	120	25	29	5	14

	Adult:	Child:	Family:	TOL	Merch:	Total:
				Pass:		
January:						
Total:	\$226.00	\$3.00	\$17.00	\$13.00	\$20.00	\$279.00
February:						
Total:	\$387.00	\$1.50	\$8.50	\$26.00	\$141.00	\$564.00
March:						
Total:	\$468.00	\$1.50	\$17.00	\$0.00	\$42.00	\$528.50
Months	\$1,081.00	\$6.00	\$42.50	\$39.00	\$203.00	\$1,371.50
Totals:						

Bass & Flinders Maritime Museum

The Bass & Flinders Maritime Museum recorded the following visitation numbers & sales in the quarter.

	Total:	GT	TAS	NSW	VIC	QLD	SA	WA	NT	O/SEA	OTHER
				/ACT							
January:	547	20	71	107	69	86	13	30	14	13	124
											(Folk
											Festival)
February:	718	9	77	212	87	203	33	48	2	47	0
March:	659	11	48	223	93	143	34	43	0	41	23
Total:	1,924	40	196	542	249	432	80	121	16	101	147

	Adult:	Student/ Concession:	Child:	Family:	Souvenirs & Books:	Total:
January:						
Cash:	\$296.00	\$372.00	\$24.00	\$140.00	\$206.40	\$1,038.40
Eftpos:	\$592.00	\$660.00	\$32.00	\$420.00	\$747.50	\$2,451.50
Total:	\$888.00	\$1,032.00	\$56.00	\$560.00	\$953.90	\$3,489.90
February:						
Cash:	\$382.00	\$2,188.00	\$0.00	\$0.00	\$855.10	\$3,425.10
Eftpos:	\$1,124.00	\$3,596.10	\$10.00	\$56.00	\$1,706.00	\$6,492.10
Total:	\$1,506.00	\$5,784.10	\$10.00	\$56.00	\$2,561.10	\$9,917.20
March:						
Cash:	\$312.00	\$1,750.00	\$10.00	\$56.00	\$180.50	\$2,308.50
Eftpos:	\$1,020.00	\$3,146.00	\$15.00	\$84.00	\$568.50	\$4,833.50
Total:	\$1,332.00	\$4,896.00	\$25.00	\$140.00	\$749.00	\$7,142.00
Months Totals:	\$3,726.00	\$11,712.10	\$91.00	\$756.00	\$4,264.00	\$20,549.10

George Town Swimming Pool

Daily Patron Visitation numbers

Month	Morning	Day	Booking	Total
January	466	2700	488	3654
February	358	1286	3700	5344
March	303	2467	2250	5020

Fee Paying Stats

Month	Adult	Child	Con	Family Single	Spect	Slide Pass	20 Adult Passes	20 Child Passes	20 Conc. Passes	Swim Lessons
January	320	1023	195	42	298	444	4	3	1	22
February	170	510	129	25	93	177	2	2	1	0
March	20	56	17	0	14	11	0	2	0	0
Total	510	1589	341	67	405	632	6	7	2	22

Bookings

8 schools – 4 swimming carnivals, 1 swim trials, 3 swimming lessons

1 other

Australian Wooden Boat Festival

Bass and Flinders volunteers and staff were in Hobart from February 7th to 10th for the Wooden Boat Festival, where the Bass and Flinders Maritime Museum had a stall and showcased the wooden boat, The Mirage.

The Bass and Flinders stand was ideally located on Elizabeth Street Pier, and they had a large, tall ship moored opposite them. The stall sold out of merchandise and spoke to hundreds of people each day. It was a great opportunity to showcase the Museum and everything else the municipality has to offer.

The Bass and Flinders Maritime Museum has seen increased visitation from wooden boat enthusiasts in the weeks following the festival.



Australia Day Pool Party

On January 26, 2025, the George Town Swimming Pool hosted the Australia Day Pool Party, which was a huge success and drew a large crowd. The event, which was funded by the Australia Day Council and the George Town Council, provided a range of amenities and activities that delighted the around 400 attendees who were able to obtain free tickets in the first 24 hours.

A day of fun and togetherness was facilitated by the festive environment, live music, laser tag, water games, a slide, a photo booth, Mermaid entertainment, and the delectable meal from Amanda's catering and a free soft serve from Chilli Willi. The occasion was a wonderful chance for the people of George Town to unite and spend a day of joy and togetherness. The community gave the event high reviews overall.



Grants received

Arts Tasmania's Roving Curators program

5 days of curatorial assistance to be provided to Bass and Flinders Maritime Museum for the Exhibition/Interpretation Project of Model Boats.

National Australia Day Council Grants 2025

\$10,000 received to deliver the George Town Australia Day Pool Party 2025

Events Tasmania Marketing Grant

\$5,000 received for Marketing activities for the Solstice in the Square event 2025

4.8 COMMUNITY CONSULTATION

Community Consultation

• Community Satisfaction Survey – Open, closes at the end of May.

Community Assistance Grants

- Round 2 Recipients
 - o Bellingham Progress Association
 - o George Town Junior Football Club
 - o Outer Cove Creative
 - o Rotary Club of George Town

Sponsorship

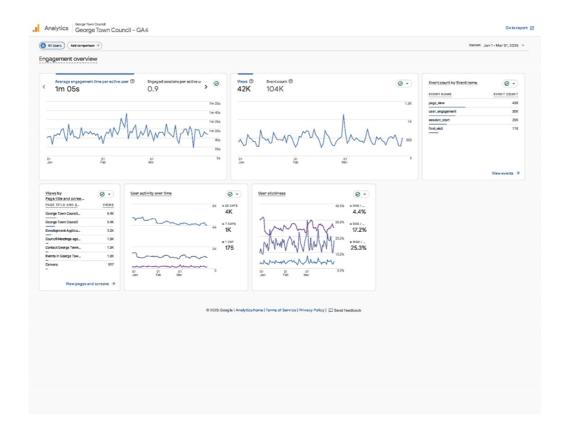
Nil

4.9 DIGITAL ACTIVITY

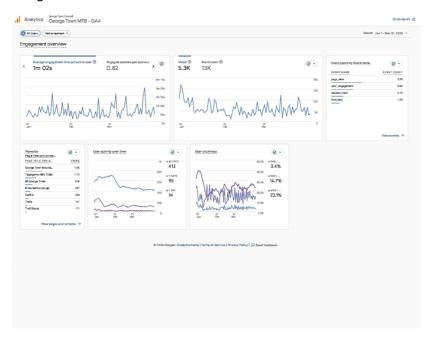
Quarterly Report 1st of October to 31st of December

Website

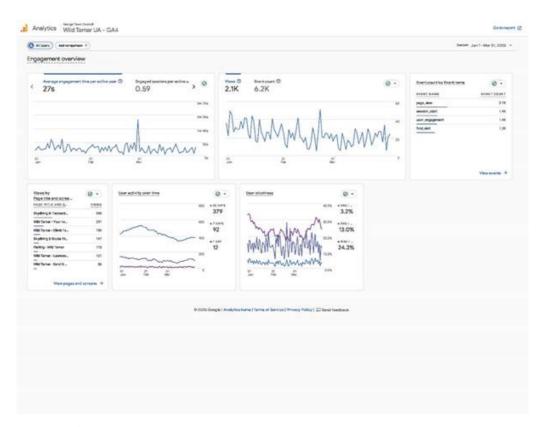
George Town Council



George Town Mountain Bike Trails



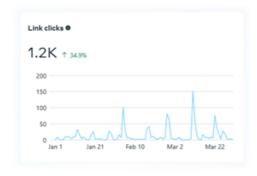
Wild Tamar

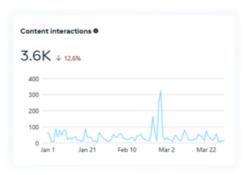


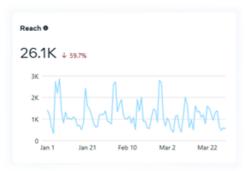
Facebook/Instagram

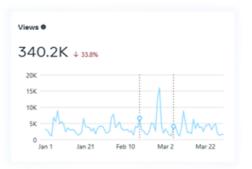
George Town Council

George Town Council Facebook Page Results for the Quarter	
Followers	3,599
Number of posts for the quarter	163



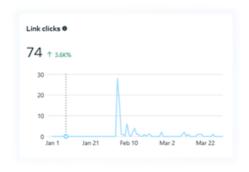


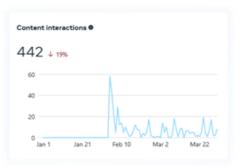


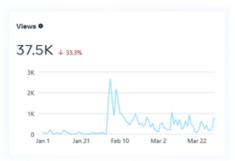


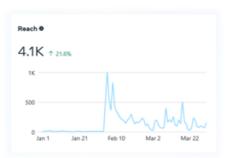
Healthy George Town

Healthy George Town Facebook Page Results for the Quarter	
Followers	1,216
Number of posts for the quarter	141







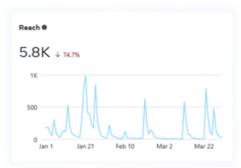


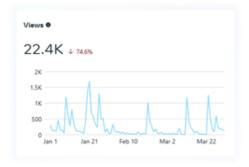
George Town Mountain Bike Trails

GT MTB Facebook Page Results for the Quarter	Facebook	Instagram
Followers	4,327	1,667
Number of posts for the quarter	12	12

Facebook



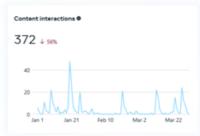


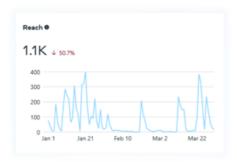


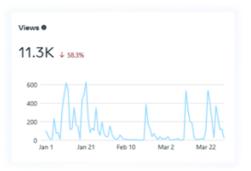


Instagram





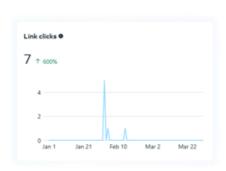


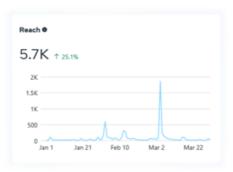


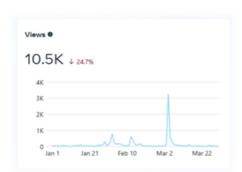
Bass and Flinders Maritime Museum

Bass and Flinders Facebook Page Results for the Quarter	Facebook	Instagram
Followers	1,055	190
Number of posts for the quarter	7	5

Facebook

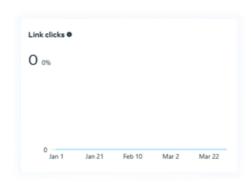




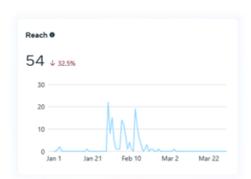


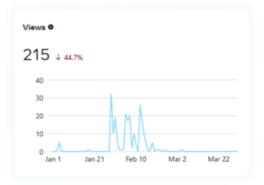


Instagram





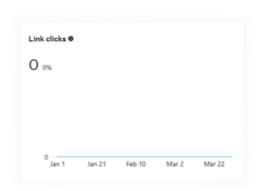


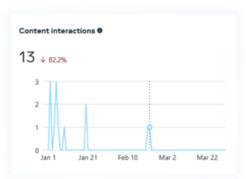


Wild Tamar

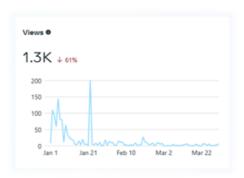
Wild Tamar Facebook & Instagram Page Results for the Quarter	Facebook	Instagram
Followers	1,634	259
No of posts for the quarter	6	4

Facebook



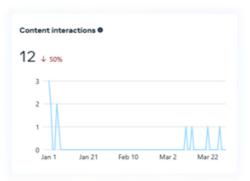


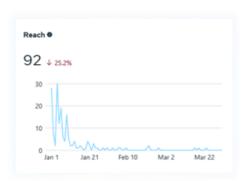


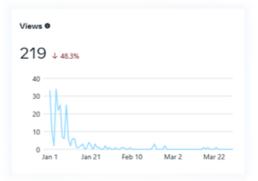


Instagram









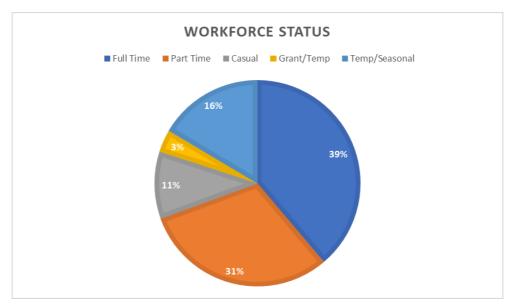
5 WORKFORCE

5.1 WORKFORCE

WORKFORCE

The following is a summary of reportable workforce data including Workplace Health and Safety, Employment Status/Distribution and Performance Reporting for the third quarter of the 2024/2025 financial year.

The distribution of the workforce is as follows:



5.2 WORKPLACE HEALTH AND SAFETY

Workplace Health and Safety

The following is a summary of Workplace Health and Safety Incidents during the reporting period.

Workplace Health and Safety

The following is a summary of Workplace Health and Safety Incidents during the reporting period.

Workplace Health & Safety Summary

Incidents Reported	19
Number of Investigations Required	0
Investigations Completed	0
Corrective Action Plans Reported	19
Corrective Action Plans Completed within 30 days	19
Number of Statutory Reportable Incidents	0

5.3 ESTABLISHMENT AND TURNOVER

Establishment and Turnover

There were 71 employees at the close of the third quarter including full-time, part-time, casual and grant-funded positions. There were 11 seasonal casuals employed at the George Town Swimming Pool which closed on March 31st.

The workforce establishment of George Town Council at the end of the reporting period was approximately 52 Full-time equivalent (FTE) positions. There were 4 new staff members engaged by Council in the third quarter of the 2024/2025 financial year, and 3 voluntary resignations during the same reporting period.

Council currently has one full-time vacancy.

5.4 PERFORMANCE REVIEW COMPLIANCE

Performance Appraisals

Performance appraisals are undertaken in accordance with the 2023 Enterprise Agreement in the fourth quarter of each financial year. There were no out of cycle performance appraisals undertaken in the third quarter of 2024/2025.

6.1 AN	NEXURE A - COUN	CIL RESOLUTIC	ONS		

ANNEX A - OUTSTANDING COUNCIL MOTIONS AS AT 31 MARCH 2025

Note: Council motions that are completed will be removed from this list for the next Quarterly reporting period.

Min No.	Date	Motion	Action
PLANNING			
45/24	23/04/24	Request to Remove Part 5 Agreement – 6 Leads Avenue, Low Head That Council:	In progress.
		1. defer the item.	
114/24	23/07/24	DA 2024/13 – 40 Davis Street, Beechford – Subdivision (11 Lots and Road) As per resolution.	Completed.
128/24	27/08/24	Request to Remove Part 5 Agreement – 86 Bell Buoy Beach Road, Low Head That Council:	Completed.
		1. agrees, pursuant to section 74(3) of the Land Use Planning and Approvals Act 1993, to end the agreement D34898 registered against the title of 86 Bellbuoy Beach Road, Low Head (CT163013/4).	
151/24	22/10/24	DA2024/74 - 80 North Street, George Town - Subdivision (1 Lot & Balance) As per resolution.	Completed.
152/24	22/10/24	DA2024/75 - 93 Burton Street, Hillwood - Resource Development - Free-Range Poultry/Eggs As per resolution.	Completed.
165/24	26/11/24	DA 2024/86 - 82 Bellbuoy Beach Road, Low Head - Subdivision (1 Lot To 4 Lots) As per resolution.	Completed.
166/24	26/11/24	DA2024/60 - Residential - Single Dwelling & Outbuilding - 253 Old Bangor Tram Road, Mount Direction (Ct177146/1) With Access Via Crown Road Reserve As per resolution.	Completed.
02/25	28/01/25	DA 2024/106 –10 Marina Way, George Town (CT 151813/12) – Residential – Single Dwelling As per resolution.	Completed.
013/25	25/02/25	DA 2024/114 – 24 William Street, George Town – Sport & Recreation – Aquatic, Health & Wellbeing Centre – Demolition & Redevelopment As per resolution.	Completed.
028/25	25/03/25	DA 2024/26 – 32-42 Macquarie Street, 7 Bathurst Street, Charles Robbins Place and Adjoining Road Reserves, George Town – Mixed Use Development As per resolution.	Completed.

ORGANISAT	IONAL PERFOI	RMANCE, STRATEGY & ENGAGEMENT	
052/21	27/04/21	Notice of Motions – Dog Management Policy Review That this motion be put to the next workshop for discussion.	Completed.
024/23	28/02/23	S24 Special Committee Review – George Town Safety Group Committee That Council: 1. Disestablish the existing Committee; 2. Consider what a "Health and Wellbeing Committee" may look like, including: a. whether this would be: i. a Section 23 Council Committee (comprised of Councillors appointed by the Council): or ii. a Section 24 Special Committee (comprised of such persons appointed by the Council as the Council thinks appropriate), and b. giving consideration to draft Terms of Reference to be brought before Council at the next Workshop for discussion; and 3. Include such a Committee in the 2023/24 Annual Plan.	Completed.
019/25	25/02/25	Dog Management Policy That Council: 1. Adopt the George Town Council Dog Management Policy GTC-O-09 as attached to this report effective 25 February 2025.	Completed.
INFRASTRU	CTURE AND DE	VELOPMENT	
136/17	17/05/17	Accessible Car Parking That Council: c) Receives the report from the Manager of Infrastructure and Engineering and notes the report information; and c) Undertakes an audit of Council's existing accessible car parking infrastructure within the George Town boundary to determine compliance with regulations; and c) Develops a priority list with a view to progressively upgrading these assets, according to available funding, resources and needs.	Completed.
047/22	26/04/22	Proposed Speed Limit Changes – Hillwood That Council: 1. Proceed with a formal application to the Commissioner of Transport seeking approval to consolidate speed zones as presented in Attachment (5), with amendment reflecting advice from the Department of State Growth for a shorter 40 km/h zone.	Completed. DSG approval received. Communication and Installation in progress.
067/22	24/05/22	Proposed Acquisition of Crown Land for Public Open Space and Light Industrial Buffer That Council:	On hold at the direction of

		1.commence a process with the State Government through Parks Wildlife Services, Crown Land Services, or their delegated agents, to transfer a portion of land (consisting of approximately 3.5 hectares and forming part of PID:7852601) to George Town Council under a Section 12 transfer (Crown Land Act 1976), for the purposes of public open space.	State Government.
23/23	28/02/23	Consideration of Entering into a Lease with Crown Land Re: Land Between Elizabeth Street and Bathurst Street, George Town That Council: 1. In respect of the land between Elizabeth Street & Bathurst Street, George Town: a. Confirms its intention to enter into a ten (10) year lease; and b. Authorises the Mayor and General Manager to execute the lease agreement on behalf of Council.	In progress
128/23	25/07/23	Aquatic, Health & Wellbeing Centre – Cr Archer That Council consider and adopt a funding method for any expense beyond the promised \$17.5m with options for rescoping, before spending any further money on the upgrade of the Aquatic, Health & Wellbeing Centre.	In progress
148/23	22/08/23	Marguerite Street Property – Cr Lowe The Council should examine the capability and address any issues to guarantee continuous utilisation possibilities for the Marguerite Street property located within the Blue Gum Park facility.	Finalised. Councillors received workshop briefing regarding constraints.
52/24	23/04/24	East Beach Viewing Platform That Council: 1. Undertake the necessary remediation and repairs to the existing viewing platform at 40 Gunn Parade, Low Head, CT 198058/1 at Council's expense; 2. Authorise the General Manger to formally transfer ownership and ongoing responsibility for the viewing platform at 40 Gunn Parade, Low Head, CT 198058/1 to the owners of the land.	Completed.
111/24	25/06/24	Confidential Item - Coastal Drainage Assessment Report As per resolution.	In progress. To be presented at upcoming roadshows.
148/24	24/09/24	Confidential Item – Strategic Acquisition As per resolution.	Completed.
160/24	22/10/24	RFT 09/2024 Gravel Resheeting Program 2024/25 As per resolution	Completed.

161/24	22/10/24	RFT 07/2024 Old Aerodrome Road Upgrade (Stage 2) – Closed Council As per resolution	Completed.
170/24	26/11/24	Boundary Fence Contribution Policy That Council: 1. Adopts the Boundary Fence Contribution policy as attached effective 26 November 2024.	Completed.
171/24	13/11/24	Request to Separate Titles - 13 Wellington Street George Town That Council: 1. Agree to issue a certificate under section 90 of the Local Government (Building and Miscellaneous Provisions) Act 1993, relating to Sealed Plan 38682/3, but only at such time that the following has occurred: a) a planning application for subdivision depicting Lots 1 and 2 on the Plan has been submitted, assessed and approved in accordance with the Land Use Planning and Approvals Act 1993; and b) all conditions of any such approval have been met.	In progress. Awaiting planning application.
176/24	26/11/24	RFT 08/2024 - Early Contractor Involvement (Eci) - Construction Of George Town Aquatic, Health And Wellbeing Centre - Closed Council As per resolution	Completed
181/24	17/12/24	Consideration – New Crown Agreements That Council: Accepts responsibility for and authorises the General Manager to enter into a ten (10) year agreements by signing and sealing the required documentation for the following: a. Foreshore Site: Leam Rd Corner b. York Cove Pontoon & Boat Ramp c. Low Head Pontoon d. Weymouth Hall	In progress.
023/25	25/02/25	Confidential Item – RFT 01/2025 McKenzie Drive Drainage – Kerbing & Gutter As per resolution.	Completed.
024/25	25/02/25	Confidential Item – Periodic Standing Contracts 2024-25 Footpath Replacement (1 March 2025 – 30 June 2025) As per resolution.	Completed.
035/25	25/03/25	Crown Land Agreement – Pipers River Recreation Ground	In progress.

		That Council:			
		Apply to update the lease without amendments and accepts responsibility for ongoing management of the Pipers River Recreation Ground and authorises the General Manager to sign and seal the required documentation.			
	25/03/25	Confidential Item - George Town Aquatic Health and Wellbeing Centre – Early Works Package RFT 08/2024 As per resolution.	In progress.		
CORPORATE AND COMMUNITY					
040/23	28/03/23	George Town Colonial Heritage Storytelling Trail That Council: 1. Lay the item on the table and return to the Ordinary Council meeting in April with amendments if required. 2. Invite the people that made submissions to meet with staff to correct inaccuracies in the draft Colonial Storytelling Trail.	In progress		
037/24	26/03/24	Community Events and Sponsorship Application Process That Council establish a transparent application process outlining the criteria for sustaining a budget line item in relation to community events and sponsorships, inclusive of all expectations in relation to financial reporting and profit and loss reconciliations as a priority.	Completed		
143/24	24/09/24	 Community Assistance Grants Round 1 That Council: Awards financial assistance to St Vincent de Paul Society Tasmania to the amount of \$1,600 – Towards supplies for the Dining with Friends community service program. Awards financial assistance to George Town Neighbourhood House to the amount of \$2,000 – Towards Testing and Tagging Course, Machine and Tags. Awards financial assistance to Tam O'Shanter Golf and Community Club to the amount of \$2,000 – Towards the upgrading of the club heat pump. Awards financial assistance to Lions Club of George Town Inc to the amount of \$2,000 – Towards large screen TV for installation in the Senior Citizens Room at the York Cove Centre. Awards financial assistance to George Town Art and Artisans to the amount of \$2,000 – Towards a marketing campaign. Awards financial assistance to George Town Folk Club Inc to the amount of \$2,000 – Towards new website for the Tamar Valley Folk Festival. 	Completed.		

		 Awards financial assistance to East Tamar Landcare Group to the amount of \$2,000 - Towards a boardwalk extension at the Reg Yates Memorial Interpretation Centre, Pipers River. Awards financial assistance to Pipers River Neighbourhood Watch to the amount of \$377.60 - Towards equipment - BBQ and projector screen for community engagement. 	
156/24	22/10/24	Audit Panel - Appointment of Independent Member That Council: 1. Approve the appointment of Andrew Gray as an independent member and independent chairperson of Council's Audit Panel, for a further period of two (2) years, in accordance with Section 6 of the Local Government (Audit Panels) Order 2014 and Section 5 of Council's Audit Panel Charter, and 2. Approve the General Manager to execute an agreement with Andrew Gray as an independent member and independent chairperson for a period of two (2) years.	Completed.
182/24	17/12/24	Sponsorship Policy That Council: 1. Adopt the amended GTC-22 Sponsorship Policy.	Completed.
183/24	17/12/24	George Town Council Audit Panel Committee Minutes That Council: 1. Receives and notes the Minutes of the Audit Panel meeting held on 19 June 2024 and 18 September 2024 as an accurate record of that meeting.	Completed.
009/25	28/01/25	Confidential Item – Legal Expenditure As per resolution.	Completed.
017/25	25/02/25	Residential Lease – 4 Sorell Street, George Town That Council, by absolute majority: 1. In accordance with Sec 177 Local Government Act (1993), approves the lease of 4 Sorell Street, George Town for residential rental purposes. 2. Authorises the General Manager to appoint a property manager and tenant for a rental return at market value.	Completed.
018/25	25/02/25	Terms of Reference – Health and Wellbeing Committee That Council:	Completed

	1		
		 Endorses the Draft Terms of Reference for the George Town Health and Wellbeing Section 24 Committee. 	
036/25	25/03/25	George Town Council Audit Panel Committee Confirmed Minutes 11 December 2024 That Council: 1. Receives and notes the Minutes of the Audit Panel meeting held on 11 th December 2024 as an accurate record of that meeting.	Completed.
037/25	25/03/25	Community Assistance Grants Round 2 That Council 1. Approve the community assistance grant application of \$611.00 from the Bellingham Progress Association Inc. for the line making and pickle ball equipment. 2. Approve the community assistance grant application of \$2,000 from the George Town Junior Football Club as contribution to the purchase of players jumpers. 3. Approve the community assistance grant application of \$2,000 from the Outer Cove Creative Inc. for three art-based community workshops. 4. Approve the community assistance grant application of \$2,000 from the Rotary Club of George Town as contribution towards construction of picnic shelter at Tippogoree Hills Trail Head, Lauriston Park, subject to Council approval of the project and development application.	Completed.
038/25	25/03/25	George Town Health and Wellbeing Committee Appointment That Council: Appoints Cr Simone Lowe, as Councillor representative and Chair of the George Town Health and Wellbeing Committee.	Completed.
039/25	25/03/25	Loan Council Allocation for 2025/2026 That Council: 1. Authorises the General Manager to advise Treasury that no further borrowings are required by George Town Council for the 2025/2026 financial year.	Completed.

	THE GENERAL I		
025/18	21/02/18	Potential Council Land Sales That the following items be deferred to a workshop: (f) Sell Gerzalia Drive (PID 1737346) with proceeds from the sale to be invested into public open space within the community; (f) Sell 15 Riverleads Drive (PID 1723024) with proceeds from the sale to be invested into public open space within the community; (f) Offer for sale 30 Davies Street (PID 6450301) to adjoining land owners only due to the existing access issues and limited use as standalone parcel of land; (f) Sell 241 Agnes Street (PID 1931747) with proceeds from the sale to be invested into public open space within the community; (f) Offer for sale Gerzalia Drive (PID 2048374) to adjoining land owner due to limited development opportunity; (f) Offer for sale Gerzalia Drive (PID 1737346) with proceeds from the sale to be invested into public open space within the community.	Completed.
100/20	23/06/20	Notice of Motion – Domestic/Family and Sexual Violence Strategy – Cr Brooks That Council develops a Domestic /Family and Sexual Violence Strategy in order to demonstrate our commitment to making our community safer for everyone impacted by the trauma of violence and that Council formally commits to working with Police, Community Service organisations and housing providers on not only addressing but stamping out this insidious societal problem.	Completed.
019/22	22/02/22	Proposed Making of a By-Law – Reserves, Parks and Gardens By-Law 1/2022 That Council: Endorse the introduction of Reserves, Parks and Gardens By-law 1/2022 in accordance with the specific requirements as determined in Division 2 of Part 11 of the Local Government Act 1993. Strategic Land Acquisition – Closed Council	Commenced
		As per resolution.	
184/22	20/12/22	Request to Commemorate the Late Mr Peter Cox That Council: 1. In principle, confirms support for the naming of land bound by 50 Tamar Avenue and 76 Tamar Avenue to commemorate the late Mr Peter Cox; noting that the following actions need to occur: a) Ascertains if the land in question is able to be utilised as a park or reserve; b) Contacts the residents of Tamar Avenue who have supported the proposal, the private owner of	In progress.

		number 62 Tamar Avenue and the Crown in relation to the proposal; c) Contacts the family of the late Mr. Peter Cox to obtain written consent to commemorate the deceased and obtain the required biography; d) Undertakes investigations in relation to any Aboriginal name for the area which may need to be taken into consideration when naming; 2. Proceeds to a Community Consultation in line with the consultation framework set out by Placenames Tasmania and George Town Council's policies and procedures.	
06/23	24/01/23	Notice of Motion – New and Renewed Lease Arrangements That Council: 1. That any new or renewed lease arrangements being considered by Council Management, under section 175 of the Local Government Act 1993, be brought to Council Workshop for discussion and then be scheduled for the next available Council meeting for a decision by Council. 2. Notes, the General Manager (or their delegate) are authorised to execute leases of an operational nature.	Ongoing
19/23	28/02/23	 kanamaluka Trail Upgrade That Council: Proceed with the concreting of approximately 240 meters of the gravel section of the kanamaluka Trail as highlighted in Image One in the body of the report; and Authorise the General Manager to provide for George Town Park Run approval to use the kanamaluka Trail. Subject to future budget processes and funding opportunities, concrete a shared path with an alternative alignment (as illustrated in inset within the body of the report) connecting to future and existing concrete paths at Anne Street and North Street. The future works will complete a fully accessible path existing from George Town to Low Head while leaving a gravel path section for Park Run users. 	Completed.
061/23	26/04/23	Mt George Semaphore and Mast – Lease That Council authorise the General Manager to organise a lease agreement with Crown Land Services over Mt. George Semaphore site at his discretion.	Ongoing
112/23	27/06/23	280 Jetty Road, Hillwood – Cr Barwick Minute Number 045/23 - 280 Jetty Road, Hillwood remain on the Outstanding Council Motions list until the Section 12 agreement is executed over Crown Land adjoining Council Freehold Land PID 7852767 (known as the Hillwood Football ground).	Included on outstanding motions list.

183/23	24/10/23	Councillor Expenses – Cr Barwick The Councillor Expenses quarterly report (available on the Web site) itemises what the expense payable is i.e. like we state kilometres travelled.	Completed.
154/24	22/10/24	George Town Council's Annual Report 2023/2024 That Council: 1. Adopts the 2023/2024 Annual Report for George Town Council with the amendment of the inclusion of the IDAHOBIT Day flag raising ceremony.	Completed.
155/24	22/10/24	Draft Managing Unreasonable Conduct By Customers Policy That Council: 1. Adopt the Managing Unreasonable Conduct by Customers Policy as circulated; noting: a) The inclusion of and application to 'elected members' throughout; b) The deletion of 'access to services'; 2. Note the Managing Unreasonable Conduct by Customers Procedure/Guidelines; and 3. Adopt the amended GTC-8 Customer Service and Complaints Handling Policy; noting the removal of clause 11 'abusive customers'. 4.	Completed.
169/24	26/11/24	 Quarterly Report - Quarter 1 - 1 July - 30 September 2024 That Council: Receives the George Town Council 1st Quarter Performance Report 1 July – 30 September 2024. Provide public access to the report as part of Council's commitment to ongoing good governance. 	Completed.
175/24	26/11/24	General Manager's Professional Development As per resolution	Completed.
179/24	17/12/24	Council Workshops November and December 2024 That Council: Receives the report on the Council Workshops held on the 26 November 2024 and 10 December 2024 amendment to include Low Head in the George Town Open Space Plan topic.	Completed.
180/24	17/12/24	Draft Advocacy Plan and NTDC Regional Priority Projects That Council: 1. Adopts and endorses the George Town Council Advocacy Plan. 2. The General Manager is to ensure that up to date project costings are maintained. 3. The General Manager is to forward up to date project costings to NTDC and other interested parties as they are developed.	Completed.

004/25	28/01/25	Advocacy Plan – Amendment That Council:	Completed
		Approves the inclusion of the East Arm Road project in the George Town Council Advocacy Plan.	
005/25	28/01/25	Draft Model Dispute Resolution Policy That Council: 1. Adopt the Model Dispute Resolution Policy.	Completed
010/25	28/01/25	Closed Meeting - Swimming Pool Report	In Progress.
015/25	25/02/25	As per resolution. Quarterly Report – Quarter 2 – 31 December 2024 That Council:	Completed
		 Receives the George Town Council 2nd Quarter Performance Report 1 October – 31 December 2024. Provide public access to the report as part of Council's commitment to ongoing good governance. 	
016/25	25/02/25	That Council: 1. Adopt the Model Dispute Resolution Policy with amendments as tracked, noting under section: Notice to respondent Point iv should read notes the confidentiality requirements of section 8 of this Policy	Completed
030/25	25/03/25	Australian Local Government Association (ALGA) 2025 Federal Election Funding Priorities That Council resolves to: 1. Support the national federal election funding priorities identified by the Australian Local Government Association (ALGA); and 2. Supports and participates in the Put Our Communities First federal election campaign; and 3. Writes to the local federal member of Parliament, all known election candidates in local federal electorates and the President of the Australian Local Government Association expressing support for ALGA's federal election funding priorities being: • \$1.1 billion per year for enabling	Completed.
		infrastructure to unlock housing supply	

		 \$500 million per year for community infrastructure \$600 million per year for safer local roads \$900 million per year for increased local government emergency management capability and capacity, and \$400 million per year for climate adaptation. 	
031/25	25/03/25	Local Government Regulations and Local Government Meeting Procedures Regulations Remake 2025 That Council: 1. Make a submission in accordance with the Officer's response to the State Government on the Discussion Paper for remaking of two regulations: • Local Government Regulations; and • Local Government (Meeting Procedures) Regulations.	Completed.
033/25	25/03/25	Rescinding of Obsolete Motions and Removal of Motions From Outstanding Motions Register That Council defer this item.	Completed.
034/25	25/03/25	LGAT General Meeting 2 April 2025 – Consideration of Motions That Council: 1. Determines that the Mayor is authorised to vote at the LGAT General Meeting 2 April 2025, in accordance with Council's strategic direction, policy and Council resolutions with due consideration of any conference debate on items listed for decision at that meeting.	Completed
PETITION			
042/25	25/03/25	Petition – George Town Communities Save Our Pool That the Petition submitted by Ms. F. Hills on the 25 February 2025 to the Mayor be received and noted.	Completed.
OFFICE OF M	IAYOR		
025/25	25/02/25	Confidential Item - General Manager's Performance Review As per resolution.	Completed.

6.2	ANNEXURE B - ANNUAI	L PLAN PROGRE	SS REPORT	

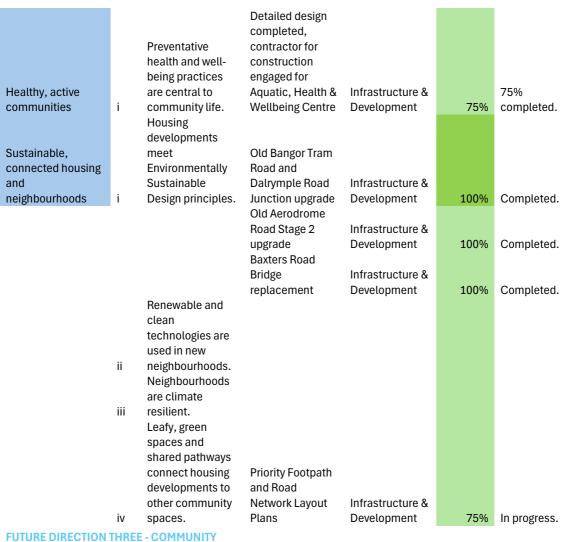
ANNUAL PLAN 2024/2025

		Strategic		Responsible	Progress	3rd Quarter
Desired Outcome	No.	Priorities	Actions	Directorate	%	(March)
FUTURE DIRECTION WELL-RESOURCED						
Social infrastructure and services match growth and community needs	i	Community services and social infrastructure match the aspirations and needs of growth communities.	Commence work on Growth Scenario Planning to identify future community and infrastructure needs	Organisational Performance & Strategy	75%	Ongoing
	V	Well designed and maintained, safe spaces and places work well.	Submit precincts and partnerships application for Macquarie Street Precinct	Infrastructure & Development	100%	Completed Ongoing
			Tip Shop business case	Infrastructure & Development	75%	subject to outcome of grant application. Terms of reference adopted and Council chair
Local access to services and support	i	Local needs and service gaps are understood and filled.	Establish Health & Wellbeing Committee	Corporate & Community	75%	appointed. EOI for committee members to be completed in April.
	ii	provision and workforce capabilities particularly for services and supports in NDIS and Aged Care.	Develop mock hospital business case	Corporate & Community	75%	Previous proposal reviewed.
Vibrant local communities	i	Progress and Community Associations plan and achieve their annual priorities.	Review User Agreements	Corporate & Community	75%	Agreements reviewed, consultation with Councillors and Users to be held in April/May.

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FUTURE DIRECTION TWO - PROSPERITY FOR ALL IN ALL ASPECTS OF LIFE

		An economy transitioning from heavy industry to advanced manufacturing, renewable energy, visitor economy, care, area branded produce and niche products through a circular	Continue to proactively work with proponents on existing and new	Organisational		
A diversified local	i	economy	development	Performance &	750/	Engagement
economy	i	approach.	proposals Identify opportunities to promote the	Strategy	75%	ongoing
		The Bell Bay Precinct and Port is central to the State's economy and a global	George Town LGA as a destination option for new development, particularly			
		enabler of the	Advanced			
		green economy and advanced	Manufacturing, Transport and	Organisational Performance &		Engagement
	ii	manufacturing. The Bell Bay Port and Advanced Manufacturing Zone is promoted in the domestic and state economy highlighting the advantages of deep water, available land, protected water, inter-nodal rail,	Logistics Supported by	Strategy Office of the	75%	ongoing
		access to services	NTDC lead Bell	General		
	iii	and innovation. Compelling value	Bay Impact Study	Manager	75%	Ongoing
		proposition, brand and narrative supports	Develop			Consultants appointed and stakeholder
Growth in tourism		the growth of the	Marketing and	Corporate &	7501	consultation
yield	i	visitor economy.	Tourism Plan	Community	75%	commenced.



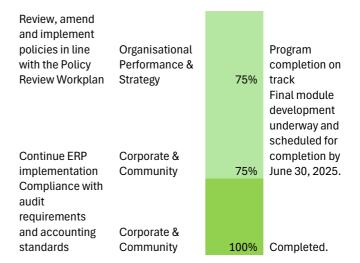
PRIDE

identity and Town Open Infrastructure &	All communities take pride in their place	ii	The plans, programs and achievements of groups that work to improve amenity and build pride in our communities are supported and celebrated. The design and maintenance of public spaces and places reinforce community	Commence implementation of the Township Character Plans	Infrastructure & Development	75%	In progress.
		iii	identity and reputation.	Town Open Space Plan	Infrastructure & Development	75%	In progress.

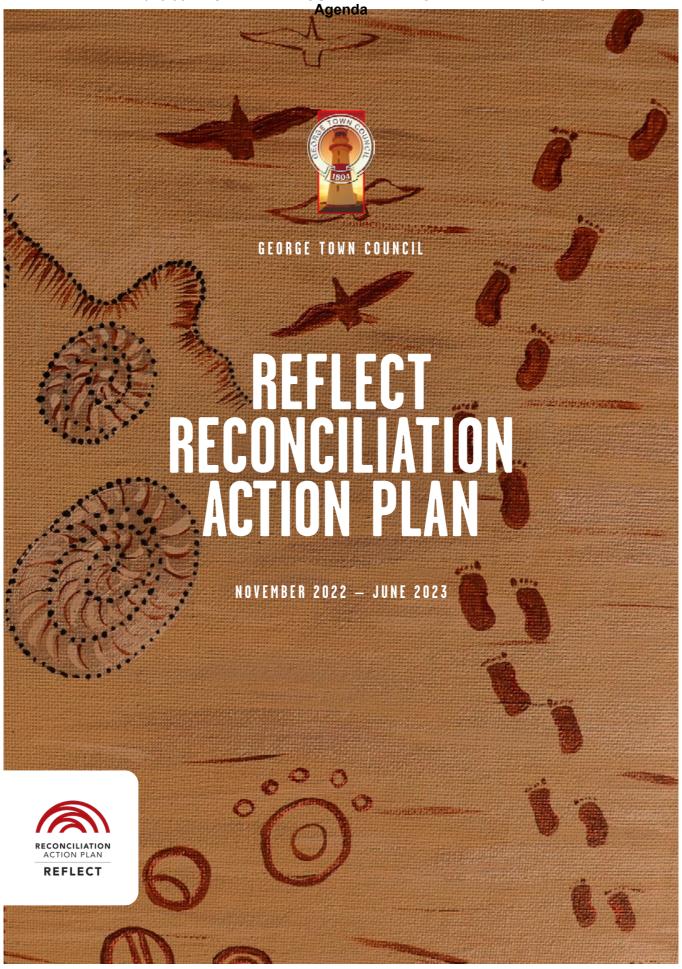
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FUTURE DIRECTION GOVERNANCE	iv FOUR	All communities are weed-free, litter-free, safe and appealing.	Tree planting program	Infrastructure & Development	100%	Completed.
A culture of engagement, communication and participation	i	Community views are heard through skilled, trust and inclusive community engagement processes.	Undertake community satisfaction survey	Organisational Performance & Strategy	75%	To be presented at a Council workshop Review ongoing
			Review Rating Strategy and Policy	Corporate & Community	>60%	with final workshop scheduled for May 2025.
Positive mindsets across communities	i	Communities are open to new ideas and have the courage to try new things. Council is capable, nimble,	Cat Management Year 1 pilot program implementation	Organisational Performance & Strategy Office of the	100%	Implementation completed. Program continues.
Capable leadership in communities	ii	well-resourced and responsive.	Revised Advocacy Plan	General Manager	100%	Completed
Positive and productive working relationship will all levels of government and their agencies Collaborative working	i	Government agencies provide current and timely data about services and community priorities. George Town is active in regional development	Climate change - Statewide Committee	Office of the General Manager	75%	Continuing participation
relationships with neighbouring Councils and regional organisations	ii	works collaboratively on beneficial regional initiatives. There is community knowledge and	Continue BBAMZ participation	Office of the General Manager	75%	Continuing participation
Fair and open planning and regulatory processes	i	understanding of planning and regulatory responsibilities and processes.	Undertake Environmental Health Compliance activities. Commence the establishment of	Organisational Performance & Strategy	75%	Program completion on track
			WHS improvement action plan	Organisational Performance & Strategy	75%	Program completion on track

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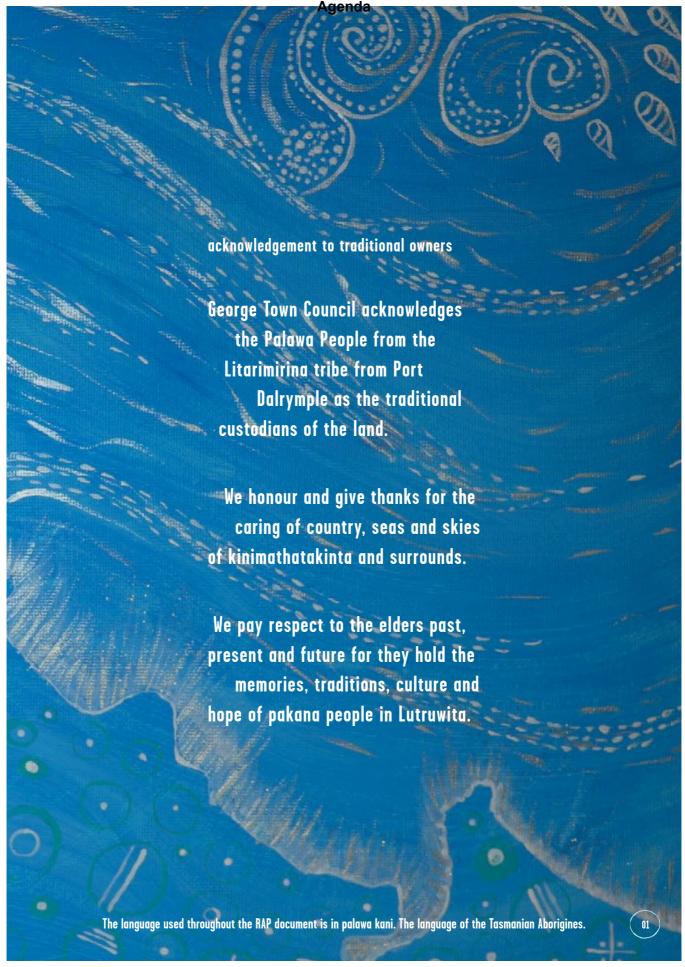


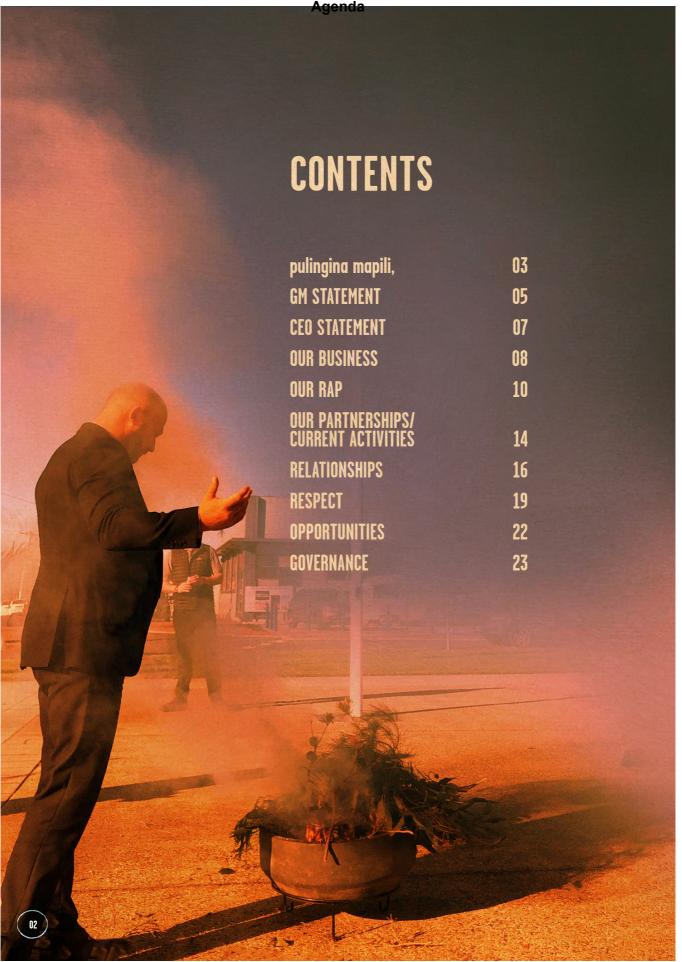
George Town Council 2025 05 27 ORDINARY COUNCIL MEETING ATTACHMENTS



George Town Council 2025 05 27 ORDINARY COUNCIL MEETING ATTACHMENTS







pulingina mapili,

Welcome everyone,

To this the kinimathatakinta Reconciliation Action Plan.

We live on the land of the pakana people, my people.

The Traditional custodians of this land, Lutruwita.

I Honour all my ancestors before me... by learning from this country, respecting it, listening to its sounds, learning from the sky and seasons, caring for the land, respecting my culture, and always learning from my Elders.

We welcome others to share this land with us.... with respect and care, for together the future can be a rich and prosperous one for us all.

When we understand that caring for this land and preserving pakana culture is something we must all do together.

The rich history of this place, kinimathatakinta (George Town), is a story that should be shared, learned from, and celebrated.

I grew up in George Town, raised my children here and worked here in the community, for the past four years in Aboriginal Education at a local school, and more recently with the George Town Council as their Aboriginal Community Development Officer.

Like our river, the kanamaluka we must always be moving, sometimes forward sometimes back but always respecting the natural flow and find beauty in that.

I welcome you to this Land and ask you to always respect it and continue to care for your community, and its people and be advocates for Aboriginal People in Lutruwita/Tasmania.

nayri nina tu

Susan Mansell
Aboriginal Community
Development Officer





George Town Council
2025 05 27 ORDINARY COUNCIL MEETING ATTACHMENTS
Agenda



GM STATEMENT

It is with much excitement that I introduce the Reconciliation Action Plan, George Town Council's first.

The plan has been developed in partnership with representatives from our local Aboriginal community who (along with those who identify as Torres Strait Islander) make up for 5.5% of our population. Other partners include Reconciliation Tasmania, Bell Bay Aluminum and elected representatives. I thank all involved for the courage and commitment to embark on this journey of reconciliation and am particularly proud of the way in which our organization has embraced this endeavor.

So much is known and celebrated about our short lived colonial history. There is so much more to learn, preserve and celebrate of the worlds longest surviving culture. This is true even within our small part of the world, kinimathatakinta.

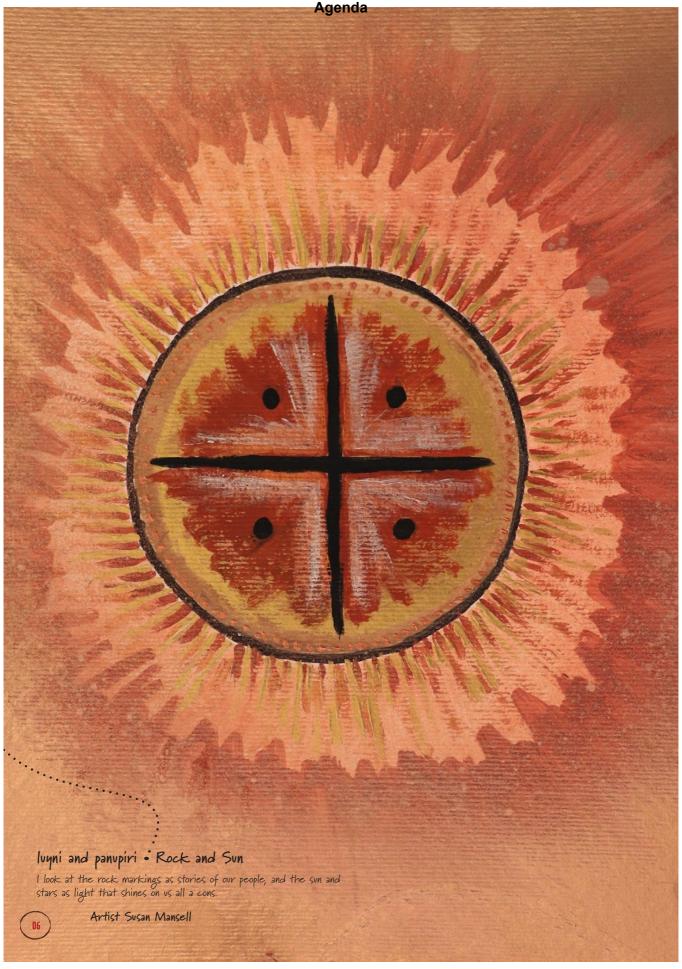
We acknowledge the atrocities suffered by our first nations peoples by early Europeans and recognize the challenges that exist today for our Aboriginal community. We are steadfast in improving the quality of life for all of our community and especially those of Aboriginal and Torres Strait Islander descent.

There is much to do to accomplish genuine reconciliation, however I am confident that we will achieve this, with our first RAP confirmation that the journey for us has begun.

Shane Power General Manager George Town Council



George Town Council
2025 05 27 ORDINARY COUNCIL MEETING ATTACHMENTS
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CEO STATEMENT

Reconciliation Australia welcomes George Town Council to the Reconciliation Action Plan (RAP) program with the formal endorsement of its inaugural Reflect RAP.

George Town Council joins a network of more than 1,100 corporate, government, and not-for-profit organisations that have made a formal commitment to reconciliation through the RAP program.

Since 2006, RAPs have provided a framework for organisations to leverage their structures and diverse spheres of influence to support the national reconciliation movement. The program's potential for impact is greater than ever, with close to 3 million people now working or studying in an organisation with a RAP.

The four RAP types — Reflect, Innovate, Stretch and Elevate — allow RAP partners to continuously develop and strengthen reconciliation commitments in new ways. This Reflect RAP will lay the foundations, priming the workplace for future RAPs and reconciliation initiatives.

The RAP program's strength is its framework of relationships, respect, and opportunities, allowing an organisation to strategically set its reconciliation commitments in line with its own business objectives, for the most effective outcomes.

These outcomes contribute towards the five dimensions of reconciliation: race relations; equality and equity; institutional integrity; unity; and historical acceptance.

It is critical to not only uphold all five dimensions of reconciliation, but also increase awareness of Aboriginal and Torres Strait Islander cultures, histories, knowledge, and leadership across all sectors of Australian society.

This Reflect RAP enables George Town Council to deepen its understanding of its sphere of influence and the unique contribution it can make to lead progress across the five dimensions. Getting these first steps right will ensure the sustainability of future RAPs and reconciliation initiatives, and provide meaningful impact toward Australia's reconciliation journey.

Congratulations George Town Council, welcome to the RAP program, and I look forward to following your reconciliation journey in the years to come.

Karen Mundine Chief Executive Officer Reconciliation Australia





George Town Council exists to provide a high quality of life for its community and is a vocal advocate and key contributor to positive social change beyond the borders of the municipal area. We are determined to challenge ourselves to be better, to provide leadership to the community in acknowledging the history of our area, including atrocities befallen to the First Nations people. We are resolute on moving towards reconciliation through accepting our past, through truth-telling and through genuine partnerships with the Aboriginal and Torres Strait Islander community. Our community and its attitudes are changing as we will work together to build a resilient and inclusive community.

kinimathatakinta / George Town municipal area is 663km², located in lutruwita / trowunna (Tasmania), north of Launceston. The municipal area is bound by the kanamaluka / Tamar River in the west, Bass Strait in the north, Dorset municipal area in the east and the City of Launceston municipal area in the south. Our primary offices are located in kinimathatakinta / George Town, the largest town in the municipality situated at the mouth of the kanamaluka / Tamar River as it enters the Bass Strait.

The George Town Council employs 54 full-time equivalent people to provide services to over 7,100 residents. Our community is growing in diversity and includes some 4.4% who identify as First Nations people.

The municipal area is host to Tasmania's largest industrial precinct responsible for almost 60% of the State's Gross Regional Product. However, our population remains among the most disadvantaged in in lutruwita / trowunna (Tasmania). Council, through collaborative efforts across all sectors and community are working hard to close the gap.

Council provides a vast range of services it delivers to the community, ranging from infrastructure provision, health and wellbeing programs, sports facilities, public and environmental health and regulatory services. Council is investing significantly in education, hospitality and tourism endeavours creating a second economy aimed to provide the local community with alternate pathways to meaningful employment.

George Town Council strives to be an employer of choice, providing diverse roles and opportunities to its 54 (full-time, part-time and casual staff) who represent the diverse community in which it serves.

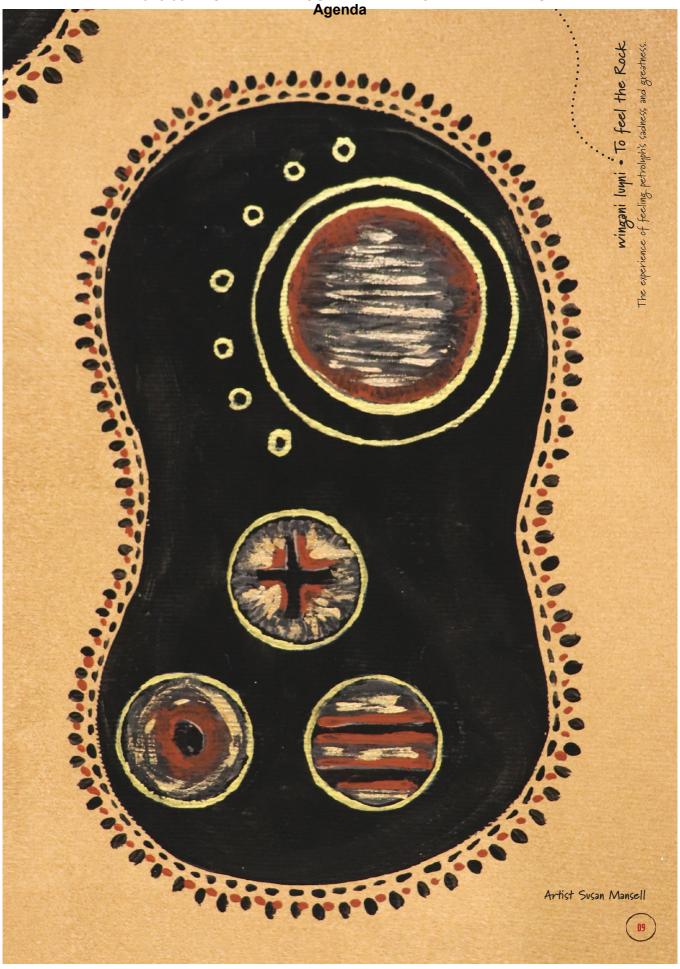
The actual number of Aboriginal and Torres Strait Islander staff is unknown. Council acknowledges and respects that not all Aboriginal and Torres Strait Islander people are comfortable identifying as Aboriginal or Torres Strait Islander. Council employs an Aboriginal Community Liaison Officer (1 EFT) who is a descendant of the Tasmanian First Nations people.

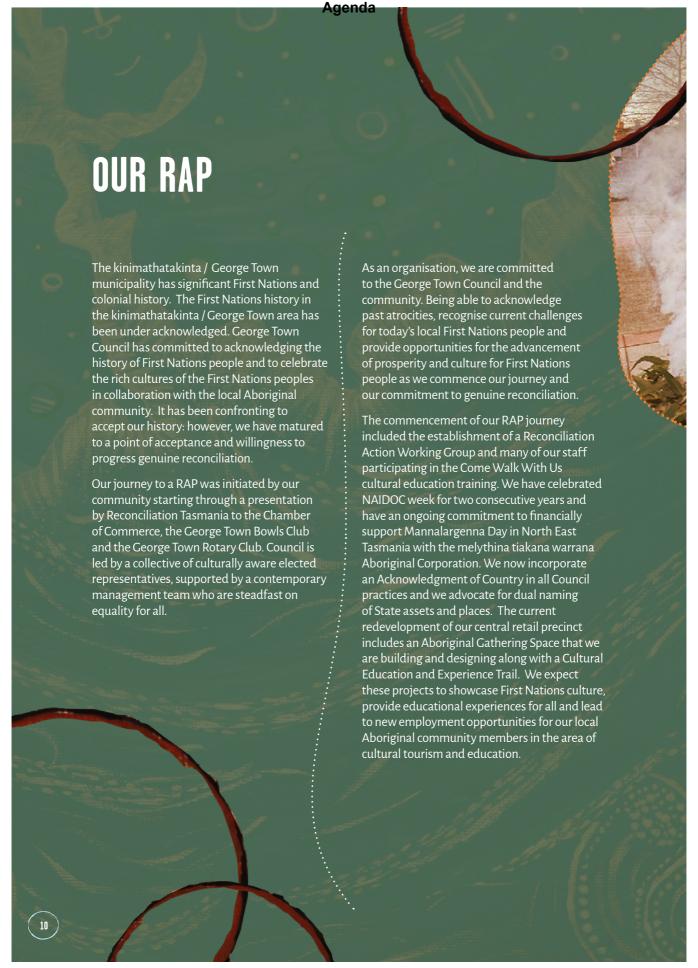
The municipal area has a geographical footprint of 663km² in the North of lutruwita / trowunna (Tasmania). Council actively advocates for positive social change regionally, state-wide and nation-wide. In addition to advocacy vehicles such as regional partnerships, the Local Government Association of Tasmania and the Australian Local Government Association. The Council makes individual representations to all levels of government.

Council also operates the administration centre, a depot facility and tourism facilities all located within the George Town township.



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As we progress our RAP journey, we work in collaboration with the people of our local First Nations community in the development and implementation of policies and practices that acknowledge cultural sensitivities and ensure we consider cultural needs in all of our decision-making. We will work to ensure that each elected and employed representative of the George Town Council is an ambassador for reconciliation and shares the accountability for the implementation of the RAP. We will also ensure adequate budgetary provisions are made to implement the actions of our RAP journey and we will work to provide opportunities for First Nations people.

Council is committed to the establishment, resourcing and support of a Reconciliation Action Working Group comprising of the Mayor, elected members, senior officers, local industry and local Aboriginal representatives from within the community.

We also commit to work in collaboration with our local Aboriginal community.

Through revision, development and implementation of organisational policies and practices that acknowledge cultural sensitivities, we aim to provide opportunities for local First Nations people, ensuring we consider cultural needs in all of our decision making.

Council's reconciliation journey is very much in its infancy. The acknowledgment of the atrocities of the past and the existence of a local population identifying as Aboriginal and/or Torres Strait Islander people was the impetus for commencement of the journey towards reconciliation.



The George Town Council is committed to advancing its reconciliation journey and truth-telling by local First Nations people to build respect and understanding in the community and staff about the First Nations history, identity, heritage, and culture.

We recognise the injustices that have befallen First Nations people. It's the aim of the Council to support the Closing the Gap targets and will support initiatives to bring equity and opportunities to our local Aboriginal community and beyond, within its capacity, including through advocacy efforts at all levels.

The George Town Council recognises and respects First Nations people as the original custodians of the land. We are led by a body of culturally aware elected representatives, supported by a contemporary management team steadfast for equality for all by building respectful relationships between First Nations people, our community and broader Australia. We are committed to an organisation and community that acknowledges past atrocities, recognises current challenges for today's local Aboriginal peoples and provides opportunities for the advancement of First Nations peoples, cultures and prosperity.





OUR PARTNERSHIPS/ CURRENT ACTIVITIES

George Town Council has several valued partners on its RAP journey.

The Future Impact Group (FIG) has been working since 2016 to explore communityled pathways to change and the building of a resilient, inclusive community. The work of FIG is supported by Bell Bay Aluminum, George Town Neighbourhood House, TasCOSS, Tamar FM, Beacon Foundation, Collective Ed, Liberty (Fuel) and the George Town Council. The ACARA Myschool website records that there are 16% and 17% of students in the two George Town Public schools who identify as First Nations and these schools have active programs to promote reconciliation. South George Town Primary has recently acquired the dual name kinimathatakinta, the palawa kani name for the George Town area.

We are working with community art groups who support National Reconciliation Week and our local Historical Society is working to acknowledge both our First Nations and colonial history. Bell Bay Aluminium is a significant employer in the the kinimathatakinta / George Town

region, and over the past few years, Bell Bay Aluminium has shown a commitment to work with the Council and the community towards reconciliation and acknowledgment of our shared history. The work of Bell Bay Aluminium and of all our partners has had a ripple effect by contributing to community connections and a safe environment for people to acknowledge and take pride in their First Nations heritage and history. Our partners also include the Commonwealth Government, the Tasmanian State Government, other Tasmanian Councils, the Local Government Association of Tasmania and the Australian Local Government Association.

Council also has developed a partnership with the Child and Family Centre, Service Tasmania and the First Nations community in the establishment of the Community Hub, providing a valuable resource to promote social cohesion and well-being, and as a space for the celebration of all the cultures living in the kinimathatakinta / George Town.





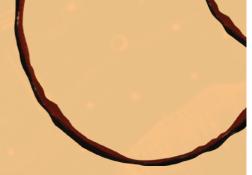
The George Town Community Hub has for some years now had a strong relationship with the Tasmanian Aboriginal Centre (TAC) and the Department's own Aboriginal Education Services via our Aboriginal Early Years Education Worker based at the Child and Family Learning Centre (CFLC). As an integrated service model, the CFLC and Library work closely together to support Aboriginal Cultural events at the Hub and within the broader community. We see our connection to the Aboriginal families in our community as extremely important, linking them where possible to cultural program opportunities and information and support - creating safe spaces, including one that celebrates Aboriginal culture via artwork, and embeds inclusive practices.

We aim to incorporate cultural elements into everything we do across the year. In addition we have held celebrations such as NAIDOC week, youth programs with local schools and representatives from QVMAG via Aunty Vicky West.

Aboriginal Elders Uncle Murray Everett and Aunty Dawn Blazely, alongside Susan Mansell, have given their time to run cultural youth programs which have been very successful.

Recently we sought TAC's assistance in dual naming our meeting and training rooms with Aboriginal words. We have also started the process to rename our building (as South George Town Primary School has recently done) in addition to working on a Hub Aboriginal Acknowledgement of Country to be displayed at our entrances. The CFLC is also working as a part of the George Town Early Years Collective (Port Dalrymple School, South George Town Primary School and the Early Childhood Intervention Service (ECIS) to develop a children's Acknowledgement of Country for our early years' programs.

To assist us in ensuring cultural awareness is embedded into daily practices and programs we have a Hub Aboriginal Cultural Working Group, whose purpose is to coordinate Hub Aboriginal cultural activities as well as support this work in the broader community. In doing so we hope to be responsive and inclusive to the needs of the local community and in line with the Hub's Operational Plan and broader Libraries Tasmania's/ Department for Education, Children and Young People's strategic objectives. This group aspires to lead Hub Aboriginal activities and events that are culturally sensitive and appropriate, and which reflect the views and perspectives of the Aboriginal community.



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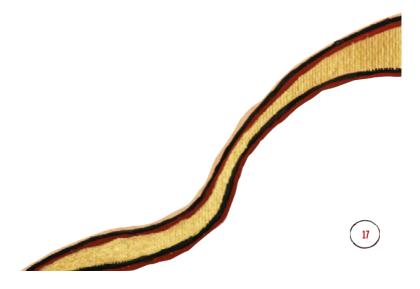
RELATIONSHIPS

Establish and strengthen mutually beneficial relationships with Aboriginal and Torres Strait Islander stakeholders and organisations.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Identify First Nations people stakeholders and organisations within our local area or sphere of influence.	November 2022	Aboriginal Community Development Officer and Community Officer in Culture, Arts and Experiences
Research best practices and principles that support partnerships with First Nations people stakeholders and organisations.	November 2022	Community Officer in Culture, Arts and Experiences and Director of Organisational Performance, Strategy & Engagement
Establish and maintain a close Facebook page for connecting with First Nations people in the George Town region to let the community know about the RAP project.	November 2022	Aboriginal Community Development Officer
Establish and develop meeting places for First Nations community members that are culturally safe and welcoming, that acknowledge the thousands of generations of Tasmanian Aboriginal people in the George Town area and that encourage community voices in the project.	November, 2022 January, March, May, July 2023	Aboriginal Community Development Officer and a representative member of the Aboriginal community
Develop an engagement strategy to encourage input by First Nations community members into the implementation of the RAP.	November 2022	Community Officer in Culture, Arts and Experiences
Provide the opportunity for increased cultural exchange of knowledge and history among First Nations people through the RAP commitments and the kanamaluka trail project that engages Elders to share the local history and provide cultural awareness.	June 2023	Director of Corporate and Community and Community Officer in Culture, Arts and Experiences



DELIVERABLE	TIMELINE	RESPONSIBILITY
Circulate Reconciliation Australia's NRW resources and reconciliation materials to our staff.	May 2023	General Manager and Director of Organisational Performance, Strategy & Engagement
RAP Working Group members to participate in an external NRW event.	27 May - 3 June 2023	Director of Organisational Performance, Strategy & Engagement
Encourage and support Council staff and senior leaders to participate in at least one external event to recognise and celebrate NRW week.	27 May - 3 June 2023	Director of Organisational Performance, Strategy & Engagement



Promote reconciliation through our sphere of influence.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Communicate Councils commitment	25 November 2022	Mayor, General Manager,
to reconciliation to all staff.	27 January, 30 March, 26 May, 28 July, 29 September, 18 November 2023	Director of Corporate and Community and Director of Organisational Performance, Strategy & Engagement
Identify external stakeholders that our organisation can engage with on our reconciliation journey.	January, April and August 2023	Community Officer in Culture, Arts and Experiences
Identify RAP and other like-minded organisations that Council could approach to collaborate with during the reconciliation journey.	December 2022	General Manager, Director of Corporate and Community and Community Officer in Culture, Arts and Experiences
Opening of the redeveloped Regent Square, which includes a First Nations Gathering Space that has been created in collaboration with the Aboriginal community to celebrate First Nations peoples and their connection to this country and land. The opening of the First Nations Gathering Space will leader by the Aboriginal community.	December 2022	Mayor and General Manager
Advocate for and promote reconciliation benefits at LGAT (Local Government Association of Tasmania) and other forums (such as Tamar Estuary Management Taskforce) to encourage information sharing with other Tasmanian Councils, forum members and partners.	May 2023 to report progress	Mayor and General Manager

Promote positive race relations through anti-discrimination strategies.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Conduct a review of HR policies and procedures to identify existing anti-discrimination provisions and future needs.	July 2023	Director of Organisational Performance, Strategy & Engagement and Director of Corporate and Community
Ensure Council policies reflect and are aligned to our RAP to inform all Council staff about what constitutes a culturally safe, welcoming environment for First Nations people and implement agreed recommendations to achieve the RAP.	July 2023	General Manager and Director of Organisational Performance, Strategy & Engagement





Increase understanding, value and recognition of Aboriginal and Torres Strait Islander cultures, histories, knowledge and rights through cultural learning.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Conduct a review of cultural learning needs within our organisation.	February 2023	Director of Organisational Performance, Strategy & Engagement and Director of Corporate and Community
Display a large copy of the Uluru Statement from the Heart and other local history information through consultation with First Nations community members.	November 2022	Community Officer in Culture, Arts and Experiences
In consultation with the local First Nations community, explore opportunities to display items of cultural significance within the Council chamber and at the entrance to Council Offices.	December 2022	Aboriginal Community Development Officer
Develop and display material that acknowledges First Nations community leaders and explore dual-naming for places within the George Town municipality.	December 2022 March, May, July and September 2023	Aboriginal Community Development Officer and Community Officer in Culture, Arts and Experiences and Director of Infrastructure & Development

Demonstrate respect to Aboriginal and Torres Strait Islander peoples by observing cultural protocols.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Develop an understanding of the First Nations people of the lands and waters within Councils operational areas.	August 2023	Aboriginal Community Development Officer and Community Officer in Culture, Arts and Experiences
Increase staff's understanding of the purpose and significance behind cultural protocols, including Acknowledgement of Country and Welcome to Country protocols.	November 2022	Aboriginal Community Development Officer Community Officer in Culture, Arts and Experiences
Develop a Council specific Acknowledgement of Country to be used and included in significant events and in Council staff's email signatures.	November 2022	Aboriginal Community Development Officer and Director of Organisational Performance, Strategy & Engagement

Build respect for Aboriginal and Torres Strait Islander cultures and histories by celebrating NAIDOC Week.

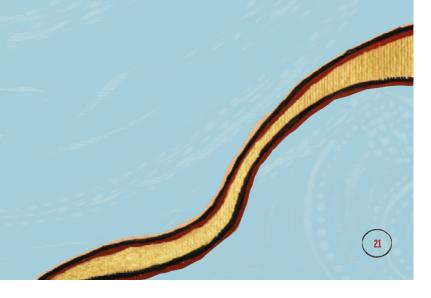
DELIVERABLE	TIMELINE	RESPONSIBILITY
Raise awareness and share information amongst our staff about the meaning of NAIDOC Week.	July 2023	Director of Organisational Performance, Strategy & Engagement Community Officer in Culture, Arts and Experiences
Introduce our staff to NAIDOC Week by promoting external events in our local area.	July 2023	Community Officer in Culture, Arts and Experiences
Council RAP Working Group members to participate in an external NAIDOC Week event.	July 2023	Community Officer in Culture, Arts and Experiences
Promote the Council's NAIDOC week and flag raising at local schools in the lead up to NAIDOC week to encourage families and children to feel welcome at these events.	July 2023	Aboriginal Community Development Officer and Community Officer in Culture, Arts and Experiences

Recognise and acknowledge dates that are significant to local Aboriginal communities.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Explore options to schedule events that encourage broader social inclusion and participation at NAIDOC week events.	June 2023	Community Officer in Culture, Arts and Experiences
Explore community views on the creation of a day of celebration for the George Town Aboriginal community called Litarimirina Day.	April 2023	Aboriginal Community Development Officer
Promote the acknowledgment of the local tribe of the Stony Creek Nation.	April 2023	Aboriginal Community Development Officer

Increase educational and creative initiatives to support opportunities in cultural knowledge exchange and intercultural collaborations.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Develop cultural events or workshops that are offered to First Nations community members as a way for them to develop their cultural knowledge and identity.	July 2023	Aboriginal Community Development Officer and Community Officer in Culture, Arts and Experiences
Endeavour to embed acknowledgment of First Nations people and the cultural diversity of all people in the George Town Municipality at all festivals and events in the municipality.	July 2023 to report progress	Community Officer in Culture, Arts and Experiences



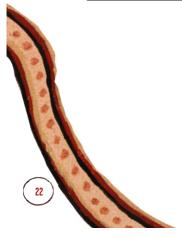


Increase Aboriginal and Torres Strait Islander supplier diversity to support improved economic and social outcomes.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Investigate Supply Nation membership.	December 2022	Director of Organisational Performance, Strategy & Engagement and Director of Corporate and Community
Develop a timetable of cultural festivals/events in the George Town municipality that promote First Nations people economic enterprise.	May 2023	Director of Corporate and Community and Community Officer in Culture, Arts and Experiences

Improve employment outcomes by increasing Aboriginal and Torres Strait Islander recruitment, retention and professional development.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Develop a business case for Aboriginal and Torres Strait Islander employment within our organisation.	May 2023	Director of Organisational Performance, Strategy & Engagement
Build understanding of current Aboriginal and Torres Strait Islander staffing to inform future employment and professional development opportunities.	May 2023	Director of Organisational Performance, Strategy & Engagement and Director of Corporate and Community





Establish and maintain an effective RAP Working Group (RWG) to drive governance of the RAP.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Review membership of and support the governance of the Reconciliation Working Group (RWG) to meet regularly to oversee RAP implementation.	December 2022 February, May and August 2023	Director of Organisational Performance, Strategy & Engagement, Director of Corporate and Community and Community Officer in Culture, Arts and Experiences
Review and update the Terms of Reference for the Reconciliation Working Group annually.	March 2023	Director of Organisational Performance, Strategy & Engagement and Director of Corporate and Community
Maintain First Nations people representation on the RWG.	December 2022 March, June and September 2023	Community Officer in Culture, Arts and Experiences

Provide appropriate support for effective implementation of RAP commitments.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Review resource needs for RAP implementation.	June 2023	Director of Organisational Performance, Strategy & Engagement and Community Officer in Culture, Arts and Experiences
Engage senior leaders in the delivery of RAP commitments.	April 2023 to report progress	General Manager and Director of Organisational Performance, Strategy & Engagement and Director of Corporate and Community
Apply appropriate systems and capability to track, measure and report on RAP commitments.	November 2022	Community Officer in Culture, Arts and Experiences
Allocate an annual budget to support RAP commitments	July 2023	General Manager

Build accountability and transparency through reporting RAP achievements, challenges and learnings both internally and externally.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Complete and submit the annual RAP Impact Measurement Questionnaire to Reconciliation Australia.	September 2023	General Manager and Director of Corporate and Community
Complete and submit the annual RAP Impact Measurement Questionnaire to Reconciliation Australia.	September 2023	General Manager and Director of Corporate and Community

Continue our reconciliation journey by developing our next RAP.

DELIVERABLE	TIMELINE	RESPONSIBILITY
Register via Reconciliation Australia's website to begin developing our next RAP.	September 2023	General Manager



milaythina pakana : Aboriginal Land

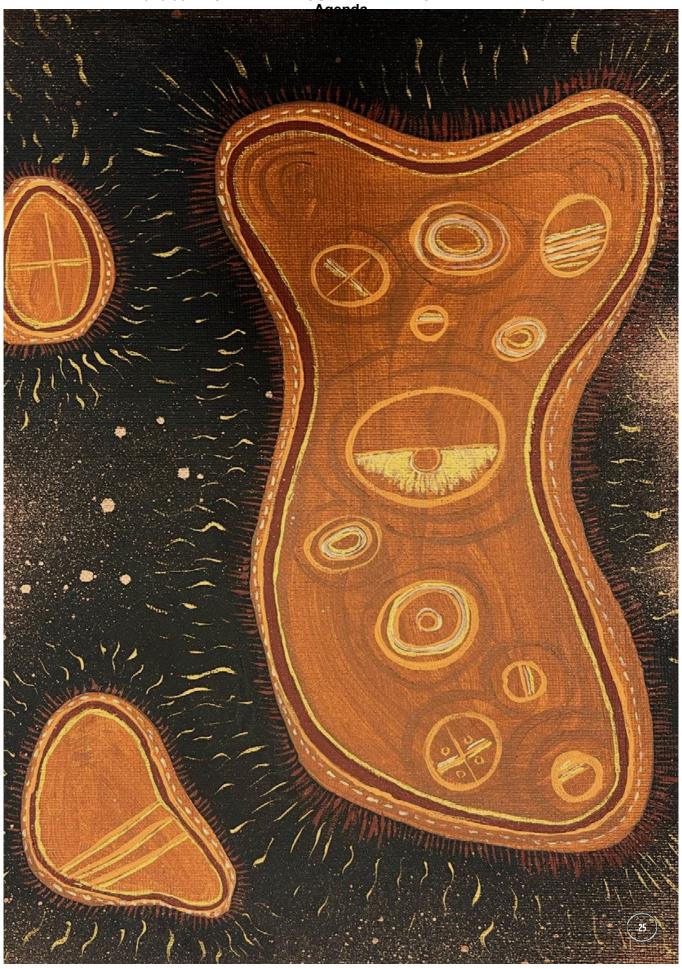
The connection we feel to the Petroglyph's is something we cannot explain.

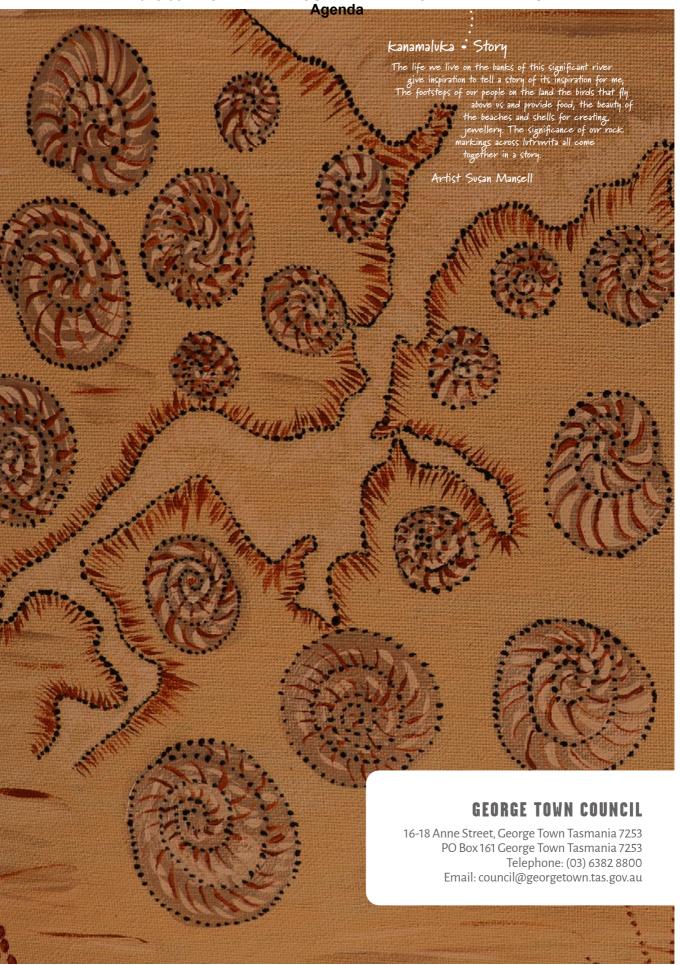
Just as our connection to our Land is something we all feel differently.

But always we are on Aboriginal Land.

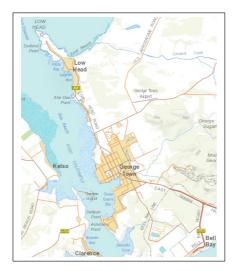
Artist Susan Mansell

George Town Council
2025 05 27 ORDINARY COUNCIL MEETING ATTACHMENTS









GEORGE TOWN & LOW HEAD ROAD NETWORK PLAN

GEORGE TOWN COUNCIL MARCH 2025

George Town Road Network Plan





George Town & Low Head Road Network Plan

GEORGE TOWN COUNCIL

- Final
- May 2025

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George Town Road Network Plan



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George Town Road Network Plan



1. Background

George Town Council has requested a review of the road transport network at George Town and Low Head to provide for sustainable development of the network and the region and follows development of the George Town Area Structure Plan (GTASP) - July 2021.

Accordingly, the GTASP has been referenced regarding the recommended actions and planning principles presented for road infrastructure, see Figure 1.

Figure 1 Road Infrastructure Actions & Principles

Road Infrastructure **Recommended Actions** Macquarie Street Entrance MN1. Devise a concept plan for Macquarie Street entrance from Main Road to improve wayfinding and entry to the town centre. The entry point should be easily identifiable through an art installation and landscaping. Alternative Access MN2. Investigate the construction of a new road south **Planning Principles** of Victoria Street to provide a secondary vehicle route for residential traffic and commercial vehicles from Franklin Street to travel to Main P11. Main Road, Goulburn Street, Low Head Road remain the primary arterial road for vehicle Road. Pedestrian Crossings movements to Bellbuoy MN3. Investigate and identify a minimum of six Beach Road, Low Head, the East Tamar Highway and Bridport Road. additional pedestrian crossings across Low Head Road, Goulburn Street and Main Road at locations that connect with street junctions and the pedestrian and cycling network. Pedestrian P12. Provide an alternative crossings are to be marked and signed. route for vehicle movements originating from industrial activities Bicvcle Lane and residential uses MN4. On the road, bicycle lanes to be marked where via Victoria Street to off-road paths are not possible to correspond with identified routes. Community consultation reduce traffic volumes and improve safety adjacent to the school to determine the path to be marked Gaps in Road Network P13. New subdivision serviced to facilitate a grid road pattern and cul-de-sac MN5. Construct permeable streets addressing gaps ment network not supported unless Street Trees it furthers connection and linkages to the walking network. MN6. Continue street tree planting incrementally along the primary walking and cycling route (where the road reserve has capacity) of George Town to improve the greening of the SP Area. P14. Provide pedestrian crossings over the primary arterial road, near public transport stops, school & linkages. MN7. Revise the road design standards to incorporate sufficient width to plant street trees as part of new development. P15. Street Trees planted to green and define the streetscape. Bus Stops MN8. Investigate where to locate additional bus stop locations adjacent to pedestrian and cycle P16. Improved convenience for residents to access linkages. Additional stops will become available public transportation by increasing the intervals of bus stops. as the population increases.

Source: George Town Area Structure Plan (July 2021)

George Town Road Network Plan



Accordingly, GTC has commissioned TCS to prepare a road network management plan for George Town and Low Head. In this report the road network has been assessed in terms of three regions:

- Low Head (North of North Road)
- George Town (South of North Road to North of Main Road)
- South George Town (Southeast of Macquarie Street to South Road)

These regions correlate with the Neighbourhoods referenced in the GTASP, see Figure 2.

Planning Neighbourhoods The SP Area south of North Street, is divided into 800m walking catchments (where geographically possible) for recreation & physical activity close to home. strengthening the wellbeing of The neighbourhood of Low Head is long and the population. linear, spanning around 5km in length. The shape of the developed residential area cannot neatly fit into a 800m catchment as desired by Irrespective of its spatial area it is defined as a localised community within the SP Area. PROPOSED NEIGHBOURHOODS LEGEND Primary Road Collector Road | Local Road Waterbody NEIGHBOURHOODS 1. Low Head 2. North 3. Central 4. Port Dalrymple 5. Mount George 6. York Cove 7. Pipeclay

Figure 2 Neighbourhoods

Source: George Town Area Structure Plan (July 2021)

George Town Road Network Plan



2. References

2.1 Technical References

- Road Hierarchy & Management Targets South George Town (Jan 2024) -TCS
- George Town Area Structure Plan (July 2021)
- Traffic Engineering and Management by K.W. Ogden and S.Y. Taylor (TE&M)
- Local Government Road Hierarchy (Local Government Division of Department of Premier and Cabinet), see Appendix A.
- Austroads Safe Systems Assessment Framework (Research Report AP-R509-16)
- Austroads Guide Traffic Management (latest versions)
 - o Part 6: Intersection, Interchanges & Crossings
 - o Part 7: Traffic Management in Activity Centres
 - o Part 8: Local Area Traffic Management
 - o Part 12: Traffic Impacts of Developments
 - o Part 13: Road Environment Safety
- Austroads Guide to Road Design (latest versions)
 - o Part 4A: Unsignalised and signalised Intersections
 - o Part 6A: Pedestrian and Cyclist Paths

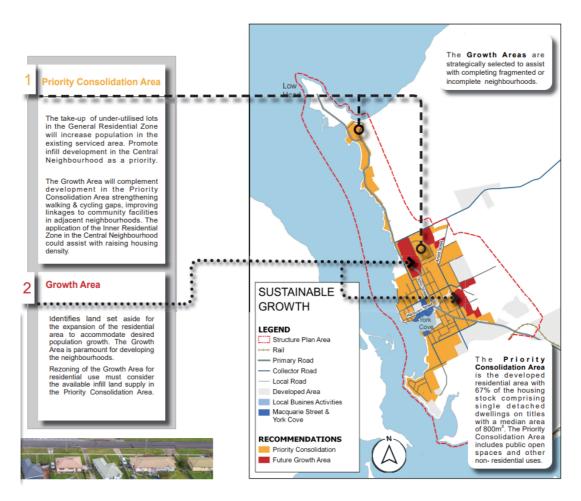
2.2 George Town Area Structure Plan (July 2021)

The GTASP provides helpful input on identified sustainable growth areas that need to be considered in the development of a road network plan. These growth areas are shown in Figures 3,4 & 5.

George Town Road Network Plan



Figure 3 - Growth and Consolidation Areas

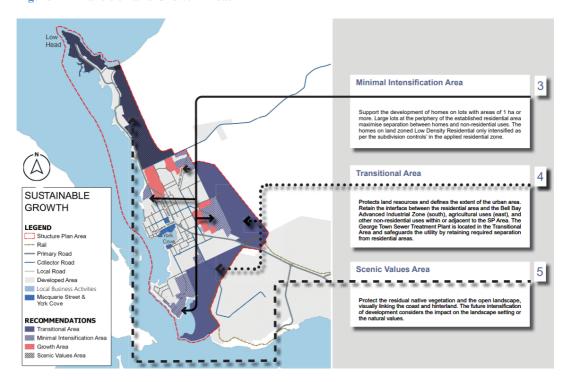


Source: George Town Area Structure Plan (July 2021)

George Town Road Network Plan



Figure 4 – Transition and Growth Areas

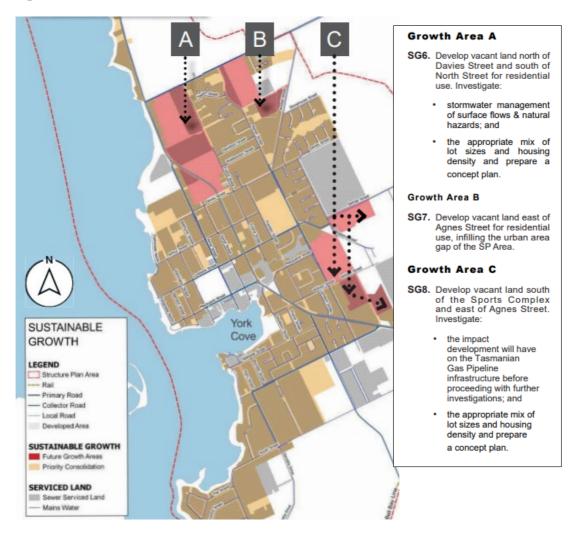


Source: George Town Area Structure Plan (July 2021)

George Town Road Network Plan



Figure 5 – Growth Areas A, B & C



Source: George Town Area Structure Plan (July 2021)

Implications for Road Network Plan:

Area A

- Growing importance Low Head Road junctions with North and Anne Streets
- Growing importance of North and Friend Street

Area B

• Increasing use of Agnes and Arnold Streets

Area C

 Growing importance of Agnes and Cimitiere Street as a connection to the Goerge Town CBD.

George Town Road Network Plan



3. George Town Road Network

This section of the report provides a snapshot of sites of interest in the existing road network.

3.1 Main Road and Goulburn Street

Main Road and Goulburn Street together with Low Head Road constitute the North - South Sub Arterial spine through George Town and on to Low Head. North Street and Old Bell Bay Road are the only other access roads to the Township.

Main Road varies in width, see Figure 6 and 7, but is generally fit for purpose.





Source: List Map



Source: Google Maps

George Town Road Network Plan



Figure 7 – Main Road Southern approach to Macquarie Street intersection



Source: List Map



George Town Road Network Plan



3.2 Low Head Road

Low Head Road has many simple junctions, the most important of which are Anne Street junction which provides direct access to the George Town CBD and North Street. Both Anne and North Street connect to growth areas, see Figure 5. Upgrade of the Anne Street and North Street junctions with Low Head Road to basic right (BAR) layout is both warranted and recommended.

Upgrading to BAR requires widening of the through lane opposite a junction to 6.5m to allow through traffic to pass a propped right turner. BARs minimise delay for through traffic and minimise rear end crash risk.

Figure 8 indicates that a BAR can be retrofitted at the Anne Street junction.





Source: List Map

Figure 8.2 – Low Head Road Northern approach to Anne Street junction



The Low Head Road South bound lane should be widened to fit a Basic Right turn facility.

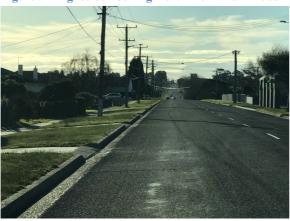
George Town Road Network Plan



3.3 Agnes Street

Agnes Street is wide and generally straight, see Figure 9, and suitable for functioning as a Collector Road and would support the development of Growth Areas B & C, see Figure 5.

Figure 9 – Agnes St Looking North from Main Road intersection.



3.4 Anne Street

Anne Street is wide and generally straight, see Figure 10, and suitable for functioning as a Collector Road and would support the development of Growth Areas A & B, see Figure 5.

Figure 10 - Anne Street Northern approach to George Town



George Town Road Network Plan



3.5 North Street

North Street is narrow but generally straight, see Figure 11.2, and with widening is suitable for functioning as a Collector Road and would support the development of Growth Area A, see Figure 5.

Figure 11.1 - Low Head Road approach North Street junction



The Low Head Road North bound lane should be widened to fit a Basic Right turn facility.

Source: Google Maps

Figure 11.2 - North Road approach Agnes Street



North Street has a seal width of 6m and should be widened to support growing function as an Urban Collector Road.

George Town Road Network Plan



3.6 Cimitiere Street

Cimitiere Street has a trafficable width of 8.9m and is generally straight, see Figure 12, and suitable for functioning as a Minor Collector Road and would support the development of Growth Area C, see Figure 5.

Figure 12.1- Aerial view of the Cimitiere / Goulburn Street intersection



Source: List Map

Figure 12.2 – Cimitiere Street Eastern approach to Goulburn Street



Source: Google Maps

George Town Road Network Plan



3.7 South Street

South Street is typically 11.6m wide and generally straight, see Figure 13, and suitable for functioning as a Collector Road if connected to Main Road.

Figure 13.1 – Aerial View of South / Mary Street intersection



Source: List Map

Figure 13.2 - South Street Eastern approach to Mary Street intersection



Source: Google Maps

George Town Road Network Plan



3.8 Friend Street

Friend Street has suitable width to function as a local through road or Minor Collector Road and would support the development of Growth Area A, see Figure 5.

Figure 14 shows the standard of the North Street approach to Friend Street.





George Town Road Network Plan



4. Objectives and Methodology

1.1 General Objectives for George Town and Low Head

The following primary objectives were identified:

Development of land use capacity of the area

- o Consistent with TPS and potential rezoning opportunities
- Consideration of ultimate development needs of the whole area.
- o Respond to topography & environmental constraints

• Provision of cost-effective transport infrastructure to support development

- o Appropriate functional road hierarchy for cost effective development.
- o Appropriate use of traffic management facilities

Efficient access

- o Multimodal access and integration with surrounding road network
- o Provide for pedestrians and cyclists
- o Heavy vehicles e.g Waste Management, Public Transport & Emergency Services
- Appropriate connections with major traffic generating sites e.g. residential areas, educational facilities (schools) and commercial centres (shopping)

Integration

 Respond to constraints (brownfield areas) and opportunities (greenfield areas) to achieve the best integration possible for the situation.

George Town Road Network Plan



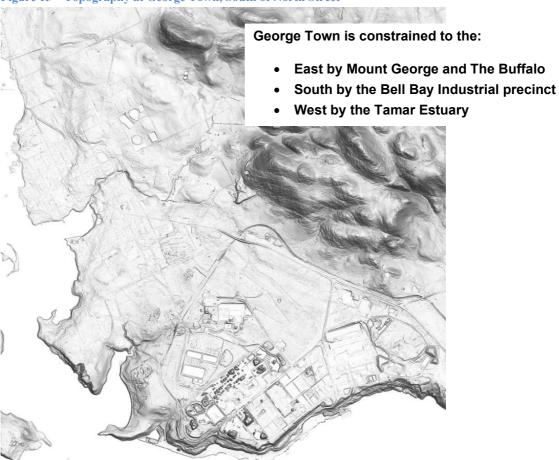
4.2 Methodology for George Town and Low Head

The following methodology has been applied to assist in the development of a suitable Road Network plan for George Town and Low Head:

4.2.1 Development of land use capacity of the area

- o Consider impact of Growth Areas A, B & C, see Figure 5
- o Respond to topography & environmental constraints, see Figures 15 &16.

Figure 15 - Topography at George Town, South of North Street



Source: The List, DPIPWE

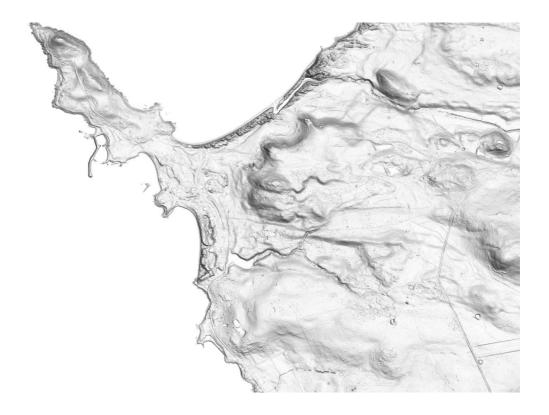
George Town Road Network Plan



Figure 16 – Topography at Low Head, North of North Street

Low Head is constrained to the:

- North by Bass Strait
- West by the Tamar Estuary



Source: The List, DPIPWE

George Town Road Network Plan



4.2.2 Provision of cost-effective transport infrastructure to support development

Low Head

Review of the existing road hierarchy servicing Low Head shows dependence on Low Head Road for access, see Figures 17 - 19.

Figure 17 - Low Head Road Network

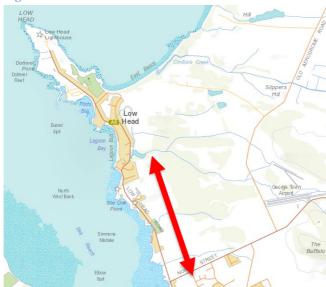


Figure 18 – Low Head Aerial View



George Town Road Network Plan



Figure 19- Aerial view of gravel driveways between Low Head & Old Aerodrome Rd



Dependence on one access limits land use development and concentrates flow on one road which maximises risk of bottlenecks in the system due to increasing traffic, car crashes, and natural disasters etc

Ultimately a road connection between Low Head and Old Aerodrome Road would help optimise land use development and allow circulation and alternative emergency access.

George Town Road Network Plan



George Town

The road network at George Town has alternative routes through the township, see Figure 20.

Figure 20 – Alternative routes through George Town



Alternative routes maximise land use development and decentralise traffic flow which reduces risk of bottlenecks in the system due to increasing traffic, car crashes, and natural disasters etc.

George Town Road Network Plan



4.2.3 Provision of cost-effective transport infrastructure to support development

Guidance of development proposals towards achieving efficient and cost-effective land use and infrastructure development.

Use of traffic management facilities to support road network objectives e.g intersection treatments and provisions for vulnerable road users.

4.2.4 Efficient access

Cater for pedestrians and cyclists, providing footpaths both sides of major collector roads and one side of other urban roads.

Identify existing and potential heavy vehicle / public transport routes to guide intersection design and design vehicle selection.

Appropriate connections with major traffic generating sites e.g. residential areas, educational facilities (schools) and commercial centres (shopping). Proposed links and management of traffic management facilities cater for such connections.

4.2.5 Integration

Respond to constraints (brownfield areas) and opportunities (greenfield areas) to achieve the best integration possible for the situation.

The proposed links and management allow options for brownfield and greenfield site development and integration with surrounding suburbs.

The proposed Road Network Plan is also informed by the following:

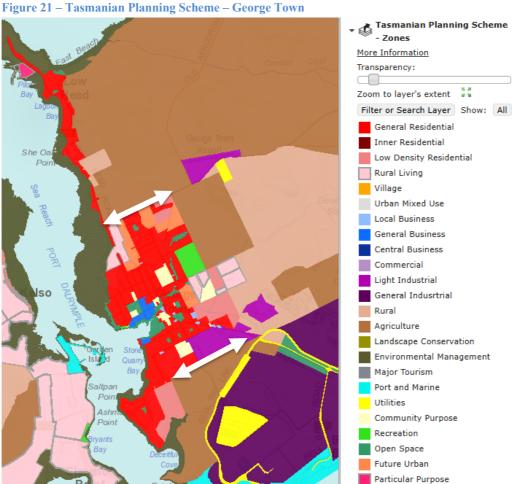
- Road Network Guidelines Appendix C
- Intelligent Transport Systems Appendix D
- Local Area Traffic Management Appendix E

George Town Road Network Plan



5. Tas. Planning Scheme - George Town

Figure 21 shows the relevant TPS land use zoning within the study area. There is abundant land that could be rezoned subject to demand which could impact the road network plan.



Source: The List, DPIPWE

It is noted that:

- Future Urban zoning abuts the Southern side of North Street, inferring future Urban Collector Road function.
- Residential & Industrial zoning and land suitable for rezoning abut a future South Street connection to Main Road inferring future Urban Collector Road function.

George Town Road Network Plan



2024 Road Network Operation

This section provides a snapshot of existing characteristics of the road network

6.1 Northeast Tasmania growth rates

From review of other towns within Northeast Tasmania there is evidence of the following growth rates:

o Population growth: - 2.1%

o Traffic (vpd): around 1.0%

6.2 George Town and Low Head growth rates

Population data provide evidence for the following growth rates at George Town:

- o Population growth: 2.14%, see Figure 22.
- o Traffic (vpd): up to 1.0%, inferred from traffic count data, see Appendix G.
 - Bridport Main Road has a growth rate of 0.7%
 - East Tamar Hwy has a growth rate of 1.83% at Hillwood
 - East Tamar Hwy has an apparent growth rate of 4.0% North of Bell Bay Main Road since 2017 which seems extremely high. This rate has been discounted as it is clearly atypical as an indication of long-term growth.

Figure 22 - Population Data - George Town Urban Area

		Population
George Town Structure Plan Area	4740 people	
George Town Municipality	6764 people	7117 people 2020 Australian Bureau of Statistics, Estimated Resident Population
George Town Urban Area	90% of Structure Plan Area	Current Growth Rate: 2.14% in 2020 for the municipality .
Low Head Locality	10% of Structure Plan Area	Population target 10,000 for the municipality. 75% population in SP Area.
Source: Australian Bureau of Statistics,	Community Profile 2016	

Source: George Town Area Structure Plan July 2021

George Town Road Network Plan



6.3 Traffic Data

Traffic data has been sourced from GTC records, DSG records and TCS records and traffic surveys and is summarised in Figure 23. See Appendix G for DSG and GTC data and Appendix H for data supplied by TCS.

Figure 23- Traffic Data Summary

Roads at George Town - Estimated AADT

Authority	Road	Location	Year	AADT (vpd)	CVs	CAG
	Agnes	North of Arnold Street	2020	840		
		South of Arnold Street	2020	1100		
		Port Dalrymple School	2023	2372		
	Anne	Low Head Road junction	2024	860	1	
		#50	2022	500		
	Arnold		2021	1046		
		Agnes Street junction	2020	660		
	Franklin	Main Road	2021	2200	1	
		Victoria Street	2021	600		
	Macquarie	CBD	2019	4715		
	Mt George		2022	99		
GTC	Old Aerodrome		2022	240	1	
	Victoria		2017	1369	1	
		East of Edgar Street	2021	1500		
		Main Road junction	2021	600		
	Low Head Road	Pilot Station	2023	419		
		North of Anne St	2024	2000		
		South of Anne St	2024	1200		
	Main Road	Near Mt George Rd	2023	5314		
		North of Victoria Street	2021	2900		
		South of Victoria Street	2021	3400		
	Thompson Ave	CPT Eng	2024	193		
		Franklin intersection	2024	382		
	East Tamar Hwy	Hillwood		5863	10%	1.8%
	Bell Bay MR	Foot Towns a House Do by	2017	2201	30%	0.3%
DSG	Deli Day IVIK	East Tamar Hwy Rabt	2023	2246	30%	0.370
	Bell Bay MR	South of Mobil Road	2023	1100	75%	0%
	Bridport MR	Fact Tamar Huw Jon	2014	1135	27%	0.7%
	Di laport IVIK	East Tamar Hwy Jcn	2023	1212	2/7/0	U./70

CAG Compound Annual Growth

CVs Cimmercial Vehicles

George Town Road Network Plan



6.4 Crash Data as an indicator of existing road network safety

Generally, the reported crash history provides evidence that the road network is operating relatively safely and as expected for the level of traffic exposure. Appendix H contains crash history details for the various roads reviewed and spatial distribution of crashes.

The crash data collated is summarised in Figure 24. See Appendix K for detailed crash histories for each road.

Figure 24-10 Year Reported Crash History Summary

10 Year Reported Crash History											
Road	Crashes	PDO	First Aid	Minor Injury	Serious Injury	Fatal	Crash Propensity	Worst Intersection	Intersection Layout	Crash Severity	Crash Propensity
Anne Street	17	13	2	2	0	0	Cross Driveways	Arthur Street	Cross	3PDO, M	Cross
Goulburn Street	20	11	1	8	0	0	Cross Rear End	Cimitiere Street Arthur Street	Cross Cross & Is's	3PDO, 3M 2PDO, 2M	Cross Mix
Low Head Road	14	8	1	3	2	0	Cross	Davies Street	Cross	FA, 2M, S	Cross
Macquarie Street	33	30	0	2	1	0	Mix	Anne Street	Cross	2PDO	Right
Main Road	12	4	1	6	1	0	Same Lane	Agnes Street	Offset Ys	PDO, FA, M	Mix
Victoria Street	11	7	4	0	0	0	Cross	Franklin Street	Roundabout	6PDO, 4FA	Cross
Total	107	73	9	21	4	0					

PDO Property Damage Only crash

FA First Aid applied as a result of crash

Minor injury crash

Serious injury crash

George Town Road Network Plan



7. Forecast Traffic Generation

Projected traffic based on assumed compound annual growth rate of 1.0% has been calculated and summarised in Figure 25, for 2034 and 2044.

Except for Main Road and Macquarie Street traffic activity is low for the foreseeable future.

Figure 25 – Projected traffic activity at George Town and Low Head

Authority	Road	Location	Year	AADT (vpd)	Growth Rate	AADT 2034 (vpd)	AADT 2044 (vpd)
	Agnes	North of Arnold Street	2020	840		970	1070
		South of Arnold Street	2020	1100		1260	1400
		Port Dalrymple School	2023	2372	%	2650	2900
	Anne	Low Head Road junction	2024	860		970	1070
		#50	2022	500			
	Cimitiere			500	f 1.0		
	Goulburn			1500	Rate o		
	Arnold		2021	1046	գ		
		Agnes Street junction	2020	660		760	840
	Franklin	Main Road	2021	2200	5.5		
GTC		Victoria Street	2021 2019	600	=	680	750
	Macquarie	CBD		4715	Compound Annual Growth Rate of 1.0%	5400	5940
	Mt George		2022	99		120	130
	Old Aerodrome		2022	240		280	310
	Victoria		2017	1369	n		
		East of Edgar Street	2021	1500	B	1700	1870
		Main Road junction	2021	600	ğ	690	760
	Low Head Road	Pilot Station	2023	419	Co	460	510
		North of Anne St	2024	2000		2200	2420
		South of Anne St	2024	1200		1300	1430
	Main Road	Near Mt George Rd	2023	5314		5800	6400
		North of Victoria Street	2021	2900		3200	3500
		South of Victoria Street	2021	3400		3740	4120
DSG	East Tamar Hwy	Nth of Bell Bay MR Rabt	2017	3997			
	Lust ramar riwy	Trui of belt bay i'm habt	2023	5078			
	Bell Bay MR	East Tamar Hwy Rabt	2017	2201			
			2023	2246			
	Bell Bay MR	South of Mobil Road	2023	1100			
	Bridport MR	East Tamar Hwy Jcn	2014	1135			
	Disaport mix	Edot ramai nwy Jeff	2023	1212			

George Town Road Network Plan



8. Intersection Analysis

Based on the traffic projections in Figure 25, analysis of only two intersections has been undertaken for this report. These intersections are:

- Main Road / Macquarie Street / Goulburn Street Roundabout
- Macquarie Street / Anne Street Intersection

Each intersection has been analysed with SIDRA 8 Intersection Analysis software. The intersection models and movement summaries are attached in Appendix I.

8.1 Results of Analysis

Main Rd / Macquarie St / Goulburn St Roundabout

• would operate at LOS A by 2034 on all approaches

Macquarie Street / Anne Street Intersection

• would operate at LOS A by 2034 on all approaches.

See Appendix F for LOS descriptions.

8.2 Discussion of results

For these busiest of intersections at George Town there are no traffic capacity issues.

Accordingly by inference there are no capacity issues with the balance of the road network.

None of the intersections are near the threshold for traffic signals, see Appendix J for typical warrants for traffic signals.

George Town Road Network Plan



General Road Network Guidelines

This section considers general road network guidelines to consider when preparing a road network plan. Also see Appendix C for additional background considerations

9.1 Traffic Networks as a System

See Appendix C.1.

9.2 Network Management

Typical road function classifications by traffic volume are as follows:

- Arterial Roads > 10,000 vpd
- Major Collector Roads 3,000 to 10,000 vpd
- Minor Collector Roads 1,000 to 3,000 vpd

See Appendix A for DPAC Local Government Road Hierarchy Classifications - June 2015

9.2.1 Road types

- Main Road Sub Arterial Road providing regional connection.
- Major Collector 11m minimum road width
- Minor Collector 8.9m minimum road width
- Local Through Streets 8.9m and 6.9m

9.2.2 Tasmanian Approved B Double Route Network

The roads within the study area not part of the Tas. 26m B Double network, see Appendix B. Design intersection upgrades to cater for general access vehicles as appropriate e.g

- Triaxle semi-trailers
- Coaches (14m)
- Buses (11m)
- Medium Rigid Vehicles (8.8m) e.g firefighting or garbage trucks.

9.2.3 Vulnerable Road users.

Needs of cyclists and pedestrians to be considered in separate report.

George Town Road Network Plan



9.3 Design of new urban networks

9.3.1 Design Layout - Tributary

Introduce loop roads into the road network plan to increase:

- land use development opportunities
- internal traffic circulation and access efficiency
- · integration with surrounding road network,

9.3.2 Safety in new subdivisions

- Distinguish between the arterial, local street and pathway networks as each have different road functions and network needs.
- Preserve sight lines (avoid planting trees and shrubs, building fences and placing infrastructure that limits sight distance) for junctions and accesses.
- Avoid long straights as this encourages speeding.
- Provide safe pedestrian facilities.
- Provide roundabouts at busy intersections and not allow cross intersections.
- Consider median turn lanes on major collector / arterial roads.
- Stagger T junctions to advantage to allow head-to-head right turns.

9.3.3 Residential area planning

- Arterial networks should bound residential precincts.
- Effective street lengths should be less than 200-250m.
- Where demand justifies, cater for pedestrian and cycle demands separately.
- Minimise traffic on residential streets.
- Number of lots abutting streets with minimal traffic flows should be maximised.

George Town Road Network Plan



9.4 Liveability, Safety and Amenity Guidelines

Residential precincts need to be bounded by traffic routes and/or natural barriers.

Cyclist and pedestrian demands should be catered for separately.

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.
- A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.
- A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.
- A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and
- No single dwelling lot should abut a route with more than 3,000 vpd passing traffic.

9.5 Road Design

Based on speed limit or General Urban Speed Limit (GUSL) – 50km/h as applicable.

9.5.1 Arterial Roads - Main Road, Goulburn Street and Low Head Road

• Simplify access to major intersections and minimise residential access.

9.5.2 Collector Roads

- Reduce the *effective length* of the road to less than 200-250m, by installing traffic calming devices, such as roundabouts and median islands etc.
- Restrict overtaking by use of median islands, barrier lines or changes in road priority.
- Use collector roads to provide access to enclaves e.g. residential and light industrial to cater for transport efficiency and accessibility.

9.5.3 Residential Streets

- Limit distant visibility with Urban Design. Adequate sight distance visibility should be maintained for access and junction safety.
- Good night-time visibility must be maintained.

George Town Road Network Plan



- Local streets can be designed by landscape architects and urban designers, with construction materials, road geometry, texture etc. that indicate to a driver that they are driving within a local area.
- Local streets should aim to have an effective length of 250m or less in order to prevent vehicles accelerating to high speeds.

9.6 Services

Road reservation widths should be selected to suit needs of road and services. Service infrastructure includes above and below ground services in addition to overland flow paths for stormwater runoff which may vary in width depending on topography.

Service design layers should be superimposed on proposed outline development plans to establish where wider road reservations may be required.

9.7 Road users

9.7.1 Design Vehicle

- Arterial and Major Collector roundabouts tri-axle semi-trailer combinations.
- Roundabouts on residential streets should be designed for metro buses or 8.8m rigid trucks as applicable.

9.7.2 Provide pedestrian refuge islands on Collector Roads.

9.7.3 Provide separate off-road cycling paths or shared use trails.

This especially applies in residential areas.

9.8 Intelligent Transport Systems

See Appendix D for background information.

9.9 Local Area Traffic Management (LATM)

See Appendix E for typical process to follow for implementing LATM and typical traffic management devices applicable.

George Town Road Network Plan



10. Road Network Plans

The following road network plans have been prepared based on

- Anticipated growth areas and compound annual growth rate of 1%
- Recent traffic data
- Reported Crash Data
- Examination of the existing road infrastructure

George Town Road Network Plan



10.1 Target Road Network Plan - Low Head

10.1.1 Low Head Road Network Plan

The proposed Road Network Plan for Low Head is shown in Figure 26.



Rural access (Soldier Settlement & Old Aerodrome)

Figure 26 - Target Road Network Plan - Low Head

George Town Road Network Plan



10.1.2 Intervention Treatments for Low Head

The recommended interventions are summarised in Figure 27.

Figure 27 – Recommended interventions for Low Head

Priority Road	Side Road	Existing Intersection 2024	Recommended	Intervention By Year	Priority
Low He	ad				
Low Hea	ad Road				
	East Beach Road	Simple Jcn.	NA		
	Gunns Parade	Simple Jcn.	NA		
	Lagoon Beach Rd	Simple Y Jcn	NA		
	Mckenzie Drive	Simple Jcn.	NA		
	William Parish Dr	Simple Jcn.	NA		

10.1.3 Intervention Justifications at Low Head

The existing intersections are adequate for current and future operation over the next 10 years as through traffic volumes are low and intersection turning movements are typically low.

Maintenance of the existing junctions is the main priority to ensure sight lines, junction signage and delineation (line marking) are maintained.

Accordingly, no specific treatments are proposed at Low Head.

George Town Road Network Plan

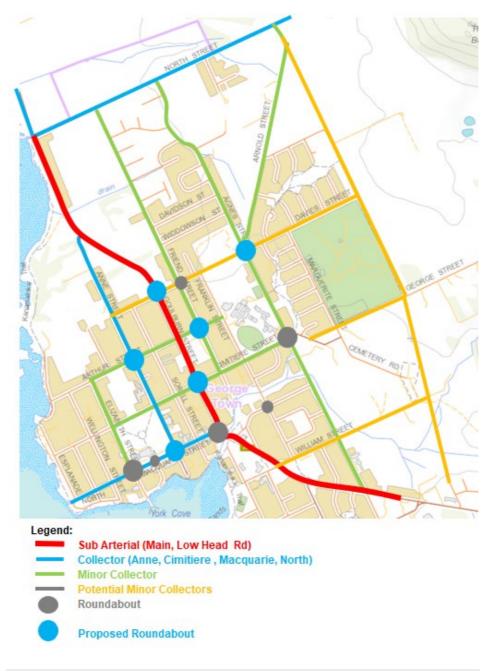


10.2 Target Road Network Plan – George Town

10.2.1 George Town Road Network Plan

The proposed Road Network Plan for George Town is shown in Figure 28.

Figure 28 - Target Road Network Plan - George Town



George Town Road Network Plan



10.2.2 Potential Minor Collector Roads

Eastern Boundary Road (North Street to Main Road via Pembroke Street)

This potential link between North Street and Main Road would have a very minor collector function as it would not connect primary origins & destinations i.e urban areas to the CBD. However, it would support efficient land use development to the Southeast and Northeast of George Town.

• Development of Southeast George Town

The Main Road / Pembroke Street / William Street loop that would result would provide for efficient development of the Low Density Residential and Rural Living zone in the area. The Southern section of a potential Eastern Boundary Road could be developed from Main Road to George Street by extension of Pembroke Street towards the North. William Street and George Street would ultimately become Minor Collector Roads.

• Development of Northeast George Town

Similarly, a Northern loop could be created involving Davies Street, Keystone Drive and Arnold Street connection to North Street.

The main advantage of the Eastern Boundary route is that it allows for efficient development and while it would not generate a significant volume of through traffic, construction to a Minor Collector Road standard is recommended.

Davies Street

In the event of an Eastern Boundary Road, Davies Street would provide connection to Anne Street and Davies Street would have a Minor Collector function as it would connect primary origins & destinations i.e urban areas to the CBD.

Wellington Street

Wellington Street does not have a Collector Function and Elizabeth Street already provides local North – South through flow. Upgrading of Wellington Street to a Collector Road is not considered necessary or desirable.

Potential East West Link between Davies and North Street

Such a link between Low Head Road and Arnold Street would not have a collector function as it would not connect primary origins & destinations i.e urban areas to the CBD. The connection would be another East West link in a grid network and operate as a residential street. The linkage is acceptable but not required for collector function.

In summary, a consequence of an Eastern Boundary Road is that Davies, George and William Streets would become minor collector roads as indicated in Figure 28.

George Town Road Network Plan



10.2.3 Intervention Treatments for George Town

The recommended interventions are summarised in Figure 29.

Figure 29 – Recommended interventions for George Town

Priority	Side	Existing	Recommended	Intervention	Priority
Road	Road	Intersection 2024	- Noodinii onada	by Year	· morney
George					
Low Hea	ad Road				
	North Street	Simple Jon.	BAR Jen	2034	7
	Anne Street	Simple Y Jon	BAR Jon	2034	8
Goulburr	Street				
	Davies	BAR Int.	Roundabout	2034	6
	Arthur	Adverse Int.	BAR Int.	2030	2
	Cimitiere	BAR Int.	Roundabout	2034	9
Main Roa	ad				
	Macquarie Street	Roundabout	NA		
	William Street	BAR Int.	NA		
	Agnes Street	BAR Int.	NA		
Agnes S	treet				
	Arnold Street	Simple Jcn.	Roundabout	2034	11
	Cimitiere Street	Roundabout	NA		
	William Street	Simple Int.	NA		
Friend St	treet				
	Davies	Roundabout	NA		
Anne Str	reet				
	Arthur Street	BAR Int.	Roundabout	2034	10
	Cimitiere Street	BAR Int.	NA		
North St	reet				
	Friend Street	Simple Jcn.	NA		
	Agnes Street	Simple Jcn.	NA		
	Arnold Street	Simple Jcn.	NA		
Arthur S	treet				
	Friend Street	Simple Int.	Roundabout	2040	12
	Franklin Street	Simple Jcn.	NA		
Cimitiere	Street				
	Elizabeth Street	BAR Int.	NA		
	Friend Street	Simple Int.	NA		
	Franklin Street	Simple Int.	NA		
	Agnes Street	Roundabout	NA		
Macquai	rie Street				
	Esplanade	Simple Jcn.	NA		
	Elizabeth Street	Roundabout	NA		
	Bathurst Street	Roundabout	NA		
	Anne Street	Simple Int.	Roundabout	2030	1

George Town Road Network Plan



10.2.4 Intervention Justifications at George Town

Macquarie Street / Anne Street - Roundabout - Priority 1

A roundabout is recommended for the following reasons:

- Macquarie Street and Anne Street have Collector Road functions and an intersection
 with four legs. Four leg intersections between Collector Roads have elevated crash
 risk that can be effectively reduced by management with a roundabout.
- Helps traffic circulation along the Macquarie Street CBD at George Town. In combination with the Elizabeth Street roundabout to the West and the Main Street roundabout to the East, provides for efficient circulation of traffic.
- The existing intersection does not provide well for through traffic as there is only one lane in each direction. This means propped right turners delay through traffic. A Roundabout would minimise delays for through traffic.
- Provides another opportunity to provide pedestrian refuge islands at the roundabout splitter islands which is a desirable outcome in CBDs.
- It is noted that the reported crash history for this intersection is low however a
 roundabout would provide several operational benefits for the George Town CBD
 and supports proposed Road Network development at George Town.

Goulburn Street / Arthur Street - BAR Intersection - Priority 2

A BAR intersection is recommended for the following reasons:

- The intersection has a reported crash history with 2 Minor Injury and 2 Property Damage Only crashes, see Appendix M.3.
- Goulburn Street has a Sub Arterial function through George Town. BAR right turn facilities are the Austroads default standard layout for the situation. The site has an unusual layout where pedestrian refuge islands are provided on both priority road approaches, see Figure 30. The default standard is Basic Right turn facilities on the priority road approaches. In this case it appears priority has been given to pedestrians crossing Goulburn Street being on the desire line to Port Dalrymple School. However, the footpaths and access ramps do not align at all with the pedestrian refuge islands creating a confusing situation for pedestrians crossing the road and turning traffic. The pedestrian refuge islands need to be set further back from the intersection with pedestrian access ramps and connections made for safe operation.
- Supports proposed Road Network development at South George Town.

George Town Road Network Plan



Figure 30 – Aerial view of Goulburn / Arthur Street intersection



Pedestrian refuge islands on both priority road approaches to the intersection.

Source: The List, DPIPWE

Goulburn Road / Davies Street - Roundabout - Priority 6

A roundabout is recommended for the following reasons:

- The intersection has a disappointing 5 year reported crash history with 1 Serious Injury, 2 Minor Injuries and a First Aid Crash and a propensity for Cross Intersection crashes, see Appendix M.2
- Goulburn Road has a Sub Arterial function and is the first four leg intersection
 encountered on the Northern approach to George Town and as such a suitable
 location for a gateway treatment for entering the built-up centre of George Town. The
 Main Street Goulburn Road / Macquarie Street roundabout is the partnering
 gateway on the Southern approach. Together these two roundabouts would further
 define and calm the sub arterial spine through the centre of George Town.
- Four leg intersections between Sub Arterial and Collector Roads have an elevated crash risk that can be effectively reduced by management with a roundabout.
- Has a traffic calming function that helps reduce through speeds. George Town would benefit from calming of Goulburn Road traffic on the Northern approach to the town which is highly desirable in an urban residential situation.
- The reported crash history for this intersection is a concern and a roundabout would provide operational benefits for traffic passing through George Town and supports proposed Road Network development at George Town.

George Town Road Network Plan



Low Head / North Street - BAR - Priority 7

A BAR junction is recommended for the following reasons:

- Austroads junction warrant. Low Head Road has a sub arterial function. The default junction standard for junctions between major roads is BAR i.e a Basic Right turn facility.
- North Street has a growing Collector Road function and provides access to George Town Airport, Bell Buoy Beach, and Beechford.
- Supports proposed Road Network development at South George Town.

Low Head / Anne Street - BAR - Priority 8

A BAR junction is recommended for the following reasons:

- Austroads junction warrant. Low Head Road has a sub arterial function. The default junction standard for junctions between major roads is BAR i.e a Basic Right turn facility.
- Anne Street has a Collector Road function and provides direct access to George Medical Centre & Hospital and the George Town CBD.
- Supports proposed Road Network development at South George Town.

Goulburn Road / Cimitiere Street - Roundabout - Priority 9

A roundabout is recommended for the following reasons:

- The intersection has a disappointing 5 year reported crash history with 3 Minor Injury and 3 Property Damage Only crashes and a propensity for Cross Intersection crashes, see Appendix M.2
- Goulburn Road has a Sub Arterial function and Cimitiere Street has an identified
 Collector Road function. Together the Main Street roundabout and proposed Davies
 Street roundabouts would further define and calm the sub arterial spine through the
 centre of George Town.
- Four leg intersections between Sub Arterial and Collector Roads have a high crash risk that can be effectively reduced by management with a roundabout.
- The reported crash history for this intersection is a concern and a roundabout would provide operational benefits for traffic passing through George Town and supports proposed Road Network development at George Town.

George Town Road Network Plan



Anne Street / Arthur Street - Roundabout - Priority 10

A roundabout is recommended for the following reasons:

- Anne Street (Collector) and Arthur Street (Minor Collector) intersect to form a fourleg intersection. Four leg intersections between Collector Roads have a high crash risk that can be effectively reduced by management with a roundabout.
- Has a traffic calming function that helps reduce through speeds. Anne Street is
 relatively long and a slow point measure such as a roundabout serves to calm through
 speeds which is highly desirable in an urban residential situation.
- It is noted that the reported crash history for this intersection is low with 1 Major
 Injury and 3 Property Damage Only crashes over 5 years, but with a Cross
 Intersection crash propensity however a roundabout would reduce crash risk and
 support proposed Road Network development at George Town.

Agnes Street / Arnold Street - Roundabout - Priority 11

A roundabout is recommended for the following reasons:

- Both streets have a Minor Collector Road function.
- Agnes Street is a long street where a slow point measure such as a roundabout serves to calm through speeds which is highly desirable in an urban residential situation.
- A roundabout would also support operation of the road at school times North of the
 nearby Port Dalrymple School. A roundabout would assist by acting as a turning
 point for parents arriving and departing in a School Zone where on street parking and
 associated access can be an issue. This proposal would partner well with the Agnes /
 Cimitiere Street roundabout South of the school.
- Provides another opportunity to provide pedestrian refuge islands at the roundabout splitter islands which is a desirable outcome near schools.
- The intersection crash history has not been referenced however a roundabout would provide traffic calming and operational benefits for Port Dalrymple School traffic and supports proposed Road Network development at George Town.

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George Town Road Network Plan



Arthur / Friend Street - Roundabout - Priority 12

A roundabout is recommended for the following reasons:

- Both roads have a Minor Collector function.
- Four leg intersections between Collector Roads have an elevated crash risk that can be effectively reduced by management with a roundabout.
- Provides another opportunity to provide pedestrian refuge islands at the roundabout splitter islands which is a desirable outcome near schools.
- The intersection crash history has not been referenced however a roundabout would provide traffic calming and operational benefits for Port Dalrymple School traffic and supports proposed Road Network development at George Town.

North Street (Low Head Road to Arnold Street)

- North Street has previously functioned as a low volume rural collector road providing access to Bell Buoy Beach, Beechford and the George Town Airport. Recent urban residential development, Village zoning and associated access to North Street means the road has a growing Urban Collector Road function. High growth areas have been identified in the George Town Area Structure Plan, beside North Street, see Figure 5, which reinforce that North Street has an increasingly transport function.
- The existing road has a seal width of less than 6m which is substandard for the growing function of the road.
- Upgrading of North Street to Urban Collector Road standard with a road width of 11.0m is recommended which would allow BAR right turn facilities for the Friend, Agnes and Arnold Street junctions.
- LGAT Urban Roads Standard Drawing TSD-R06 is the road cross section design standard. It is noted that kerb and channel has recently been installed on the Southern side though no road widening has been undertaken. Provision of kerb and channel and footpath on the Northern side of the road could be left until the adjacent land is rezoned for residential use.

George Town Road Network Plan



10.3 Target Road Network Plan – South George Town

10.3.1 George Town Road Network Plan

The proposed Road Network Plan for South George Town is shown in Figure 31.

YR COVE

Figure 31 – Target Road Network Plan – South George Town

Legend:

Sub Arterial (Main Rd)

Collector (Franklin St & Victoria St.)

Minor Collector (Adelaide St & Mary St.)

Rural access (Old Bell Bay Road)

Proposed Collector (South St & Pembroke St.)

Roundabout

Proposed Roundabout

George Town Road Network Plan



10.3.2 Intervention Treatments for South George Town

The recommended interventions are summarised in Figure 32.

Figure 32 – Recommended interventions for South George Town

Priority Road	Side Road	Existing Intersection 2024	Recommended	Intervention By Year	Priority
South 6	Seorge Town				
Main Ro	oad				
	Franklin Street	Roundabout	NA		
	Victoria Street	BAR	NA		
	South Street	BAR Jcn (Prop,)	BAR Jcn,	2030	3
	Mount George Rd	BAR Jcn	NA		
Franklin	Street				
	Adelaide Street	Simple Jcn.	NA		
	Victoria Street	Roundabout	NA		
	South Street	BAR Jcn (Prop,)	Roundabout	2034	5
Mary Str	eet				
	Adelaide Street	Simple Int . One Way	NA		
	Victoria Street	Simple Int.	NA		
	South Street	Simple Int.	Roundabout	2030	4

10.3.3 Intervention Justifications at South George Town

Main Street / South Street - BAR Junction - Priority 3

A BAR junction is recommended for the following reasons:

- Austroads junction warrant. Main Road is the primary access to George Town and hence classified with a sub arterial function. The default junction standard for junctions between major roads is BAR i.e with a Basic Right turn facility.
- South Street would have a Collector Road function once connected to Main Road
 providing direct access to the residential precinct along the Eastern Shore of the
 Tamar Estuary at South George Town and industrial land uses on the West side of
 Main Road.
- Supports proposed Road Network development at South George Town.

George Town Road Network Plan



Mary / South Street / Gerzalia Drive - Roundabout - Priority 4

A roundabout is recommended for the following reasons:

- Mary Street has and South Street will have Collector Road functions and intersect to
 form a four-leg intersection. Four leg intersections between Collector Roads have an
 elevated crash risk that can be effectively reduced by management with a roundabout.
- Has a traffic calming function that helps reduce through speeds. Both Streets are
 relatively long and a slow point measure such as a roundabout serves to calm through
 speeds which is highly desirable in an urban residential situation.
- Supports proposed Road Network development at South George Town.

Franklin / South Street - Roundabout - Priority 5

A roundabout is recommended for the following reasons:

- Franklin Street has and South Street will have Collector Road function and
 potentially intersect to form a four-leg intersection. Four leg intersections between
 Collector Roads have an elevated crash risk that can be effectively reduced by
 management with a roundabout.
- Both streets will operate with a mix of light (90%) and heavy vehicles (10%) involving turning movements.
- Supports proposed Road Network development at South George Town.

South (Main Road to Mary Street)

See previous report prepared for Council Road Hierarchy & Management Targets –
South George Town (Jan 2024) -TCS. This report identifies South Street as a
potential Urban Collector Road.

George Town Road Network Plan



10.4 George Town Area Structure Plan

Responses to recommended actions for road infrastructure described in the GTASP, also see Appendix L:

Recommended Actions

Macquarie Street Entrance

MN1. Devise a concept plan for Macquarie Street entrance from Main Road to improve wayfinding and entry to the town centre. The entry point should be easily identifiable through an art installation and landscaping.

Alternative Access

MN2. Investigate the construction of a new road south of Victoria Street to provide a secondary vehicle route for residential traffic and commercial vehicles from Franklin Street to travel to Main Road.

Pedestrian Crossings

MN3. Investigate and identify a minimum of six additional pedestrian crossings across Low Head Road, Goulburn Street and Main Road at locations that connect with street junctions and the pedestrian and cycling network. Pedestrian crossings are to be marked and signed.

Bicycle Lane

MN4. On the road, bicycle lanes to be marked where off-road paths are not possible to correspond with identified routes. Community consultation to determine the path to be marked.

Gaps in Road Network

MN5. Construct permeable streets addressing gaps in the movement network.

Source: George Town Area Structure Plan (July 2021)

10.4.1 Macquarie Street Entrance MN1

There is a pedestrian refuge in the Macquarie Street median at this location to be considered however there is scope to provide a wayfinding facility.

10.4.2 Alternative Access MN2

Development of South Street as a Collector Road that intersects with Main Road is recommended.

George Town Road Network Plan



10.4.3 Pedestrian Crossings MN3

A number of roundabouts are proposed on Goulburn Street which provide opportunities to include pedestrian refuges within the approach splitter islands, see Figure 28. Additional midblock pedestrian refuge islands could also be included.

10.4.4 Bicycle Lanes MN4

Provision of bicycle lanes will be considered as part of the companion report *George Town* Pedestrian and Cyclist Network Plan

10.4.5 Gaps in Road Network

The gaps in the network identified include:

South Street – This road exists in various states at various locations and as such not well connected with the surrounding road network. This report recommends development of this road as a Collector Road which would create land use development opportunities and better residential access to the Pipeclay Bay residential precinct. Also provides public transport benefits.

North Street – This road exists and is not technically a 'Gap in the Road Network'. However, it is a gap in the network in the sense that the standard of the road does not match its function which is growing and will continue to grow based on Land Use Zoning and Growth Area status identified in the GTASP, see Figure 5.

Development of South and North Streets responds to this Road Infrastructure recommendation in the GTSP.

George Town Road Network Plan



11. Recommendations and Conclusions

11.1 Assumptions

This report develops a road network plan for management of George Town, South George Town and Low Head.

Ongoing traffic growth and demand for land use development triggers the need to revisit the road network planning to cater for sustainable development. Ongoing development and development opportunities has triggered revisiting the road network serving George Town and Low Head.

This report begins with a review of traffic activity levels and reported crash histories broadly across the road network focussing on the links and intersections.

Forecast population growth for the region is 2% and at this level of growth typical compound annual traffic growth of up to 1% is indicated for George Town. Lower growth is forecast for Low Head.

Current traffic volumes on the major road have been collated and accordingly traffic activity levels for 10 and 20 years future can be reasonably estimated.

From consideration of current traffic and projected traffic growth rates there are no traffic capacity issues likely in the next 20 years as traffic levels are typically less than 10% of capacity apart from Main Road (5,300vpd in 2023 South of George Town) which operates at less than 25% of capacity and Macquarie Street (4,715 vpd in 2029) which operate at 50% of capacity.

Typically, the volume of traffic at George Town intersections is in the low range where intersections operate at Level of Service A. Accordingly minimal intersection analysis has been necessary to assess intersection performance.

The Main Road / Macquarie Street and Macquarie /Anne Street intersections were analysed with SIDRA Intersection Analysis software because they are the busier intersections and were found to be operating at LOS A by 2034.

Accordingly, there are no traffic capacity issues expected over the next 20 years and emphasis has therefore been on providing for link upgrades and safe operation of the network and identification of sites where traffic safety and operation can be improved.

The road network planning approach taken in this report has been to provide for a sustainable road transport system with the following goals:

George Town Road Network Plan



Development of land use capacity

- Caters for ultimate development potential, see Figure 5.
- Responds to topographic and environmental constraints.

Provision of cost-effective transport infrastructure to support development

- Reviews the existing road network servicing George Town and Low Head to identify key links and/or nodes improvement opportunities to support future development:
- Recommends appropriate traffic management facilities.

Efficient and Safe access

- Considers transport efficiency, access and traffic safety to ensure a sustainable road network is provided that can support future subdivision and development.
- Appropriate road connections for new subdivisions, residential areas, educational facilities, medical and commercial centres.

Integration

- Responds to constraints (brownfield areas) and opportunities (greenfield areas) to achieve the best integration possible for the situation.
- The proposed road network plan enables development and appropriate integration with surrounding suburbs.

11.2 South George Town, George Town and Low Head Road Network Plan

The proposed road network plan includes a draft functional road hierarchy and proposed intervention plan to sustain transport efficiency, access & safe operation.

- See Figures 33 & 34 for the George Town Area.
- See Figure 26 for Low Head

Future Urban Collector Road functions are identified for North Street and South Street in the George Town area. Upgrading of these roads to Urban Collector Road standard with a road width of 11.0m is recommended which would allow BAR right turn facilities for side roads where relevant.

George Town Road Network Plan



Figure 33 - Road Network Plan for the George Town area



George Town Road Network Plan



Key features include:

- Provision for development of South Street as a Collector Road with associated junction and roundabouts to manage future intersections.
- Potential for Eastern Link Road from Pembroke Street to Arnold Street with implications for Davies, George and William Streets as minor collectors. Road infrastructure changes can be made as development proceeds.
- Recognition of the need to widen North Street to a Collector Road standard given its
 growing function due to residential subdivision development, Village zoning and
 Growth Area status identified in the GTASP, see Figure 5.
- Recognition of road functions within George Town and associated intersection treatments to improve transport efficiency and traffic safety.

The identified interventions to support future safe and efficient operation are summarised in Figure 34. Section 10 contains justifications for each intervention.

Figure 34 – Proposed interventions – George Town & South George Town

Priority	Side	Existing	Recommended	Intervention	Priority
Road	Road	Intersection 2024	Recommended	by Year	PHOHIL
George	Town				
Low Hea	ad Road				
	North Street	Simple Jcn.	BAR Jon	2034	7
	Anne Street	Simple Y Jon	BAR Jon	2034	8
Goulburr	Street				
	Davies	BAR Int.	Roundabout	2034	6
	Arthur	Adverse Int.	BAR Int.	2030	2
	Cimitiere	BAR Int.	Roundabout	2034	9
Agnes S	treet				
	Arnold Street	Simple Jcn.	Roundabout	2034	11
Anne Str	eet				
	Arthur Street	BAR Int.	Roundabout	2034	10
Arthur S	treet				
	Friend Street	Simple Int.	Roundabout	2040	12
Macquai	rie Street				
	Anne Street	Simple Int.	Roundabout	2030	1

South George Town				
Main Road				1
South Street	BAR Jcn (Prop,)	BAR Jen,	2030	3
Franklin Street				l
South Street	BAR Jcn (Prop.)	Roundabout	2034	5
Mary Street				1
South Street	Simple Int.	Roundabout	2030	4

George Town Road Network Plan



11.3 George Town Area Structure Plan

Section 10.4 of this report responds to recommended actions for road infrastructure described in the GTASP:

This Road Network Plan has complied with Planning Principles P11.to P13. for Road Infrastructure outlined in the GTSP

Planning Principles

- P11. Main Road, Goulburn Street, Low Head Road remain the primary arterial road for vehicle movements to Belbuoy Beach Road, Low Head, the East Tamar Highway and Bridport Road.
- P12. Provide an alternative route for vehicle movements originating from industrial activities and residential uses via Victoria Street to reduce traffic volumes and improve safety adjacent to the school.
- P13. New subdivision serviced to facilitate a grid road pattern and cul-de-sac not supported unless it furthers connection and linkages to the walking network.

Source: George Town Area Structure Plan (July 2021)

George Town Road Network Plan



Appendices

George Town Road Network Plan



The Tasmanian Local Government Road Hierarchy - Urban roads

Appendix A - DPAC Local Government Road Hierarchy June 2015

Classification Functional Criteria Function/ predominant purpose Connectivity description Guidance Metrics Average Annual Daily Traffic (AADT) Heavy vehicles permitted Average Annual Daily Truck Traffic or	Provide the principal links between urban centres, or between urban centres, or between urban centres and rural regions. High connectivity - connecting precincts, localities, suburbs, and rural population centres. >10 000 vehicles per day (vpd) Yes - thoroughfare >1 000 AADTT or >1086 EHV	Connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between urban areas, or in some cases rural population centres. High connectivity – supplements arterial roads in connecting suburbs, business districts and localised facilities. 3 000 - 10 000 vpd Yes - thoroughfare 250 - 1 000 AADTT or	Provide a link between the arterial or collector roads and local access roads. Medium connectivity – connects traffic at a neighbourhood level with collector and arterial roads. 1 000 - 3 000 vpd 1 000 - 3 000 vpd 1 000 - 3 000 vpd 2 - some through traffic - 250 AADTT or > 1086 EHV	Provide access to residential properties and in some cases commercial properties, at a local level. Low – connects individual properties individual properties within a neighbourhood to link roads. No thoroughfare, local access only NA	Provide access to residential properties and irregular access to community facilities such as parks and reserves. Low – provides access to properties. Low – provides access to properties.	Roads not maintained by the council or non-constructed/maintained road reserves or roads that have a very low level of service. Future roads or roads that have a very low level of service. N/A N/A
Equivalent Heavy Vehicles (AADTT / EHV) Public transport route	Yes	Yes	Yes	Z	2	N/A
Carriageway form	2 or 4 lanes Sealed	2 lanes Sealed	2 lanes Sealed	l or 2 lanes Sealed/unsealed	Typically I lane	N/A Unformed
Kunning surface	sealed	Sealed	Sealed	Sealed/unsealed	Sealed/unsealed	Untormed

Local Government Road Hierarchy

George Town Road Network Plan



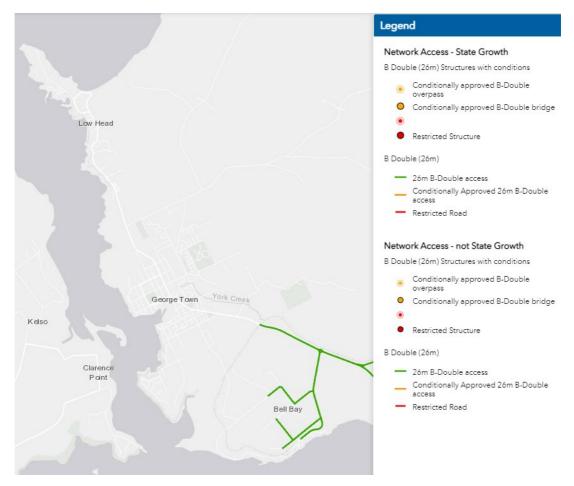
Classification	Arterial	Collector	Link	Local access	Minor access	Unformed	
Functional Criteria							
Function/ predominant	Provide the principal	Connect arterial roads	Provide a link between	Provide access to	Provide secondary	Roads not maintained	
purpose	links between rural	to local areas and	the arterial or collector	residential properties	access to residential	by the council or non-	
	population centres and	supplement arterial	roads and local access	and in some cases	properties and imegular	constructed/maintained	_
	regions.	roads in providing for	roads.	commercial properties,	access to community	road reserves or roads	_
		traffic movements		at a local level.	facilities such as panks	that have a very low	_
		between rural			and reserves.	level of service.	_
		population centres.					_
Connectivity description	High connectivity -	High connectivity –	Medium connectivity –	Low – connects	Low – provides access	Future roads or roads	
	connecting rural	supplements arterial	connects traffic at a	individual properties	to properties.	that have a very low	
	population centres.	roads in connecting	neighbourhood level	within a neighbourhood		level of service.	
		towns, rural centres and	with collector and	to link roads.			
		localised facilities.	arterial roads.				
Guidance Metrics							
Average Annual Daily	>2000 vehicles per day	300 - 2000 vpd	100 - 300 vpd	30 - 100 vpd	<30 vpd	N/A	
Traffic (AADT)	(pdv)						
Heavy vehicles permitted	Yes - thoroughfare	Yes - thoroughfare	Yes - some through	No thoroughfare, local	No thoroughfare, local	N/A	
			traffic	access only	access only		
Average Annual Daily	>300 AADTT or	60 - 300 AADTT or	<60 AADTT or	N/A	N/A	N/A	
Truck Traffic or	>20% EHV	>10% EHV	>10% EHV				
Equivalent Heavy Vehicles							
(AADTT / EHV)							
Public transport route	Yes	Yes	Yes	No	No	N/A	
Carriageway form	2 or 4 lanes	2 lanes	2 lanes	l or 2 lanes	Typically I lane	N/A	
Running surface	Sealed	Sealed	Sealed/unsealed	Sealed/unsealed	Sealed/unsealed	Unformed	
		_					

Local Government Road Hierarchy

George Town Road Network Plan



Appendix B - Tas. 26m B Double Network



Source:maps.stategrowth.tas.gov.au/portal/apps/webappviewer

George Town Road Network Plan



Appendix C - Road Network Guidelines

C.1 - Traffic Networks as a System

Consider the transport network as a system, see Figure C.1, in terms of:

- all road users i.e. light vehicles, heavy vehicles, public transport (buses and taxis etc), motor cyclists, cyclists and pedestrians.
- Road infrastructure, speed management, nature of vehicles and driver behaviour
- Most common crash types, head on, leaving the road, intersection, other and vulnerable road users (pedestrian, cyclists and motorcyclists)
- · Road regulations

Figure C.1 – Safe System Model



Prepare Safe System Assessments in accordance with Austroads Safe System Assessment Framework for existing situations and proposals to:

- · Identify crash risk.
- Determine effectiveness of proposals in treating crash risk. Useful for assessing retrofits or proposals.

George Town Road Network Plan

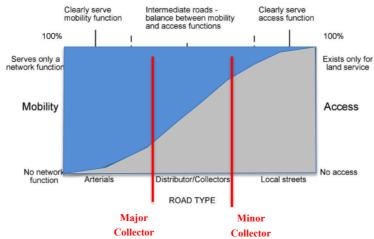


C.2 - Network Management

Role and function of road

Understand the roles and functions of the proposed roads to identify objectives. Figure C.2 shows how function varies with road type.

Figure C.2 – Road Type and Function: mobility vs access



Arterials (AADT > 10,000vpd)

o Primarily have a mobility function, transport efficiency is important.

Collector Roads (2,000 < AADT < 10,000 vpd)

- \circ Can widely range in function. Normal collector roads (AADT \sim 5,000 vpd) are a hybrid with both functions.
- Major Collectors are closer to arterials in function and may become arterials and this should be borne in mind with subdivision design and TIAs.
- Minor Collectors have a strong local access function and not likely to grow in mobility function.

Local Streets (AADT < 2,000vpd)

o Primarily have an access function. Residential amenity is important.

George Town Road Network Plan



Road types

State Government (DPAC) - Local Government Road Hierarchy (2015).

This document was published during June 2015 and defines urban and rural road types. Categories specified include Arterial, Collector, Link, Local Access, Minor Access and Unformed / Reserved Roads. These are defined in terms of functional criteria and guiding metrics, see Appendix A.

• LGAT Standard Drawings (2012)

These standards also define urban and rural road types in terms of a range of functional criteria and guiding metrics. Road types specified include:

o Urban: Arterial, Sub Arterial, Collector and Local Roads.

o Rural Unsealed: US1...US4

Rural Sealed: S1....S5

Identify relevant road categories and typical sections from LGAT standard drawings.

Tasmanian Approved B Double Route Network

The Tasmanian B Double route is available at the following link:

https://www.transport.tas.gov.au/vehicles/heavyvehicles/access/pages/bdoubleroutenetwork

All proposals should be checked against the Tasmanian Approved B Double Route Network to understand potential impacts.

Shared Zones

Shared Zones are specifically designed and intended to give priority to vulnerable road users and should be made to not look like a road, with the provision that light and heavy vehicles may use the area subject to the Shared Zone speed limit, usually 10-20km/h.

George Town Road Network Plan



C.3 - Design of new urban networks

Design Layouts

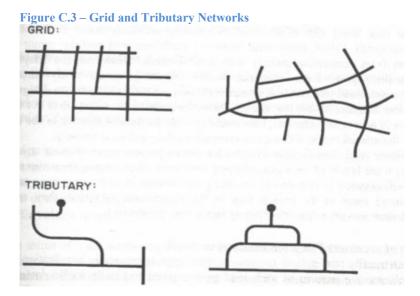
There are two broad types of road network as depicted in Figure C.3.

Grid

- internally and externally connected.
- Multipath, permeable, open ended and difficult to estimate traffic volume.
- Dispersed flows.
- Risk of many cross intersections.

Tributary

- with branches and hierarchy
- Specific catchment, limited choice, easy to estimate traffic volume.
- Concentrated flows.
- Low risk of cross intersections.



The preferred network depends on the situation:

- Separate enclaves are likely to be suited to Tributary layout.
- Where within existing areas consistency with a Grid layout is likely preferred.
- Council and community input is likely to influence the layout used.

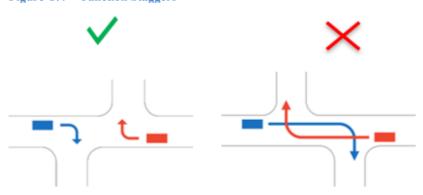
George Town Road Network Plan



Safety in new subdivisions

- Distinguish between the arterial network, the local street network and pathway network have different road function and network needs.
- Preserve sight lines (avoid planting trees and shrubs, building fences and placing infrastructure that limits sight distance) for junctions and accesses.
- Avoid long straight streets as this encourages speeding.
- Provide safe pedestrian facilities.
- Provide roundabouts at busy intersections and do not allow cross intersections.
- Provide median turn lanes on major collectors and arterial roads where there is high access density urban residential zone either side of the road.
- Stagger T junctions so right turns and lanes are head-to-head and not tail-to-tail where possible, see Figure C.4.

Figure C.4 – Junction Staggers



Head to Head right turn stagger.

Reduces conflict and caters for all right turn queue lengths.

Tail to Tail right turn stagger

Increases conflict and results in very short right turn lane capacity. Should only be provided where right turn queue lengths are negligible, or the separation is large and can accommodate design queue lengths.

George Town Road Network Plan



Residential area planning

- Arterial networks should bound residential precincts, see Figure C.5.
- Direct vehicular and pedestrian access should be avoided from single dwelling unit developments.
- Effective street lengths should be \leq 200-250m i.e. distance between slow points.
- Where demand justifies, cater for pedestrian and cycle demand separately.
- Minimise traffic on residential streets.
- Number of lots abutting streets with minimal traffic flows should be maximised.

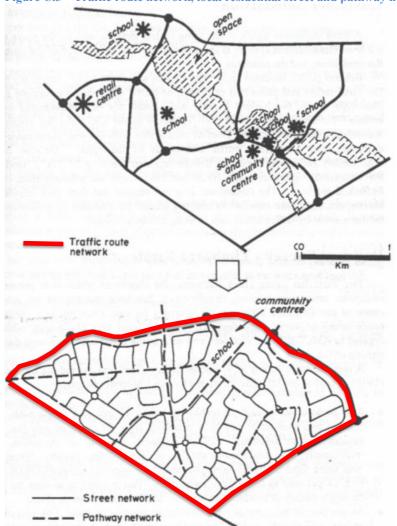


Figure C.5 – Traffic route network, local residential street and pathway network

George Town Road Network Plan



Liveability, Safety and Amenity Guidelines

The basic requirements necessary for the safety and amenity of a residential area:

- Residential precincts need to be bounded by traffic routes and/or natural barriers to minimise conflict.
- Direct vehicular and pedestrian access should be avoided from single dwelling units onto road with over 2,000 vehicles per day.
- Effective street lengths should be less than 200-250m in order to achieve typical vehicle speeds of 40km/h.
- Cyclist and pedestrian demands should be catered for separately using path or cycle networks. See Section 3.2.3

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.
- A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.
- A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.
- A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and
- No single dwelling lot should abut a route with more than 3,000 vpd passing traffic.

These guidelines are adopted from TE&M Chapter 2.2: Design of New Urban Networks.

Road Design

Road design depends upon three considerations: road type, traffic volume, design speed and amenity standards:

- General Urban Speed Limit (GUSL) 50km/h
- School Zones 40km/h
- Shared Zones 10/20km/h
- General Sealed Rural Road Speed Limit 100km/h
- General Unsealed Rural Road Limit 80km/h

George Town Road Network Plan



Arterial Roads

- Aim to limit residential access onto arterial roads.
- Make clear physical distinction between arterials and local streets.
- For larger-scale new developments adjacent to an arterial road, it is preferable to minimise the number of access road junctions on the arterial road.
- Median Turn Lanes on Arterial and major Collector Roads are recommended where there is on street parking and a high density of residential access both sides of the road. The turn lane enables turning traffic to hold safely before entering accesses or side roads. This type of treatment reduces crash risk and provides facilities for pedestrians to cross the road. Pedestrian refuges and / or islands should be placed at ~ 200m intervals to prevent the median lane being confused with a through lane or overtaking lane.

Collector Roads

Collector roads should be used as a link between arterial roads and access roads. These roads should be relatively direct and have priority over most of the access roads to maintain function, however the following traffic calming techniques should be implemented to maintain a low-speed environment.

- Speed limit of 50km/h is usually appropriate for collector roads.
- Reduce the *effective length* of the road to less than 200-250m, by installing traffic calming devices, such as roundabouts and splitter islands.
- Narrowing of carriageway, or clearly defined parking lanes which confines traffic to one lane in each direction.
- Restriction of overtaking by use of median islands or barrier lines or median turn lanes with islands at regular intervals.

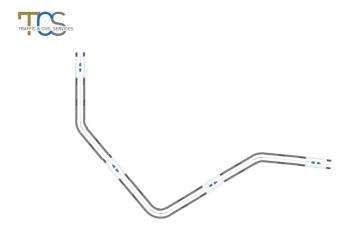
Figure C.6 is an example of how natural slow points and islands can be used to reduce effective road length to 250m or less, while also reducing vehicle speeds and maintaining the collector function.

Reducing effective length of Collector Roads

Traffic management devices can help to break a long continuous road into effectively shorter lengths especially in combination with roundabouts at intersections and turn lanes at junctions, solid islands and pedestrian refuge islands.

Figure C.6 – Using bends and islands to break effective length of a road

George Town Road Network Plan



Local Streets

Generally, it is good practice for the design of local streets to follow these principles:

- Limit distance visibility with Urban Design. Long distance visibility promotes higher speeds. Adequate sight distance visibility should be maintained for access and junction safety.
- Traffic calming devices and treatments need to be forgiving to accommodate driver misjudgements and not become a safety hazard.
- Good night-time visibility must be maintained.
- Local streets can be designed by landscape architects and urban designers, with construction materials, road geometry, texture etc. indicating to the driver that they are driving in a local area.
- Local streets should aim to have an effective length of 250m or less in order to prevent vehicles accelerating to high speeds.

These design principles are adapted from *TE&M Chapter 3.5: Local Area Traffic Management*.

Cross Sections

LGAT typical sections for urban & rural roads should be used as a guide to road design.

Services

Road reservation widths should be selected to suit needs of road and services. Service infrastructure includes above and below ground services in addition to overland flow paths for stormwater runoff which may vary in width depending on the slope of the topography.

Service design layers should be superimposed on proposed outline development plans to establish where wider road reservations may be required.

George Town Road Network Plan



Specifications

Kerb and Channel

Kerb and Channel is preferable over mountable kerb profiles:

- Mountable kerbs blur separation of vehicular traffic from vulnerable road users.
- Vehicles are not permitted to park on footpaths or nature strips under the Tasmanian Road Rules.

C.4 - Road users

Design Vehicle

Public roads should provide at least general access which means access for tri-axle semitrailer combinations.

Roundabouts on Council Road bus routes should allow buses to either negotiate without mounting the core or by providing a low-profile mountable core.

Roundabouts on residential streets should be designed for 8.8m rigid trucks with a solid raised core or be fully mountable for semi-trailers.

Pedestrians

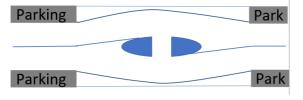
Where pedestrian refuge islands are required, they are to be designed in accordance with DSG or LGAT standards. Pedestrian crossing facilities should be conspicuous and obvious to drivers. See Figure C.7 for positioning example.

Pedestrian refuge Islands as a traffic calming device:

- For 50km/h zones provide island widths of 1.5m & path width of at least 1.5m
- For 60km/h zones provide island widths of 1.5m & path width of 2.0m
- For 80m/h zones provide island widths of 2.0m & path width of 3.0m

•

Figure C.7 – Example of Pedestrian Refuge Island layout.



George Town Road Network Plan



Cyclists

Off-road cycling paths or shared use trails are preferred to reduce or eliminate crashes. Cyclist facilities may be considered for collector roads but are generally not required on access roads and local areas with a low-speed environment.

For on street cycling facilities the desirable width for cyclists is 1.5m with 1.2m as an absolute minimum.

Where there is on street parking an edge line 3.7m from the kerb is desirable (2.2m for parking and 1.5m for cyclists). This allows a cyclist to pass a parked car safely. According to *GTM8 Chapter 8*, where cyclists share the lane with vehicular traffic the lane width should be either:

- Greater than 3.7m to allow for safe passage of cyclists.
- Less than 3.0m to prevent overtaking.
- Widths of between 3.0m-3.7m create squeeze points and result in conflicts.

The provision of cycling facilities, using edge lines, cyclist symbols and No Stopping restrictions, is a low cost and efficient way to provide for cyclists.

As a guide 1.5m of width is recommended with a general minimum of 1.2m. However, the width should be taken to be the characteristic width. There may be pinch points or short tapers where the facility is less than 1.2m in width. Refinements, which can be costly and delay the project, can be made at a later stage if necessary.

Cycling facilities are distinct from Cycling Lanes in that Austroads Cycling Lanes are signposted and a dedicated facility. Cycling facilities are created with edge lines and pavement markings only. The City of Launceston primarily provides Cycling Facilities, see Figure C.8.



Figure C.8- Elphin Road, Launceston - example of cycling facilities

George Town Road Network Plan



Public Transport

Bus bays are to be provided in accordance with LGAT standards. Road geometry and design of LATM devices on planned bus routes should accommodate bus turning paths.

Motorcyclists

Motor cyclists are vulnerable road users and should be considered in road design, especially routes that attract motorcycling traffic or have motorcycling crashes.

Motorcycles rely on wheel traction with the road surface. Consistent road surfaces free of loose material, uneven service pit lids and polished sealing aggregate reduce risk of loss of control crashes.

Crash barriers are a potential hazard for motorcyclists. Mitigations are available to reduce severity of impact with barrier fence posts e.g. rub rail and crash cushions.

Ideally clear zones should be free of infrangible infrastructure and hazards particularly where motorcyclists are most likely to leave the road e.g. outside of bends.

George Town Road Network Plan



Appendix D - Intelligent Transport Systems

D.1 - Technology

Vehicle to Vehicle Technology

This allows communications between vehicles and collision avoidance with autonomous emergency braking.

Vehicle to Road Technology

Systems are operating now that allow detection of vehicles with mobile phones via technology fitted at traffic signal sites. Such systems allow vehicle speed and location data to be recorded and used for:

- Transport planning by providing origin / destination data.
- Traffic management to manage traffic congestion.
- Driver information to avoid congested routes due to works or crashes etc.

Deployment of this technology has begun in Tasmania (e.g. Add Insight) at signalised intersections on State Roads and is likely to be further deployed on Council Roads.

Vehicle to Cloud Technology

Under development.

D.2 - Road Technology

Signalised intersections

Signalised intersection technology is changing. Currently in ground detector loops are used for identifying vehicle presence. In future presence detection could be via a number of methods e.g. number plate recognition.

Co-ordination of signalised intersections

Currently signalised intersection co-ordination is managed in Australia using SCATS technology. This enables peak flow on arterials to be managed for optimum flow efficiency i.e. allow platoons of traffic to flow through intersections with the least possible delay.

George Town Road Network Plan



Variable speed limits

Variable electronic speed limits are gradually being deployed on state and council roads in Tasmania, some examples include:

- Tasman Highway on the eastern shore in Hobart has a variable speed limit system.
- East Tamar Highway, Dilston northern junction
- Electronic 40 km/h Shopping Zone at Main Road Moonah, see Figure F.1.
- Electronic 40 & 50 km/h School Zones

Figure F.1 - Electronic 40km/h Shopping Zone, Main Road, Moonah



Source: Google Maps

Electronic Warning signs

Electronic warning signs are used on Tasmanian roads. The East Tamar Highway, Dilston northern junction is an example.

George Town Road Network Plan



Appendix E - Local Area Traffic Management

E.1 - Introduction

Low-speed traffic environments are critical within a residential area to minimise crash risk and severity. Local area traffic management (LATM) is normally an approach and process for treating existing subdivisions and retrofitting calming devices. LATM is most often a response to legacy issues and lack of traffic engineering input at the subdivision planning and design stage.

However, the LATM process is also helpful for new subdivision proposals, especially where the proposal augments an existing subdivision.

Essentially high-speed environments are problematic and new developments should adopt designs that proactively promote a low-speed environment.

E.2 - Process

Identify problem (public consultation and data)

Understand community perceptions and input and seek to validate actual issues with data. Community input is valuable for understanding local issues otherwise not considered.

Formulate options.

Evaluate options.

Detail Design.

Implement and monitor.

Once LATM has been introduced monitoring of performance is necessary to gauge effectiveness and what adjustments may be necessary.

E.3 - Devices

Road humps

Road humps are generally used as a retrofit treatment for existing roads where the speed environment is undesirable. New developments should not be designed to include road humps, rather long collector roads should be managed with roundabouts and channelization at junctions etc to reduce the *effective length* of the road, see section 4.4.3.

Flat Top Road Humps or Road Cushions may be used for bus routes.

Watts Profile Road Humps are used for other than bus routes.

George Town Road Network Plan



Raised Plateaus

Raised plateaus slow traffic on all approaches to an intersection. Their effectiveness is localised to the intersection and aims to reduce cross traffic crash severity rather than reducing speeds in the wider area. Are used in conjunction with Flat Top Road Humps.

Roundabouts

Roundabouts are an effective traffic calming device especially on collector roads. They are appropriate for intersections of roads with similar traffic function.

Threshold treatments

Threshold treatments are intended to inform drivers that they are entering a local area. Threshold treatments at:

- boundaries between different land uses (e.g. commercial and residential) and
- interfaces with the arterial road network.

They are effective when combined with other LATM treatments such as road narrowing, median treatments, and speed limit signage.

George Town Road Network Plan



Appendix F - Level of Service Descriptions

Level of service A A condition of free-flow in which individual drivers are virtually

unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of

comfort and convenience provided is excellent.

Level of service B In the zone of stable flow where drivers still have reasonable

freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.

Level of service C Also in the zone of stable flow, but most drivers are restricted

to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.

Level of service D Close to the limit of stable flow and approaching unstable flow.

All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational

problems.

Level of service E Traffic volumes are at or close to capacity, and there is virtually

no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances

within the traffic stream will cause breakdown.

approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays

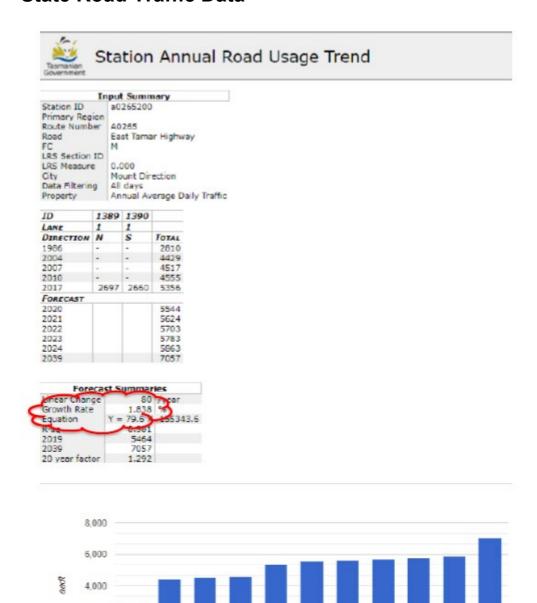
result.

George Town Road Network Plan



Appendix G - Traffic Count Data

State Road Traffic Data



2010

79 | P a g e

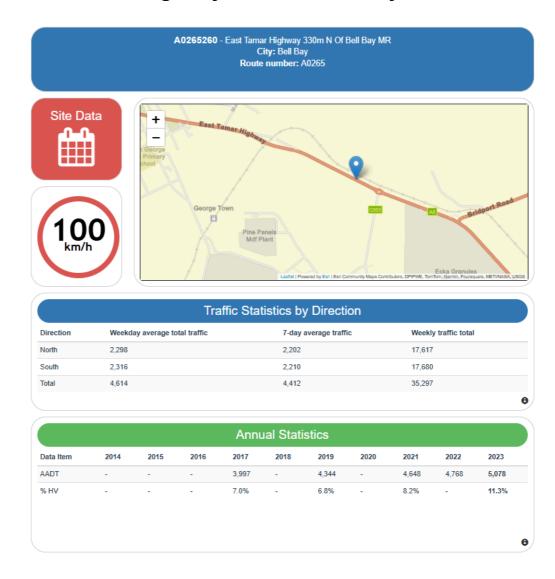
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George Town Road Network Plan

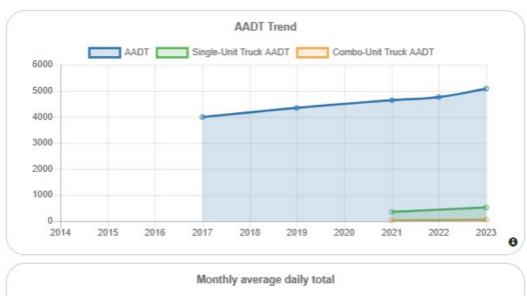


East Tamar Highway, North of Bell Bay MR

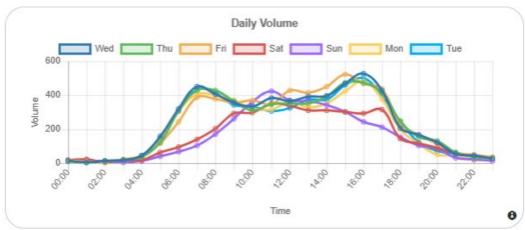


George Town Road Network Plan





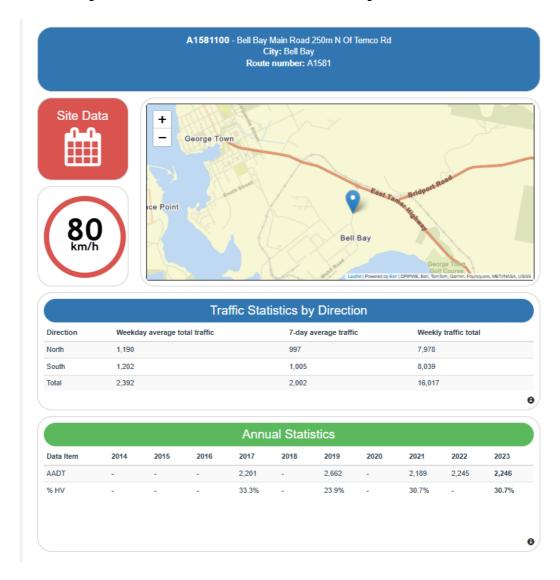




George Town Road Network Plan

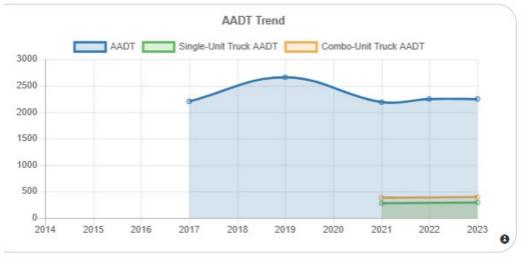


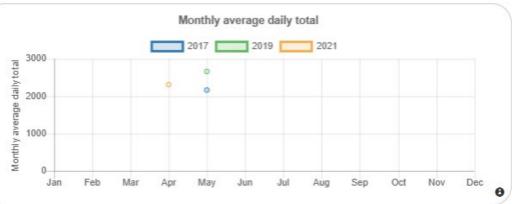
Bell Bay Main Road, East Tamar Hwy Rabt

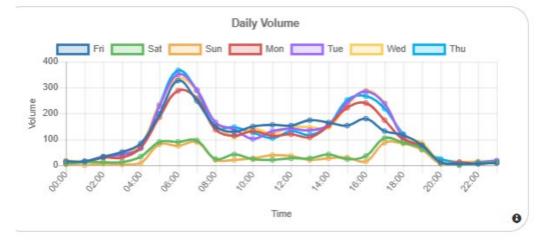


George Town Road Network Plan





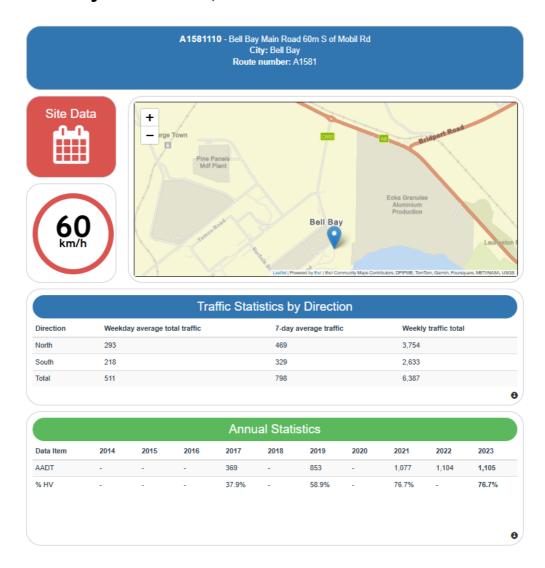




George Town Road Network Plan

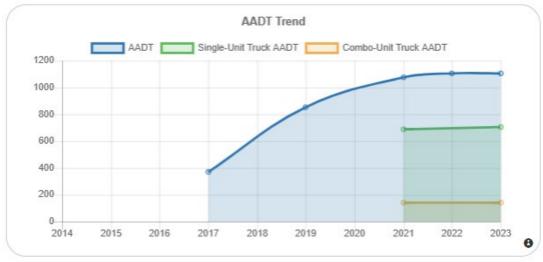


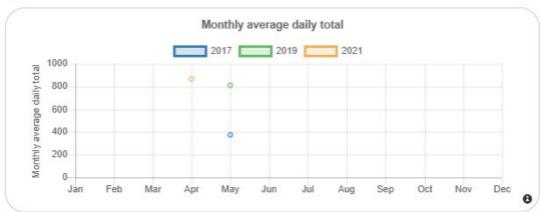
Bell Bay Main Road, South of Mobil Road

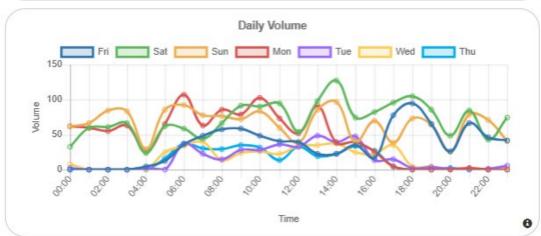


George Town Road Network Plan





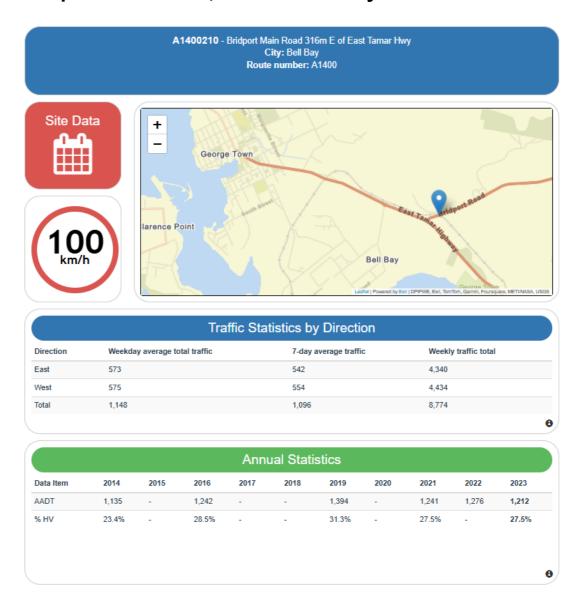




George Town Road Network Plan

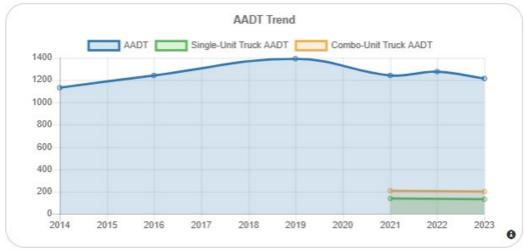


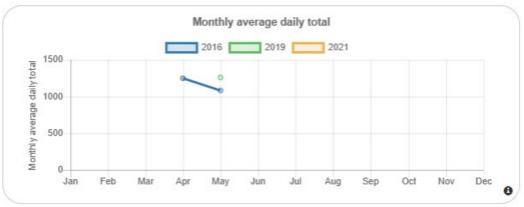
Bridport Main Road, East Tamar Hwy

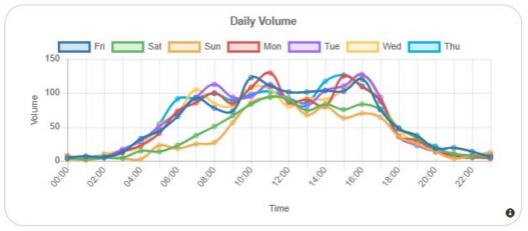


George Town Road Network Plan









George Town Road Network Plan



Council Road Traffic Data supplied by GTC

NO.	¥	Date ▼	Road Name	AADT ▼
	1	5/12/2023	Agnes Street	2372
	2	17/12/2021	Arnold Street	1046
	3	14/01/2019	Macquaire Street	4715
	4	30/05/2022	Mount George	99
	5	28/09/2020	Mobil Road	142
	6	12/01/2022	Old Aerodrome Road	240
	7	24/10/2017	Victoria Street	1369

George Town Road Network Plan



		OFFICER	Arun		OFFICER	Arun		OFFICER	Prakash		OFFICER	Prakash & Ramjee		OFFICER	Prakash & Ramjee		OFFICER	Prakash		OFFICER	Prakash		OFFICER	Prakash		OFFICER	Prakash & Ramjee		OFFICER	Prakash & Ramjee
		AADT 2023	1458		AADT 2023	422		AADT 2023	419		AADT 2023	1635		AADT 2023	92		AADT 2023	47		AADT 2023	46		AADT 2023	1221		AADT 2023	2372		AADT 2023	5314
		AREA	Mount Direction		AREA	Mount Direction		AREA	Low Head		AREA	Mount Direction		AREA	Lulworth		AREA	Weymouth		AREA	Weymouth		AREA	Mount direction		AREA	George Town		AREA	George Town
ncil		REGION	SOUTH WESTERN		REGION	SOUTH WESTERN		REGION	SOUTH WESTERN		REGION	SOUTH WESTERN		REGION	SOUTH WESTERN		REGION	EAST WESTERN		REGION	EAST WESTERN		REGION	EAST WESTERN	School	REGION	EAST WESTERN	vision	REGION	EAST WESTERN
rown Cour		DIRECTION	E 80	=	DIRECTION	E 8D	_	DIRECTION	E BD		DIRECTION	E 80		DIRECTION	E 80	بيد	DIRECTION	E 80	eet	DIRECTION	E 8D	Bridges	DIRECTION	E BD	Jarlymple	DIRECTION	E 8D	oad subdi	DIRECTION	E BD
Traffic Count Data George Town Council	DaryImple Road	LOCATION	Darymple and Old bangor Tram Junction	Old Bangor Tram	LOCATION	Old Bangor tram road after the intersection	Low Head Road	LOCATION	Change in the width of the seal near Pilot Station	Industry Road	LOCATION	Industry Road, towards Mount Direction from Bridport Highway	Hurst Street	LOCATION		Campbell Street	LOCATION	Between Smith Street and Trevor Street	Ralph Street Street	LOCATION	Between Smith Street and Trevor Street	Darlrymple Road, near	LOCATION	Dairymple road, near to the Glen road, to chek the AADT on the bridges	Agnes Street, Near to the port Darlymple School	LOCATION	Agnes Street near to the school	Main Road, Near to the mainroad subdivision	LOCATION	Main Road, Near to the Tas Electrical or infront of mount george road
Trafi		SPEED LIMIT	100		SPEED LIMIT	100		SPEED LIMIT	20		SPEED LIMIT			SPEED LIMIT	50		SPEED LIMIT	40		SPEED LIMIT	40		SPEED LIMIT	100	Agnes S	SPEED LIMIT	60Km/Hr	Main R	SPEED LIMIT	80Km/Hr
		REFERENCE	GTC101		REFERENCE	GTC102		REFERENCE	GTC103		REFERENCE	GTC104		REFERENCE	GTC106		REFERENCE	GTC107		REFERENCE	GTC108		REFERENCE	GTC109		REFERENCE	GTC110		REFERENCE	GTC111
		CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE	
		DATE	5/06/2023		DATE	5/06/2023		DATE	27/07/2023		DATE	30/01/2024		DATE	16/06/2024		DATE	20/07/2023		DATE	12/07/2023		DATE	22/08/2023		DATE	5/12/2023		DATE	20/12/2023
		ONS	-		ONS	2		ONS	3		ONS	4		ONS	9		ONS	9		ONS	7		ONS	8		ONS	10		ONS	11

George Town Road Network Plan



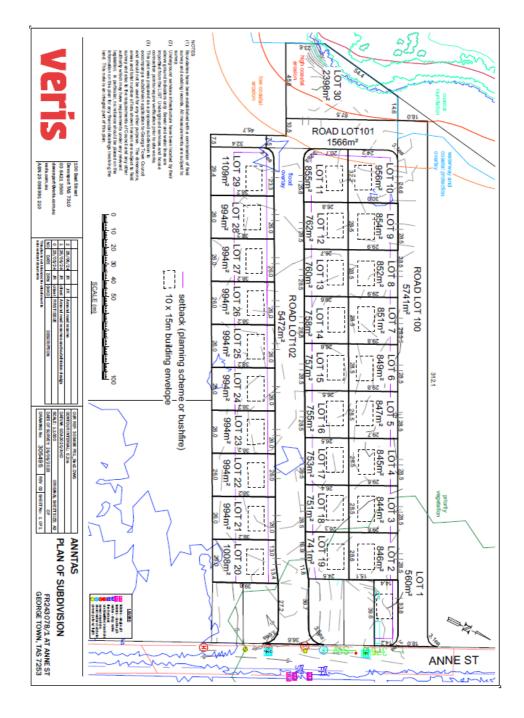
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	AADT 2024	1635		AADT 2024			AADT 2023	29		AADT 2024	139		AADT 2024	303		AADT 2023	78		AADT 2024	73		AADT 2024	193		AADT 2024	382		AADT 2024	194
	AREA	Pipers River		AREA	Beechford		AREA	George Town		AREA	Beechford		AREA	Lulworth		AREA	Lulworth		AREA	Lulworth		AREA	George Town		AREA	George Town		AREA	Mount Direction
section	REGION	EAST WESTERN		REGION	EAST WESTERN		REGION	North - South		REGION	North - East		REGION	East Western		REGION	East Western		REGION	East Western		REGION	SOUTH WESTERN		REGION	North - South		REGION	North - South
nole inters	DIRECTION	E BD	Beechford	DIRECTION	E BD	eet	DIRECTION	7- North Bound A> B	echford	DIRECTION	7- North Bound A> B	oad	DIRECTION	E-BD		DIRECTION	E-BD	e)	DIRECTION	E-BD	T Eng)	DIRECTION	7- North Bound A> B	(Entry)	DIRECTION	E-8D	_	DIRECTION	SN
ndustry Road. Near to Dalrymple intersection	LOCATION	Industry road, near to the Dalrymple Road intersection and after the bridge crossing	Davies Street Beed	LOCATION	Near to 46 Davies Street, where the 40km/hr starts	Stonehouse Street	LOCATION	Near to 30 Stonehouse Street	46 Davies Street, Beechford	LOCATION	Near to 35 Davies Street	Tamoshanter Road	LOCATION	Affer Beachcomber place	Hurst Street	LOCATION	Infront of 23 Hurst Street	Seascape Drive	LOCATION	Infront of 2 Seascape Drive	Thompson Ave(CPT	LOCATION	Infront of CPT Eng	Thompson Ave(E	LOCATION	Franklin & Thompson Avenue Intersection	Eastarm Road	LOCATION	1 km from East road entry through East
Indust	SPEED LIMIT	100Km/Hr		SPEED LIMIT	40Km/Hr		SPEED LIMIT	50Km/Hr		SPEED LIMIT	40Km/Hr		SPEED LIMIT	80 Km/Hr		SPEED LIMIT	40 Km/Hr		SPEED LIMIT	40 Km/Hr		SPEED LIMIT	50 Km/Hr		SPEED LIMIT	50 Km/Hr		SPEED LIMIT	80 Km/Hr
	REFERENCE	GTC112		REFERENCE	GTC113		REFERENCE	GTC114		REFERENCE	GTC115		REFERENCE	GTC116		REFERENCE	GTC117		REFERENCE	GTC118		REFERENCE	GTC119		REFERENCE	GTC120		REFERENCE	GTC121
	CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE			CHAINAGE	
	DATE	11/01/2024		DATE	11/01/2024		DATE	19/02/2024		DATE	19/02/2024		DATE	19/02/2024		DATE	12/06/2024		DATE	12/06/2024		DATE	2/07/2024		DATE	9/07/2024		DATE	17/07/2024
	ONS	12		ONS	13		ONS	14		ONS	15		SNO	16		SNO	17		SNO	18		SNO	19		ONS	20		SNO	24

George Town Road Network Plan



Appendix H - TCS Traffic Surveys

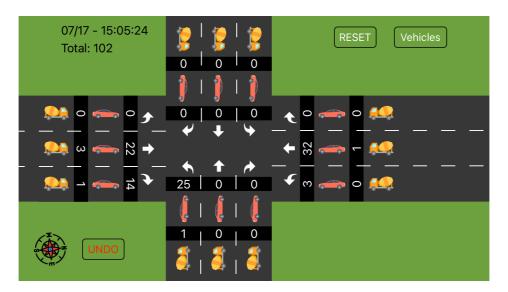
Low head Road / Anne Street Junction 2024



George Town Road Network Plan



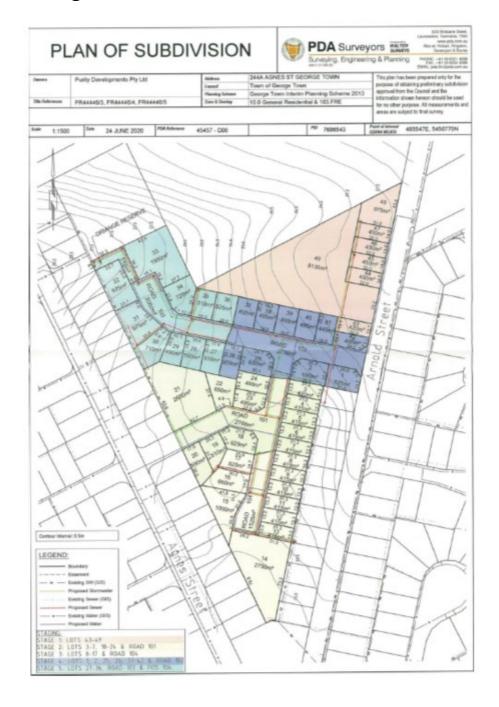
30minute count 2:20-2:50PM Wed17th July 2024



George Town Road Network Plan



246 Agnes Street 2020



George Town Road Network Plan



Intersection Count Summary

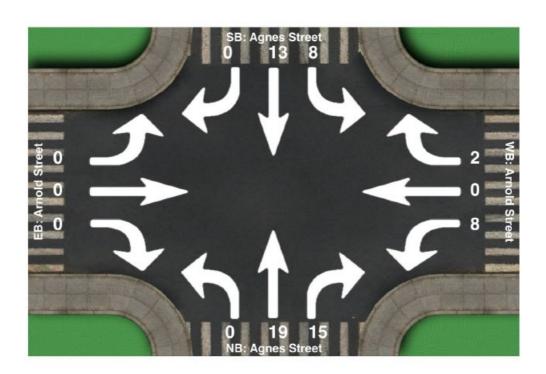
Location: Agnes Street at Arnold Street, George Town

GPS Coordinates: -41.0962961, 146.8281773

Date: 2020-07-07 Day of week: Tuesday

Weather:

Analyst: Josh Haines



Intersection Count Summary

12:35 - 13:05

	Sc	outhBou	ınd	We	estboun	d	No	rthbour	nd	E	astboun	d	Total
	Left	Thru	Right										
Vehicle Total	8	13	0	8	0	2	0	19	15	0	0	0	65

George Town Road Network Plan



Victoria Street 2021



George Town Road Network Plan



Estimated AADT for roads of interest from TCS traffic survey data 2021, see Appendix B. AADT has been estimated by multiplying average AM &PM peak hour traffic by 10 which is a broad-brush guideline adequate for the purposes of this TIA:

Main Road

- Northern approach to Victoria Street 2,900 vpd
- Southern approach to Victoria Street 3,400 vpd

Victoria Street

- Eastern approach to Proposed Road A 1,500 vpd
- Western approach to Main Road 600 vpd

Franklin Street

- Northern approach to Main Road 2,200 vpd
- Southern approach to Victoria Street 600 vpd

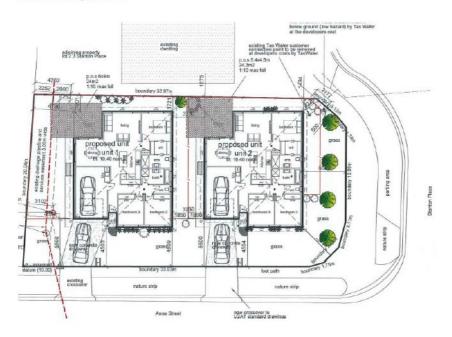
George Town Road Network Plan



50 Anne Street 2022



Source: LISTmap, DPIPWE



Anne Street has a residential access function in the council road hierarchy with estimated peak flow of some 50vph and AADT of 500 vpd.

George Town Road Network Plan



Lot 2 South Street 2024



4.1 Main Road

Main Road has a Sub Arterial function and is a 2-lane 2-way road in good condition with AADT estimated at 3,500 vpd (2024) and 60km/h speed limit. The road has 3.5 m traffic lanes & 2.5m parking lanes. Delineation is provided with thermoplastic line marking and street lighting.

4.2 Victoria Street

Victoria Street has a Collector Road function with estimated AADT of 1,500 vpd and an Electronic 40km/hr School Zone and a 50km/h speed limit otherwise. The road has a width of 9m supporting two-way two-lane traffic flow with parking on one side. Delineation is provided with kerb and channel and street lighting.

4.3 Franklin Street

Franklin Street has a Collector Road function with estimated:

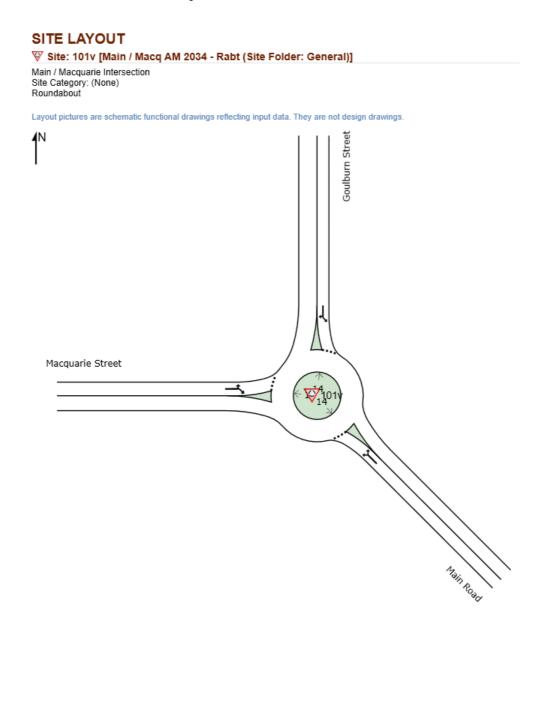
- AADT of 2,200 vpd, width of some 11m and a 50km/h speed limit North of South Street. Delineation is provided with kerb and channel and street lighting.
- AADT of 600vpd, width of some 9m and an 80km/h posted speed limit from the Northern approach to the South Street intersection Southward. Delineation is provided with guideposts only South of South Street.

George Town Road Network Plan



Appendix I - Intersection Analysis

Main Road / Macquarie / Goulburn Roundabout



George Town Road Network Plan



Vehicle Movement Performance									
Mov Tum ID	INPUT VOLU [Total veh/h	PUT VOLUMES HV] %	DEMAND FLOWS [Total HV] veh/h	WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh	UE Dist]
SouthEast: Main Road									
21a L1	130	3.0	137	3.0	0.234	5.0	LOSA		10.9
23a R1	130	3.0	137	3.0	0.234	8.3	LOSA		10.9
Approach	260	3.0	274	3.0	0.234	6.7	LOSA	1.5	10.9
North: Goulburn Street									
7a L1	130	3.0	137	3.0	0.234	5.0	LOSA		10.8
3 R2	130	3.0	137	3.0	0.234	6.5	LOSA	1.5	10.8
Approach	260	3.0	274	3.0	0.234	5.7	LOSA	1.5	10.8
West: Macquarie Street									
4 L2	130	2.0	137	2.0	0.229	4.0	LOSA		9.7
12a R1	130	2.0	137	2.0	0.229	8.2	LOSA		9.7
Approach	260	2.0	274	2.0	0.229	6.1	LOSA	1.4	9.7
All Vehicles	780	2.7	821	2.7	0.234	6.2	LOSA	1.5	10.9

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♥ Site: 101v [Main / Macq AM 2034 - Rabt (Site Folder: General)]
Main / Macquarie Intersection
Site Category: (None)
Roundabout

MOVEMENT SUMMARY

George Town Road Network Plan



Macquarie / Anne St Intersection

SITE LAYOUT Site: 101 [Macquarie / Anne Int AM 2034 (Site Folder: General)] Macquarie / Anne St Intersection Site Category: (None) Give-Way (Two-Way) Layout pictures are schematic functional drawings reflecting input data. They are not design drawings. Anne Street ÷ Macquarie Street **V**101 + Macquarie Street ŧ Anne Street

George Town Road Network Plan



Vehicle Mover	Vehicle Movement Performance	nce								
Mov ID	Ш	INPUT VO [Total veh/h	OLUMES HV] %	DEMAND FLOWS [Total HV]) FLOWS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist veh. m	oF aueue Dist] m
South: Anne Street	eet									
-	77	9	5.0	9	5.0	0.017	4.2	LOSA	0.1	0.4
2	F	-	5.0	-	5.0	0.017	4.9	LOSA	0.1	0.4
9	R2	9	5.0	9	5.0	0.017	6.8	LOSA	0.1	0.4
Approach		13	5.0	14	5.0	0.017	5.4	LOSA	0.1	0.4
East: Macquarie Street	Street									
4	77	9	0.0	9	0.0	0.143	5.5	LOSA	0.3	2.1
2	T	220	0.0	232	0.0	0.143	0.2	LOSA	0.3	2.1
9	R2	33	0.0	35	0.0	0.143	5.6	LOSA	0.3	2.1
Approach		259	0.0	273	0.0	0.143	1.0	NA	0.3	2.1
North: Anne Street	set									
7	77	33	5.0	35	5.0	0.112	4.3	LOSA	0.4	2.7
60	Ţ	-	5.0	-	5.0	0.112	5.0	LOSA	0.4	2.7
6	R2	33	5.0	35	5.0	0.112	9.0	LOSA	0.4	2.7
Approach		29	5.0	71	5.0	0.112	9.9	LOSA	0.4	2.7
West: Macquarie Street	e Street									
10	77	33	5.0	35	5.0	0.141	4.8	LOSA	0.1	0.5
=	T	220	5.0	232	5.0	0.141	0.0	LOSA	0.1	9.0
12	R2	9	5.0	9	5.0	0.141	5.5	LOSA	0.1	0.5
Approach		259	5.0	273	5.0	0.141	8.0	NA	0.1	0.5
All Vehicles		298	2.8	629	2.8	0.143	1.6	NA	0.4	2.7

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▼ Site: 101 [Macquarie / Anne Int AM 2034 (Site Folder: General)]

Macquarie / Anne St Intersection
Site Category: (None)
Give-Way (Two-Way)

MOVEMENT SUMMARY

George Town Road Network Plan



Appendix J - Warrant for Traffic Signals

- Provides the most suitable treatment for very high-volume sites.
- Enables efficient coordination along traffic routes.
- Can readily accommodate priority measures for public transport.
- · May provide controlled crossings for pedestrians and cyclists.
- Are safer for cyclists than multi-lane roundabouts.
- Preferred for sites with high pedestrian activity.
- Generally preferred to roundabouts for intersections along freight routes.
- Are not generally as safe as a roundabout.
- Are not desirable from a safety perspective in high-speed environments but, if used, speed limit reductions or electronic interactive warning devices are required.

The following guidelines indicate those circumstances where signals could be of significant benefit. The terms 'major' and 'minor are used respectively to indicate the roads carrying the larger and smaller traffic volume:

- Traffic volume: Where the volume of traffic is the principal reason for providing a control device, traffic signals may
 be considered, subject to detailed analysis when the major road carries at least 600 vehicles/hour (two-way) and the
 minor road concurrently carries at least 200 vehicles/hour (highest approach volume) on one approach over any four
 hours of an average day⁽⁴⁾⁽⁵⁾.
- 2. Continuous traffic: Where traffic on the major road is sufficient to cause undue delay or hazard for traffic on a minor road, traffic signals may be considered when the major road carries at least 900 vehicles/hour (two-way) and the minor road concurrently carries at least 100 vehicles/hour (highest approach volume) on one approach, over any four hours of an average day. This warrant applies provided that the installation would not disrupt progressive traffic flow, and that no alternative and reasonably accessible signalised intersection is present on the major road⁽²⁾ (3).
- Pedestrian safety: To help pedestrians cross a road in safety, signals may be considered when over any four hours
 of an average day, the major road carries 600 vehicles/hour (two-way), or where there is a central pedestrian refuge at
 least 1.2 m wide, the major road flow exceeds 1000 vehicles/hour, and 150 pedestrians per hour or more cross the
 major road⁽⁴⁾⁽⁵⁾.
- 4. Crashes: Where the intersection has an average of three or more reported casualty crashes per year over a three-year period where the accidents could have been prevented by traffic signals, and traffic flows are at least 80% of the volume warrants given in (1) and (2).
- **5. Combined factors**: In exceptional cases, where no single guideline is satisfied but where two or more of the warrants given in (1), (2) and (3) are satisfied to the extent of 80% or more of the stated criteria.

Source – Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings 2013

George Town Road Network Plan



Appendix K - Council Rd 10 Year Crash History

Crash Data as an indicator of existing road network safety

Generally, the reported crash history provides evidence that the road network is operating relatively safely and as expected for the level of traffic exposure. Appendix H shows spatial distribution of crashes.

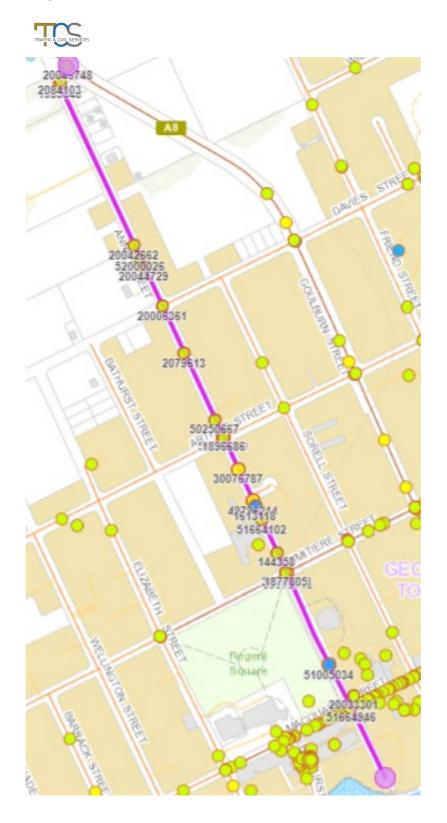
Appendix K.1 Anne Street

Figure 13 - 10 Year Reported Crash History - Anne Street

Crash Id	Location	Date	Time	Crash Type	Severity	Light	Speed Limit	Units
884780	Anne / Low Head Rd Jcn.	01 Aug 2015	11:22 pm	175 - Off end of road T junctions/int.	PDO	Night	060	LV
1035648	Anne St	21 Oct 2015	11:22 am	189 - Other curve	PDO	Day	070	LV
1613118	Anne St	17 Mar 2016	12:00 pm	147 - Emerging from driveway or lane	First Aid	Day	050	BC;LV
1877805	Anne / Cimitiere St Int.	18 July 2016	08:50 am	110 - Cross traffic	PDO	Day	050	LV
1896686	Anne / Arthur St Int.	28 Aug 2016	12:00 am	110 - Cross traffic	PDO	Night	050	LV
2037153	Anne / Arthur St Int.	26 Apr 2017	04:05 pm	110 - Cross traffic	PDO	Day	050	LV
2079613	Anne St	10 Aug 2017	02:45 pm	147 - Emerging from driveway or lane	PDO	Day	050	LV
2084103	Anne St	20 Aug 2017	10:30 pm	189 - Other curve	PDO	Night	060	LV
49603620	Anne / Arthur St Int.	20 Sept 2018	02:43 pm	110 - Cross traffic	Minor	Day	050	LV
49796214	Anne St	10 Jan 2019	04:05 pm	147 - Emerging from driveway or lane	Minor	Day	050	LV
50250667	Anne St	12 Sept 2019	09:00 am	169 - Other on path	PDO	Day	050	LV
50347022	Anne / Macquarie St. Int.	22 Nov 2019	08:59 pm	121 - Right through	PDO	Night	050	LV
51005034	Anne St	15 Mar 2021	01:00 pm	163 - Vehicle door	First Aid	Day	050	LV
51664946	Anne / Macquarie St. Int.	05 May 2022	08:30 am	111 - Right far	PDO	Day	050	LV
51664102	Anne St	06 May 2022	01:45 pm	169 - Other on path	PDO	Day	050	HV;LV
52000026	Anne St	20 May 2023	01:45 pm	174 - Out of control on carriageway	PDO	Day	050	MC
52037529	Anne / Arthur St Int.	27 June 2023	08:57 am	160 - Parked	PDO	Day	050	LV;O

PDO Property Damage Only LV Light Vehicle MC Motorcycle
O Other HV Heavy Vehicle BC Bicycle

George Town Road Network Plan



George Town Road Network Plan



Appendix K.2 Cimitiere Street

Figure 14 – 1 Year Reported Crash History – Cimitiere Street.

Crash Id	Location	Date	Time	Crash Type	Severity	Light	Speed Limit	Units
901613	Cimitiere / Goulburn St. Int.	11 Aug 2015	01:00 am	110 - Cross traffic	PDO	Day	060	LV
991053	Cimitiere / Friend St. Int.	02 Oct 2015	11:25 am	110 - Cross traffic	Serious	Day	050	LV
1058340	Cimitiere St.	31 Oct 2015	04:30 pm	173 - Right off c/way into obj. or pkd. Veh.	Minor	Day	050	LV
1877805	Cimitiere /Anne St. Int.	18 July 2016	08:50 am	110 - Cross traffic	PDO	Day	050	LV
1996215	Cimitiere / Agnes St. Int.	12 Jan 2017	05:00 pm	110 - Cross traffic	PDO	Day	060	LV
1999840	Cimitiere/ Franklin St. Int.	24 Jan 2017	04:30 pm	110 - Cross traffic	PDO	Day	050	LV
2068602	Cimitiere / Sorell St Int.	12 July 2017	12:40 pm	110 - Cross traffic	Serious	Day	050	BC;LV
48811812	Cimitiere / Goulburn St. Int.	26 Dec 2017	04:40 pm	110 - Cross traffic	Minor	Day	050	LV
49125092	Cimitiere/ Franklin St. Int.	16 Feb 2018	04:00 pm	110 - Cross traffic	PDO	Day	050	LV
49246525	Cimitiere/ Franklin St. Int.	09 May 2018	01:20 pm	174 - Out of control on carriageway	PDO	Day	050	MC
49804397	Cimitiere / Goulburn St. Int.	12 Jan 2019	02:35 pm	110 - Cross traffic	Minor	Day	060	LV
50069896	Cimitiere / Agnes St. Int.	06 June 2019	07:00 pm	110 - Cross traffic	PDO	Night	050	LV
50121522	Cimitiere / Goulburn St. Int.	02 July 2019	03:10 pm	121 - Right through	PDO	Day	060	LV
50323981	Cimitiere St.	06 Nov 2019	10:53 pm	179 - Other straight	Minor	Night	060	LV
50604779	Cimitiere / Friend St. Int.	10 Mar 2020	02:49 pm	110 - Cross traffic	Serious	Day	050	BC;LV
51000075	Cimitiere / Agnes St. Int.	11 Mar 2021	01:15 pm	130 - Vehicles in same lane/ rear end	PDO	Day	050	LV
51594129	Cimitiere / Goulburn St. Int.	26 Feb 2022	11:55 am	110 - Cross traffic		Day	060	LV
51654587	Cimitiere / Sorell St Int.	26 Apr 2022	05:00 pm	110 - Cross traffic	PDO	Day	050	LV
51978543	Cimitiere / Goulburn St. Int.	01 May 2023	02:45 pm	130 - Vehicles in same lane/ rear end	PDO	Day	060	LV
52282765	Cimitiere/ Elizabeth St. Int.	06 Feb 2024	04:15 pm	110 - Cross traffic	Minor	Day	050	LV



George Town Road Network Plan



Appendix K.3 Goulburn Street

The crash data summarised in Figure 15 provides mild evidence of a rear end crash propensity mostly resulting in PDO. Given the volume of traffic using the road (17,000 vpd) and the length of road (2.5km), the crash rate is considered reasonable.

Figure 15 – 10 Year Reported Crash History – Goulburn Street.

Crash Id	Location	Date	Time	ne Crash Type S		Light	Speed Limit	Units
550236	Goulburn / Macquarie St. Int.	12 Apr 2015	04:10 pm	112 - Left far	PDO	Day	060	LV
884780	Goulburn / Anne Street Jcn	01 Aug 2015	11:22 pm	175 - Off end of road Int.	PDO	Night	060	LV
901613	Goulburn / Cimitiere St. Int.	11 Aug 2015	01:00 am	110 - Cross traffic	PDO	Day	060	LV
2082572	Goulburn / Arthur St. Int.	17 Aug 2017	06:55 pm	110 - Cross traffic	Minor	Dusk	060	LV
48811812	Goulburn / Cimitiere St. Int.	26 Dec 2017	04:40 pm	110 - Cross traffic	Minor	Day	050	LV
49413237	Goulburn St.	15 July 2018	08:10 pm	160 - Parked	PDO	Night	060	LV
49687191	Goulburn / Davies S. Int.	28 Nov 2018	06:30 pm	110 - Cross traffic	First Aid	Day	060	BC;LV
49804397	Goulburn / Cimitiere St. Int.	12 Jan 2019	02:35 pm	110 - Cross traffic	Minor	Day	060	LV
49848872	Goulburn St.	11 Feb 2019	01:45 pm	160 - Parked	Minor	Day	060	LV
50121522	Goulburn / Cimitiere St. Int.	02 July 2019	03:10 pm	121 - Right through	PDO	Day	060	LV
50302696	Goulburn / Davies S. Int.	27 Oct 2019	02:45 pm	113 - Right near	Minor	Day	060	LV;MC
50648326	Goulburn / Davies S. Int.	07 May 2020	05:55 pm	110 - Cross traffic	Serious	Dusk	060	LV;MC
51325612	Goulburn / Low Head Rd. Int.	21 July 2021	11:42 pm	189 - Other curve	PDO	Night	070	LV
51594129	Goulburn / Cimitiere St. Int.	26 Feb 2022	11:55 am	110 - Cross traffic	Minor	Day	060	LV
51658789	Goulburn / Arthur St. Int.	30 Apr 2022	09:40 am	111 - Right far	PDO	Day	060	LV
51731802	Goulburn / Arthur St. Int.	31 July 2022	05:08 pm	132 - Veh. in same lane/ right rear	PDO	Day	060	LV
51858610	Goulburn / Main Rd Int.	22 Dec 2022	12:55 pm	130 - Veh. in same lane/ rear end	PDO	Day	060	LV
51978543	Goulburn / Cimitiere St. Int.	01 May 2023	02:45 pm	130 - Veh. in same lane/ rear end	PDO	Day	060	LV
52257095	Goulburn St.	10 Jan 2024	06:35 pm	149 Other maneuvering	PDO	Day	060	BC;LV
52313301	Goulburn / Davies S. Int.	01 Mar 2024	03:25 pm	110 - Cross traffic	Minor	Day	050	LV
52380134	Goulburn / Arthur St. Int.	13 May 2024	09:53 am	110 - Cross traffic	Minor	Day	060	LV

George Town Road Network Plan





George Town Road Network Plan



Appendix K.4 Low Head Road

The crash data summarised in Figure 15 provides mild evidence of a rear end crash propensity mostly resulting in PDO. Given the volume of traffic using the road (17,000 vpd) and the length of road (2.5km), the crash rate is considered reasonable.

Figure 15 – 10 Year Reported Crash History – Low Head

Crash Id	Location	Date	Time	Crash Type	Severity	Light	Speed Limit	Units
884780	Low Head / Anne St. Int.	01 Aug 2015	11:22 pm	175 - Off end of road	PDO	Night	060	LV
2071350	Low Head Rd.	20 July 2017	02:00 pm	145 - Reversing	PDO	Day	070	HV;LV
48797747	Low Head Rd.	05 Dec 2017	07:42 pm	181 - Off right bend into obj./pkd veh.	Serious	Day	070	LV
49687191	Low Head / Davies St. Int.	28 Nov 2018	06:30 pm	110 - Cross traffic	First Aid	Day	060	BC:LV
50302696	Low Head / Davies St. Int.	27 Oct 2019	02:45 pm	113 - Right near	Minor	Day	060	LV;MC
50648326	Low Head / Davies St. Int.	07 May 2020	05:55 pm	pm 110 - Cross traffic		Night	060	LV;MC
50686000	Low Head Rd.	21 June 2020	04:30 am	173 - Right off c/way into obj. or pkd veh.	PDO	Night	050	LV
51325612	Low Head Rd.	21 July 2021	11:42 pm	189 - Other curve	PDO	Night	070	LV
51792514	Low Head Rd.	10 Oct 2022	04:00 pm	169 - Other on path	PDO	Day	070	LV
51812480	Low Head Rd.	15 Nov 2022	09:15 pm	179 - Other straight	PDO	Night	070	LV
51951789	Low Head / North St. Int.	08 Apr 2023	03:55 pm	112 - Left far	PDO	Day	070	LV
52001057	Low head / Gunn Pde Int.	20 May 2023	01:25 pm	110 - Cross traffic	PDO	Day	060	LV
52237278	Low Head Rd.	05 Jan 2024	08:20 am	0 am 173 - Right off c/way into obj. or pkd veh.		Day	050	LV
52313301	Low Head / Davies St. Int.	01 Mar 2024	03:25 pm	110 - Cross traffic	Minor	Day	050	LV



George Town Road Network Plan



Appendix K.5 Macquarie Street

The crash data summarised in Figure 15 provides mild evidence of a rear end crash propensity mostly resulting in PDO. Given the volume of traffic using the road (17,000 vpd) and the length of road (2.5km), the crash rate is considered reasonable.

Figure 15 – 10 Year Reported Crash History – Macquarie Street

Crash Id	Location	Date	Time	Crash Type	Severity	Light	Speed Limit	Units
488172	Macquarie St.	07 Jan 2015	10:00 am	169 - Other on path	PDO	Day	050	HV;LV
530750	Macquarie St.	21 Feb 2015	11:54 am	101 - Emerging		Day	050	LV:Ped
550236	Macquarie / Goulburn St. Int.	12 Apr 2015	04:10 pm	112 - Left far	PDO	Day	060	LV
760894	Macquarie / Sorell St. Int.	05 June 2015	02:30 pm	116 - Left near	PDO	Day	050	LV
2010602	Macquarie St.	20 Feb 2017	06:15 pm	169 - Other on path	PDO	Day	050	LV
2014456	Macquarie St.	02 Mar 2017	01:00 pm	169 - Other on path	PDO	Day	050	LV
2076160	Macquarie / Bathurst St. Int.	01 Aug 2017	04:25 pm	110 - Cross traffic	PDO	Day	50	LV
2097850	Macquarie St.	28 Sept 2017	10:40 am	146 - Reversing into fixed obj. or pkd veh.	PDO	Day	050	LV
2101305	Macquarie St.	06 Oct 2017	12:10 pm	142 - Leaving parking	PDO	Day	050	LV
2107179	Macquarie St.	21 Oct 2017	12:45 pm	143 - Entering parking	PDO	Day	050	LV
48777553	Macquarie / Sorell St. Int.	24 Nov 2017	11:45 am	110 - Cross traffic	PDO	Day	050	LV
48819198	Macquarie St.	05 Jan 2018	11:07 am	100 - Near side	Minor	Day	050	LV:Ped
49149929	Macquarie St.	08 Mar 2018	09:45 am	149 - Other maneuvering	PDO	Day	050	LV
49209932	Macquarie St.	18 Apr 2018	04:45 pm	142 - Leaving parking	PDO	Day	050	LV
49432408	Macquarie St.	24 July 2018	03:15 pm	130 - Vehicles in same lane/ rear end	PDO	Day	50	LV
49620637	Macquarie St.	28 Sept 2018	06:00 am	146 - Reversing into fixed obj. or pkd veh.	PDO	Day	050	LV
49660639	Macquarie St.	07 Nov 2018	10:30 am	160 - Parked	PDO	Day	050	LV
49947172	Macquarie St.	30 Mar 2019	05:38 pm	149 - Other maneuvering	PDO	Day	050	LV
49997798	Macquarie St.	12 May 2019	12:24 pm	144 - Parking vehicles only	PDO	Day	050	LV
50347022	Macquarie / Anne St. Int.	22 Nov 2019	08:59 pm	121 - Right through	PDO	Night	050	LV
50821900	Macquarie St.	14 Sept 2020	04:00 pm	160 - Parked	PDO	Day	050	LV
50956838	Macquarie St.	29 Jan 2021	01:00 pm	130 - Vehicles in same lane/ rear end	PDO	Day	050	LV
51198711	Macquarie St.	21 May 2021	03:32 pm	149 - Other maneuvering	PDO	Day	050	LV
51431095	Macquarie St.	19 Oct 2021	01:45 pm	109 - Other pedestrian	PDO	Day	050	LV:Ped
51664946	Macquarie / Anne St. Int.	05 May 2022	08:30 am	111 - Right far	PDO	Day	050	LV
51740117	Macquarie St.	06 Aug 2022	11:51 am	163 - Vehicle door	Minor	Day	050	ES; LV
51780369	Macquarie St.	06 Oct 2022	10:00 am	160 - Parked	PDO	Day	050	LV
51816895	Macquarie / Main Rd. Int.	24 Nov 2022	03:05 pm	130 - Vehicles in same lane/ rear end	PDO	Day	040 school	LV
51858610	Macquarie / Main Rd. Int.	22 Dec 2022	12:55 pm	130 - Vehicles in same lane/ rear end	PDO	Day	060	LV
51873069	Macquarie St.	13 Jan 2023	05:58 pm	179 - Other straight	PDO	Day	050	LV
51994654	Macquarie St.	14 May 2023	11:00 am	142 - Leaving parking	PDO	Day	050	LV
52008653	Macquarie / Bathurst St. Int.	29 May 2023	09:25 am	110 - Cross traffic	PDO	Day	50	LV
52443714	Macquarie St.	04 July 2024	09:45 am	144 - Parking vehicles only	PDO	Day	050	LV

ES Electric Scooter



George Town Road Network Plan



Appendix K.6 Main Road

The crash data summarised in Figure 15 provides mild evidence of a rear end crash propensity mostly resulting in PDO. Given the volume of traffic using the road (17,000 vpd) and the length of road (2.5km), the crash rate is considered reasonable.

Figure 15 – 10 Year Reported Crash History – Main Road

Crash ld	Location	Date	Time	Crash Type	Severity	Light	Speed Limit	Units
496889	Main / Agnes St. Int.	09 Jan 2015	06:55 am	130 - Veh. in same lane/ rear end	First Aid	Day	050	LV
1994137	Main Rd.	07 Jan 2017	11:00 pm	171 - Left off c/way into obj. or pkd. veh.	Serious	Night	060	LV
2002728	Main Rd.	30 Jan 2017	07:50 pm	139 - Other same direction	PDO	Day	060	LV
2081627	Main / Lambert St. Int.	15 Aug 2017	01:51 pm	110 - Cross traffic	Minor	Day	060	LV
49837231	Main Rd.	01 Feb 2019	03:18 pm	160 - Parked	Minor	Day	060	LV
50355726	Main Rd.	26 Nov 2019	01:31 pm	132 - Vehicles in same lane/ right rear	Minor	Day	050	LV
50905467	Main Rd.	14 Dec 2020	08:12 pm	121 - Right through	Minor	Day	060	LV
51343070	Main / Agnes St. Int.	08 Aug 2021	06:35 pm	133 - Veh in parallel lane/ lane side swipe	Minor	Night	060	LV
51760374	Main / Agnes St. Int.	26 Aug 2022	01:50 am	189 - Other curve	PDO	Night	050	LV
51816895	Main Rd.	24 Nov 2022	03:05 pm	130 - Veh, in same lane/ rear end	PDO	Day	40 schoo	LV
51869539	Main / Lambert St. Int.	11 Jan 2023	04:05 pm	110 - Cross traffic	PDO	Day	060	LV
52193591	Main Rd.	17 Nov 2023	12:30 pm	109 - Other pedestrian	Minor	Day	060	LV;Ped



George Town Road Network Plan

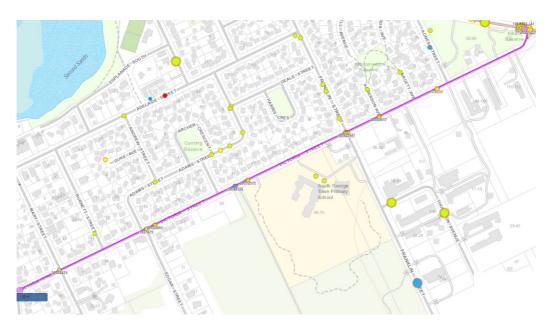


Appendix K.7 Victoria Street

The crash data summarised in Figure 15 provides mild evidence of a rear end crash propensity mostly resulting in PDO. Given the volume of traffic using the road (17,000 vpd) and the length of road (2.5km), the crash rate is considered reasonable.

Figure 15 – 10 Year Reported Crash History – Victoria Street

Crash Id	Location	Date	Time	Crash Type	Severity	Light	Speed Limit	Units
529581	Victoria / Franklin St. Int.	18 Feb 2015	12:20 pm	110 - Cross traffic	PDO	Day	050	LV
994129	Victoria / Franklin St. Int.	04 Oct 2015	09:48 am	110 - Cross traffic	First Aid	Day	050	LV
1752655	Victoria / Franklin St. Int.	27 May 2016	11:13 am	110 - Cross traffic	First Aid	Day	050	LV
1887327	Victoria / Franklin St. Int.	02 Aug 2016	09:50 am	110 - Cross traffic	First Aid	Day	050	LV
1927475	Victoria / Edgar St. Int.	14 Oct 2016	12:00 pm	110 - Cross traffic	PDO	Day	050	LV
2048475	Victoria / Franklin St. Int.	24 May 2017	04:10 pm	110 - Cross traffic	PDO	Day	050	LV
48777628	Victoria / Franklin St. Int.	24 Nov 2017	03:50 pm	110 - Cross traffic	PDO	Day	050	LV
49119219	Victoria / Franklin St. Int.	12 Feb 2018	02:20 pm	110 - Cross traffic	PDO	Day	050	LV
50659353	Victoria / Franklin St. Int.	21 May 2020	01:00 pm	110 - Cross traffic	PDO	Day	050	LV
50793051	Victoria / Franklin St. Int.	24 Aug 2020	06:00 am	110 - Cross traffic	PDO	Dawn	050	LV
51704606	Victoria / Franklin St. Int.	15 June 2022	07:10 pm	110 - Cross traffic	First Aid	Night	050	BC;LV

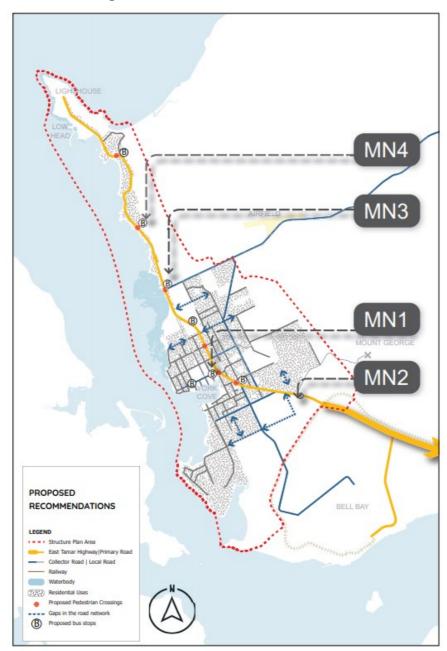


George Town Road Network Plan



Appendix L – GTASP Road Infrastructure

Source: George Town Area Structure Plan



Source: George Town Structure Plan

Road Infrastructure

George Town Council 2025 05 27 ORDINARY COUNCIL MEETING ATTACHMENTS Agenda

George Town Road Network Plan



Recommended Actions

Macquarie Street Entrance

MN1. Devise a concept plan for Macquarie Street entrance from Main Road to improve wayfinding and entry to the town centre. The entry point should be easily identifiable through an art installation and landscaping.

Alternative Access

MN2. Investigate the construction of a new road south of Victoria Street to provide a secondary vehicle route for residential traffic and commercial vehicles from Franklin Street to travel to Main Road.

Pedestrian Crossings

MN3. Investigate and identify a minimum of six additional pedestrian crossings across Low Head Road, Goulburn Street and Main Road at locations that connect with street junctions and the pedestrian and cycling network. Pedestrian crossings are to be marked and signed.

Bicycle Lane

MN4. On the road, bicycle lanes to be marked where off-road paths are not possible to correspond with identified routes. Community consultation to determine the path to be marked.

Gaps in Road Network

MN5. Construct permeable streets addressing gaps in the movement network.

Street Trees

- MN6. Continue street tree planting incrementally along the primary walking and cycling route (where the road reserve has capacity) of George Town to improve the greening of the SP Area.
- MN7. Revise the road design standards to incorporate sufficient width to plant street trees as part of new development.

Bus Stops

MN8. Investigate where to locate additional bus stop locations adjacent to pedestrian and cycle linkages. Additional stops will become available as the population increases.

Planning Principles

- Main Road, Goulburn Street, Low Head Road remain the primary arterial road for vehicle movements to Bellbuoy Beach Road, Low Head, the East Tamar Highway and Bridport Road.
- P12. Provide an alternative route for vehicle movements originating from industrial activities and residential uses via Victoria Street to reduce traffic volumes and improve safety adjacent to the school.
- P13. New subdivision serviced to facilitate a grid road pattern and cul-de-sac not supported unless it furthers connection and linkages to the walking network.
- P14. Provide pedestrian crossings over the primary arterial road, near public transport stops, school & linkages.
- P15. Street Trees planted to green and define the streetscape.
- P16. Improved convenience for residents to access public transportation by increasing the intervals of bus stops.

Source: George Town Structure Plan

From:	
To:	
Subject:	RE: Comments on Footpath Plan
Date:	Monday, 5 May 2025 11:35:00 AM

Good morning

Thank you for your submission regarding the Footpath Network Plan. This network plan is a high level strategic document and is indicative in nature. It identifies that a walking trail around Deceitful Cove is an appropriate extension of the kanamaluka Trail and is beneficial to the health and wellbeing of residents in the immediate area. It also suggests a link to Gerzalia Drive is warranted in this general vicinity to create a reasonably walkable loop. However, the plan is indicative only, and the variations demonstrate that there is no commitment to an exact route. Significant further investigation is required to determine the exact route, and the constraints that you have identified are likely to influence the final cost, infrastructure requirements, route and timing of a path being developed. Identifying the trail as a strategic goal assists Council to make decisions as opportunities arise, so that should they embark on the project in the future, it is not made harder or more costly by the decisions made in the present.

The crossing of privately owned land is a consequence of the indicative nature of the document. Should privately owned land be required in the future, this requires consultation with land owners and appropriate compensation.

If you would like to discuss the draft footpath plan further, I welcome you to make an appointment with Council's Town Planner.

Thanks

Kind Regards,

TAMARA BURT

Team Leader – Planning & Building Services

George Town Council

16-18 Anne Street, George Town Tasmania 7253

PO Box 161, George Town Tasmania 7253

p (03) 6382 8800 | f (03) 6382 8899

w www.georgetown.tas.gov.au | e tamarab@georgetown.tas.gov.au

Original Message
From: 5

Sent: Thursday, 24 April 2025 11:32 AM

To: council < council@georgetown.tas.gov.au >

Subject: Comments on Footpath Plan

CAUTION: Do not click links or attachments unless you recognize the sender and know the content is safe

To whom it may concern:

I'd like to make the following comments:

1. Referring to the section of proposed primary trail alongside Deceitful Cove, there appears to be a discrepancy between the GTASP (Fig 20, Page 24) and Fig 32, page 40. The former shows the path crossing the drainage easement on Nbr 77 Gerzalia, and meeting the

(currently-nonexistent) footpath on Gerzalia. However Fig 32 shows the trail continuing to the end of the cove, and then running approximately parallel to Gerzalia Drive (using existing tracks?) to meet South

- St. Which is correct?
- 2. The drainage easement crossing Nbr 77 and also the next door property
- (75?) carries considerable water flow in times of heavy rain. It is quite wide at the crossing point(s) proposed, and would not be safe to cross on foot, so a substantial footbridge would be required.
- 3. Both the trail away from the Cove in Fig 20, and the proposed footpath section from the end of Gerzalia to the Cove in Fig 32, appear to cross the blocks of private land (it is hard to tell from the diagrams). I therefore object to both versions.
- 4. The terrain of the Public Land in front of Nbr 77 (and probably

others) where the proposed trail runs alongside Deceitful Cove consists of a narrow mild slope, a short and very steep slow falling 3-4 metres, then a flat section just above high-tide level. The steeply sloping section has extensive undergrowth, preventing erosion. I do not think it would be possible to put in a path along this section with risking substantial erosion.

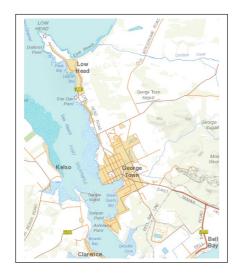
In view of the above, I believe the proposed section of trail along Deceitful Cove should be removed from the plan.

thankyou

George Town Pathway Network Plan







GEORGE TOWN
PATHWAY NETWORK PLAN

GEORGE TOWN COUNCIL MARCH 2025

George Town Pathway Network Plan





George Town Pathway Network Plan

GEORGE TOWN COUNCIL

- Final
- May 2025

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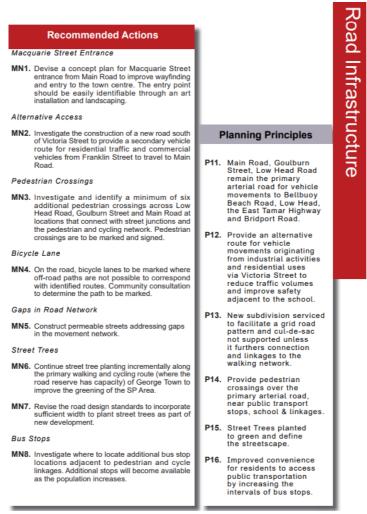


1. Background

George Town Council has requested a review of the pathway network at George Town to provide for development consistent with the George Town Area Structure Plan (GTASP) - July 2021.

Accordingly, the GTASP has been referenced as a foundation for development of a suitable pathway network plan and in particular the proposed recommendations on actions and planning principles presented for pedestrians and cyclists, see Figure 1 and Appendix C.

Figure 1 Road Infrastructure recommendations - Extract from GTASP



Source: George Town Area Structure Plan (July 2021)

George Town Pathway Network Plan



In this report the pathway network in the George Town area has been assessed in three regions:

- Low Head (North of North Road)
- Central George Town (South of North Road to North of Main Road)
- South George Town (Southeast of Main Road to Old Bell Bay Road)

These regions correlate with the Neighbourhoods referenced in the GTASP, see Figure 2 and Appendix A.

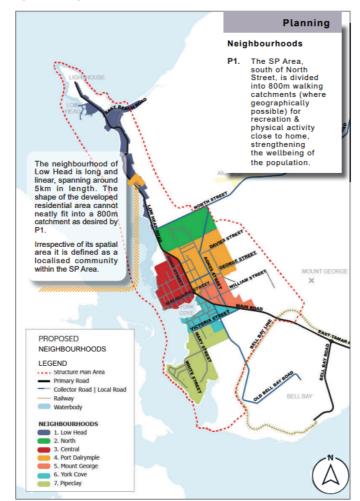


Figure 2 Neighbourhoods – Extract from GTASP

Source: George Town Area Structure Plan (July 2021)

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2. References

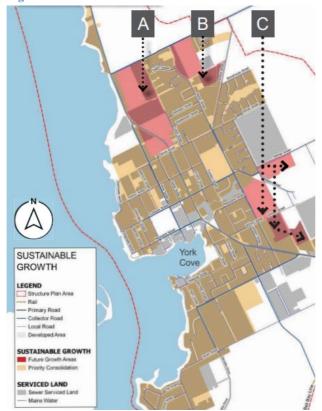
2.1 Technical References

- Traffic Engineering and Management by K.W. Ogden and S.Y. Taylor (TE&M)
- Austroads Safe Systems Assessment Framework (Research Report AP-R509-16)
- Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths

2.2 George Town Area Structural Plan (July 2021)

The GTASP provides helpful input on identified sustainable growth areas that need to be considered in the development of a pathway network plan. These growth areas are shown in Figure 3 which is an extract from the GTASP, also see Appendix C.

Figure 3 – Growth Areas – Extract from GTASP



Source: George Town Area Structure Plan (July 2021)

Growth Area A

SG6. Develop vacant land north of Davies Street and south of North Street for residential use. Investigate:

- stormwater management of surface flows & natural hazards; and
- the appropriate mix of lot sizes and housing density and prepare a concept plan.

Growth Area B

SG7. Develop vacant land east of Agnes Street for residential use, infilling the urban area gap of the SP Area.

Growth Area C

SG8. Develop vacant land south of the Sports Complex and east of Agnes Street. Investigate:

- the impact development will have on the Tasmanian Gas Pipeline infrastructure before proceeding with further investigations; and
- the appropriate mix of lot sizes and housing density and prepare a concept plan.

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George Town Pathway Network Plan



2.3 Implications for Pathway Network Plan

2.3.1 Growth Areas A & B

- Growing importance of North, Friend and Agnes Street paths
- Growing function of the Primary Trail

2.3.2 Growth Area C

• Growing importance of Agnes and Cimitiere Street

George Town Pathway Network Plan



George Town Pathways

This section of the report considers key existing pathways.

Low Head Pathways

Low Head pathways considered in this report are the Primary Trail which extends from Low Head Light House to Port Dalrymple and the other most important general-purpose trails.

3.1.1 **Primary Trail**

The GTASP emphasises the need for a Primary Trail between Low Head Lighthouse to North Street, see Figure 4.

PROPOSED GHTHOUSE STRUCTURE PLAN LEGEND - - Structure Plan Area Primary Road Collector Road | Local Road Waterbody Residential Area Recreation & Community Uses Schools Light Industrial Uses LAGOON Growth Area Proposed Buffer Areas Pedestrian & Cycle Network · · · · Primary trail · · · · Connection to Mountain Bike Trail Public Open Space Coastal|River Reserve Existing Linking Open Spaces

Figure 4 - Primary Trail from Proposed Structure Plan - Low Head

Source: George Town Area Structure Plan (July 2021)

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3.1.2 General purpose pathways

The road network at Low Head is minimal so few footpaths have been required. East Beach and Lagoon Beach are popular recreational destinations and there is residential development potential development in these areas. Currently no pedestrian facilities exist.

East Beach Shared Way

There is potential to provide Shared Way facilities for pedestrian and cyclist access. Figure 5 shows potential facilities.

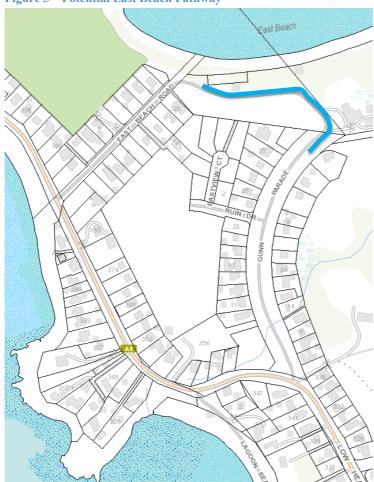


Figure 5 – Potential East Beach Pathway

Source: The List, DPIPWE

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Lagoon Beach Shared Way

There is potential to provide a circuit of Lagoon Beach by installing a pedestrian pathway at the West end of Perrin Drive. Figures 6.1 to 6.3 show potential pathway linkage.

Figure 6.1 – Lagoon Beach



Source: The List, DPIPWE

Figure 6.2 – Potential Lagoon Beach Pathway link

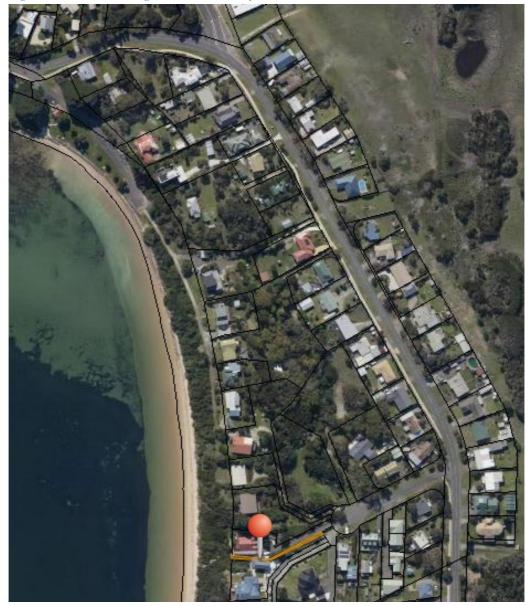


Source: The List, DPIPWE

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Figure 6.3 – Potential Lagoon Beach Pathway link



Source: The List, DPIPWE

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3.2 Central George Town Pathways

Central George Town pathways considered in this report are the Primary Trail which extends across George Town from Macquarie Street to North Street and the other most important general-purpose trails.

3.2.1 Primary Trail

The GTASP emphasises the need for a Primary Trail circuit of Central George Town, see Figure 7.



Figure 7 – Primary Trail from Proposed Structure Plan – George Town

Source: George Town Area Structure Plan (July 2021)

Primary Trail construction is almost complete between North Street and the Northern end of Esplanade North with a 60m section remaining to be built. This section of trail consists of 2.5m wide reinforced concrete.

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3.2.2 General purpose pathways

Within central George Town the following pathway observations were made.

Goulburn Street

Goulburn Street has a Sub Arterial function through George Town and as such is a relatively busy road. There is an unusual arrangement of pedestrian refuge islands on the Goulburn Street approaches to the Arthur Street intersection, see Figure 8. The default junction standard for the situation involves Basic Right turn facilities on the priority road approaches. In this case it appears priority has been given to pedestrians crossing Goulburn Street being on the desire line to Port Dalrymple School. However, the footpaths and access ramps do not align with the pedestrian refuge islands creating a potentially confusing situation for pedestrians crossing the road and turning traffic. The pedestrian refuge islands could be better connected to the nearby footpaths with standard accessible ramps.



Figure 8 - Aerial view of Goulburn / Arthur Street intersection

Source: The List, DPIPWE

Pedestrian refuge islands are not linked or aligned to the footpaths on Arthur Street.

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Anne Street

The Low Head Road / Anne Street junction provides direct access to the George Town CBD and the most direct connection between the CBD and the North Street growth areas, see Figure 3. Footpath is provided along the West side of Low Head Road from Anne Street through to North Street.

Anne Street footpath terminates before the Low Head Road junction. Accordingly, there is a missing link between George Town CBD and North Street. The missing link at the Northern end of Anne Street is some 100m in length.

Friend Street

Friend Street has footpath on the RHS northbound which terminates some 60m South of the Junction with North Street, see Figure 9.





Footpath extension to North Street is recommended.

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North Street

North St is narrow but generally straight with footpath on the South side, extending some 220m West of Agnes Street junction as can be seen in the distance in Figure 10.

Figure 10 - Looking East along North Street from Low Head Road.



Agnes Street

Agnes Street is wide and generally straight with footpaths typically both sides, see Figure 11, where there is a Crossing for Port Dalrymple School which is a strong pedestrian traffic generator.

Agnes Street between the Parish Crescent junctions, see Figure 12, however has no footpath along the West side. Given that Agnes Street will support development of Growth Area B and is within 800m of Port Dalrymple School, pedestrian connectivity is recommended.

Figure 11 – Agnes St looking South beside Port Dalrymple School.



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Figure 12 – Agnes St between Parish Crescent Junctions.



Cimitiere Street

Cimitiere Street directly links Agnes Street and Port Dalrymple School to the George Town CBD via Anne Street and as such is a pedestrian desire line. Figure 13 shows the Cimitiere Street link which is some 800m in length with footpath both sides

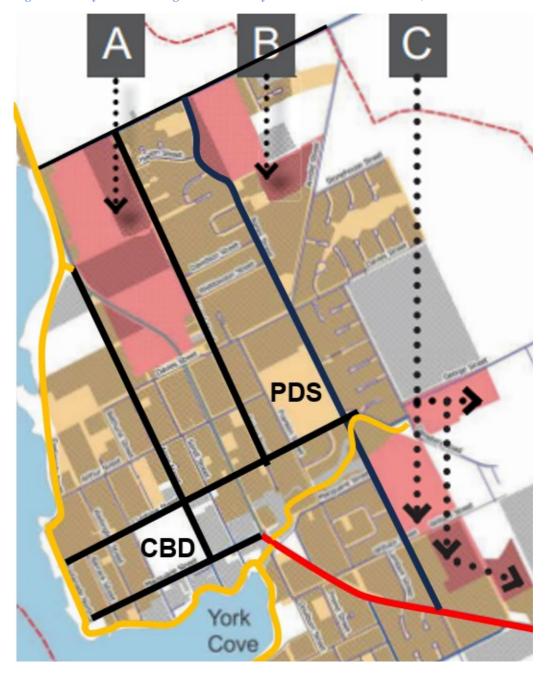


Figure 13 – Aerial View of Cimitiere Street (Anne Street to Agnes Street)

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Figure 14 – Key Central George Town Pathways relative to Growth Areas A,B & C



Key pathways for pedestrian accessibility to Port Dalrymple School, George Town CBD and identified growth areas.

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Macquarie Street

Macquarie Street caters well for pedestrians with wide footpaths both sides, see Figure 15 and pedestrian facilities for crossing the road with Wombat Crossings. A roundabout fitted with pedestrian refuge islands on the approach legs at the Macquarie/Anne Street intersection would improve pedestrian safety for crossing Macquarie Street.

Figure 15 – Wombat Pedestrian Crossing midblock on Macquarie Street



Pedestrians have no formal facilities for crossing Macquarie Street between Anne & Sorell Streets.

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3.3 South George Town Pathways

South George Town pathways considered in this report are the Primary Trail which extend South from Macquarie Street to the Southern end of Tamar Avenue - Gerzalia Drive and the other most important general-purpose trails.

3.3.1 Primary Trail

The GTASP shows a primary trail South George Town, see Figure 16. The existing trail varies widely in standard with much of the trail grassed, see Figure 17 or unmade.

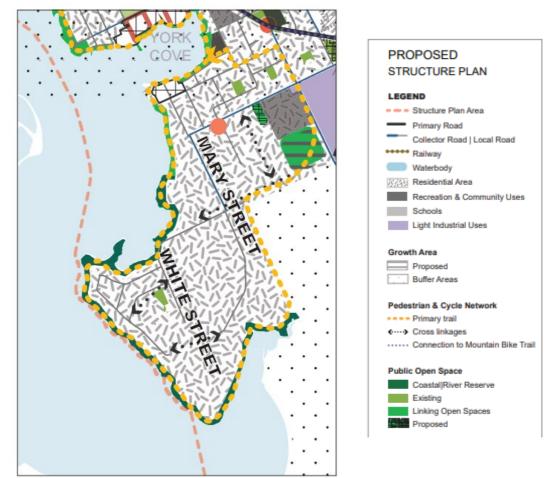


Figure 16 – Primary Trail from Proposed Structure Plan – South George Town

Source: George Town Area Structure Plan (July 2021)

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Figure 17 – Looking West from the White Street Bend



Typical nature of the Primary Trail South of the York Cove Marina, which is informal, consisting of pedestrian friendly grassed and mowed open

3.3.2 General purpose pathways

Main Road

Main Road and Goulburn Street together with Low Head Road constitute the North - South Sub Arterial spine through central George Town. Main Road consists of the following sections:

- Mount George Road to Pembroke Street: No footpaths either side
- Pembroke Street to Victoria Street: No footpaths either side
- Victoria Street to Agnes Street: No footpaths either side.
- Agnes Street to Macquarie Street: Footpaths both sides.

Ultimately the Pembroke to Agnes Street link should have footpath both sides which would potentially link with South Street.

South Street

South Street consists of the following sections:

- White Street to Mary Street: Footpaths both sides.
- Mary Street to #52 South Street: No footpaths, see Figure 18
- #52 South Street to Franklin Street: Unmade
- Franklin Street to Thompson Avenue: No footpaths, see Figure 19
- Thompson Avenue to Main Road (opposite Pembroke St.): Unmade.

With ultimate development of South Street, the Mary to Main Road section should have footpath at least one side.

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Figure 18 – Aerial view of South Street East of Mary Street



Figure 19 – Aerial view of South Street East of Franklin Street



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Tamar Avenue - White Street - Gerzalia Drive link

The opportunity exists as part of subdivision development to provide pathways for pedestrian and bicyclists, see Figure 20 which could be linked to an eventual Primary Trail as proposed on the GTASP.

Proposed Pathways: Primary Trail Residential path

Figure 20 – Aerial View of Tamar Avenue – White Street – Gerzalia Drive interface

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4. Objectives and Methodology

4.1 General Objectives for George Town

General Pathway Guidelines are attached in Appendix B. Other objectives include:

Development of land use capacity of the area

- o Consistent with TPS and potential rezoning opportunities
- o Consideration of ultimate development needs of the whole area.
- o Respond to topography & environmental constraints

· Provision of cost-effective transport infrastructure to support development

- o Appropriate functional road hierarchy for cost effective development.
- o Appropriate use of traffic management facilities

Efficient access

- o Multimodal access and integration with surrounding road network
- o Provide for pedestrians and cyclists
- Appropriate connections with major traffic generating sites e.g. residential areas, educational facilities (schools) and commercial centres (shopping)

Integration

 Respond to constraints (brownfield areas) and opportunities (greenfield areas) to achieve the best integration possible for the situation.

4.2 Specific Objectives for George Town

Modern Pathway Network Guidelines are attached in Appendix D.

Pathway Network Objectives for George Town are attached in Appendix E.

Specific Pathway Network Strategies for George Town are attached in Appendix F.

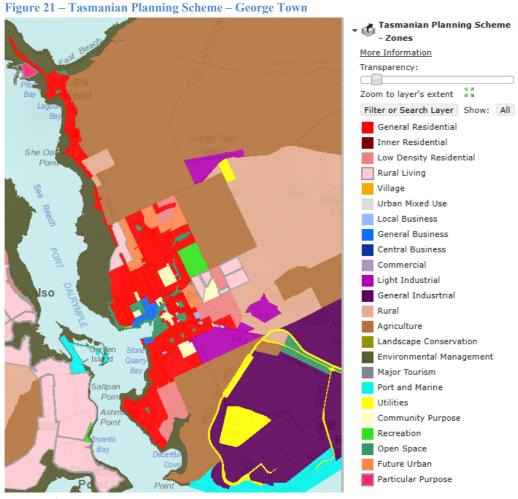
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Tas. Planning Scheme - George Town 5.

Figure 21 shows the relevant TPS land use zoning within the study area. There is abundant land that could be rezoned subject to demand which could impact the road network plan.



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6. 2024 Pathway Operation

This section provides a snapshot of existing characteristics of the road network

6.1 Northeast Tasmania growth rates

From review of development in other towns within Northeast Tasmania there is evidence of the following growth rates:

o Population growth: - 2.1%

o Dwellings growth: 4.0%

o Traffic (vpd): around 1.0%

6.2 George Town and Low Head growth rates

Population data provide evidence for the following growth rates at George Town:

o Population growth: - 2.14%, see Figure 22.

o Traffic (vpd): up to 1.0%, inferred.

Figure 22- Population Data - George Town Urban Area

	Population
4740 people	
6764 people	7117 people 2020 Australian Bureau of Statistics, Estimated Resident Population
90% of Structure Plan Area	Current Growth Rate: 2.14% in 2020 for the municipality .
10% of Structure Plan Area	Population target 10,000 for the municipality. 75% population in SP Area.
	90% of Structure Plan Area

Source: George Town Area Structure Plan July 2021

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6.3 Crash Data as an indicator of existing road network safety

Generally, the reported crash history provides evidence that the road network is operating relatively safely and as expected for the level of traffic exposure. All the pedestrian and bicycle crash data collated is summarised in Figure 23.

The crash data indicates some pedestrian crashes in Macquarie Street. This makes sense being the busiest part of the road / pathway network in terms of vehicular and pedestrian activity.

There is no clear pedestrian crash propensity however by crash type.

It is considered that facilities that help pedestrians to safely cross the road would be beneficial between Anne Street and Main Road which is the busiest section of road in the network for vehicles and pedestrians.

Figure 23-10 Year Reported Crash History Summary for Bicyclists & Pedestrians

Crash ld	Location	Date	Time	Crash Type	Severity	Light	Speed Limit	Units
1613118	Anne St	17 Mar 2016	12:00 pm	147 - Emerging	First Aid	Day	050	BC;LV
2068602	Cimitiere / Sorell St Int.	12 July 2017	12:40 pm	110 - Cross traffic	Serious	Day	050	BC;LV
50604779	Cimitiere / Friend St. Int.	10 Mar 2020	02:49 pm	110 - Cross traffic	Serious	Day	050	BC;LV
49687191	Goulburn / Davies S. Int.	28 Nov 2018	06:30 pm	110 - Cross traffic	First Aid	Day	060	BC;LV
52257095	Goulburn St.	10 Jan 2024	06:35 pm	149 Other maneuvering	PDO	Day	060	BC;LV
49687191	Low Head / Davies St. Int.	28 Nov 2018	06:30 pm	110 - Cross traffic	First Aid	Day	060	BC:LV
530750	Macquarie St.	21 Feb 2015	11:54 am	101 - Emerging	Serious	Day	050	LV:Ped
48819198	Macquarie St.	05 Jan 2018	11:07 am	100 - Near side	Minor	Day	050	LV:Ped
51431095	Macquarie St.	19 Oct 2021	01:45 pm	109 - Other pedestrian	PDO	Day	050	LV:Ped
51740117	Macquarie St.	06 Aug 2022	11:51 am	163 - Vehicle door	Minor	Day	050	ES; LV
52193591	Main Rd.	17 Nov 2023	12:30 pm	109 - Other pedestrian	Minor	Day	060	LV;Ped
51704606	Victoria / Franklin St. Int.	15 June 2022	07:10 pm	110 - Cross traffic	First Aid	Night	050	BC;LV

PDO Prop. Damage Only ES Electric Scooter Ped Pedestrian LV Light Vehicle HV Heavy Vehicle MC Motorcycle BC Bicycle

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7. Forecast Traffic Generation

Projected traffic based on assumed compound annual growth rate of 1.0% has been calculated and summarised in Figure 24, for 2034 and 2044.

Except for Main Road and Macquarie Street traffic activity is low for the foreseeable future.

Figure 24 – Projected traffic activity at George Town and Low Head

Authority	Road	Location	Year	AADT (vpd)	Growth Rate	AADT 2034 (vpd)	AADT 2044 (vpd)
	Agnes	North of Arnold Street	2020	840		970	1070
		South of Arnold Street	2020	1100		1260	1400
		Port Dalrymple School	2023	2372		2650	2900
	Anne	Low Head Road junction	2024	860		970	1070
		#50	2022	500	%(
	Cimitiere			500	of 1.0		
	Goulburn			1500	Compound Annual Growth Rate of 1.0%		
	Arnold		2021	1046	£		
		Agnes Street junction	2020	660	8	760	840
GTC	Franklin	Main Road	2021	2200	Ö		
GIC		Victoria Street	2021	600	<u>=</u>	680	750
	Macquarie	CBD	2019	4715	Ĭ	5400	5940
	Mt George		2022	99	<u> </u>	120	130
	Old Aerodrome		2022	240	₹ .	280	310
	Victoria		2017	1369	u		
		East of Edgar Street	2021	1500	l no	1700	1870
		Main Road junction	2021	600	ďι	690	760
	Low Head Road	Pilot Station	2023	419	 	460	510
		North of Anne St	2024	2000	Ü	2200	2420
		South of Anne St	2024	1200		1300	1430
	Main Road	Near Mt George Rd	2023	5314		5800	6400
		North of Victoria Street	2021	2900		3200	3500
		South of Victoria Street	2021	3400		3740	4120
	East Tamar Hwy	Nth of Bell Bay MR Rabt	2017	3997			
		or best buj i minubt	2023	5078			
	Bell Bay MR	East Tamar Hwy Rabt	2017	2201			
DSG		•	2023	2246			
	Bell Bay MR	South of Mobil Road	2023	1100			
	Bridport MR	East Tamar Hwy Jcn	2014	1135			
		case ramar riviy sort	2023	1212			

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8. Pathway Network Guidelines

This section considers pathway network guidelines applicable for George Town based on Austroads Guide to Road Design - Part 6A: Pedestrian & Cyclist Paths (2021)

8.1 Traffic and Pathway Networks as a System

See Appendix B.

8.2 Specific Objectives for George Town

Modern Pathway Network Guidelines are attached in Appendix D.

Pathway Network Objectives for George Town are attached in Appendix E.

Specific Pathway Network Strategies for George Town are attached in Appendix F.

8.3 Pathway Network Management

Facilities for pedestrians and cyclists can take various forms and involve links and intersections where exposure to light and heavy vehicles compounds crash risk subject to traffic and pedestrian volumes, speed environment and the type of infrastructure facilities.

According to the Austroads Safey System Assessment approach to risk management crash risk can be estimated from exposure, likelihood and the speed environment of the location.

Pathway types

- Shareways for pedestrians and cyclists for commuter and recreational use.
- Collector Road footpaths provided both sides of the road
- Residential Street footpaths provided one side of the street.
- Pedestrian or bicycle trails linking suburbs and separate from the road network.

At George Town the focus is on:

- Primary Trails (shareways) for recreational / tourist use
- Provision of appropriate footpaths links within proposed and existing residential enclaves.
- Separation of pedestrian and cyclist networks where possible and within new residential subdivisions.

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8.4 Design of new urban networks

8.4.1 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

8.4.2 Safety in new subdivisions

See Appendix D, E & F for guidelines, objectives and strategies for pedestrian walkability at George Town.

- Distinguish between the arterial, local street and pathway networks as each have different road functions and network needs.
- Preserve sight lines (avoid planting trees and shrubs, building fences and placing infrastructure that limits sight distance) for junctions and accesses.
- Provide safe pedestrian facilities.

8.4.3 Liveability, Safety and Amenity Guidelines

Residential precincts need to be bounded by traffic routes and/or natural barriers.

Cyclist and pedestrian demands should be catered for separately.

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.
- A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.
- A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.
- A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and
- No single dwelling lot should abut a route with more than 3,000 vpd passing traffic.

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8.5 Facilities for Pedestrians and Cyclists

The following pedestrian and cyclist facilities are proposed to assist Council in achieving George Town Structure Plan Objectives.

8.5.1 Proposed Primary Shared Trail

The George Town Area Structure Plan outlines the proposed Primary Trail. The Primary Trail is aspirational and a work in progress as follows:

• Low Head (Light House to North Street)

This portion of the trail has been formalised with concrete pathway beside Low Head Road. The standard and separation from Low Head Road varies however the facilities provided are characteristically safe and of suitable standard.

Central George Town (North Street to Main Road)

The Western leg of the trail has been recently formalised with 2.5m wide concrete shareway following the edge of the Tamar Estuary between North Street and North Esplanade. Older existing pathway continues South then east to Main Road.

The Eastern and North St. legs are unmade. North St. (Agnes St. to Low Head Rd) is considered a priority subject to timing of the forecast Growth Areas A & B, see Figure 3.

The trail East of Arnold Street is used but is unmade and treatment of this section will grow in priority subject to expected growth areas A, B and C and Mount George biking trails.

South George Town (York Creek to South end of Tamar Ave)

The Western leg of the trail consists of a narrow-sealed footpath from York Creek to the York Cove Marina. South of the Marina the trail is unmade consisting of cleared and mowed ground. Access to the Southern end is overgrown and not accessible from the Southern end of Tamar Avenue along the shoreline of Deceitful Cove.

A cleared but unmade trail exists East of Gerzalia Drive thru to South Street and continues East along the unnamed South Street Road corridor to Franklin Street. Franklin Street has no pathways from the South Street Road corridor to Victoria Street. Footpaths link Victoria Street to York Creek.

8.5.2 Proposed Footpaths

A range of potential footpath links have been identified that are considered a growing priority for formalization.

George Town Pathway Network Plan



8.5.3 Proposed Road Crossings

Collector Roads are potential barriers for pedestrians and various options are considered suitable for the situation at George Town, see Appendix F.

Roundabouts

A range of roundabouts are proposed at Central and South George Town for traffic safety and efficiency reasons that also improve permeability for pedestrians.

• Pedestrian refuge islands

Some locations have been identified where refuge islands and access ramps are sufficient to cater for pedestrian desire lines.

8.5.4 Provide separate off-road cycling paths or shared use trails

This especially applies in new residential subdivisions or recreational precincts such as beaches.

George Town Pathway Network Plan



9. Pathway Network Plans

The following pathway plans and priorities have been identified to support pedestrian and bicycle transport.

9.1 Target Pathways - Low Head

9.1.1 Pathway Plan

The Primary Trail is continuous between North St. and Low Head Lighthouse, see Figure 25

Figure 25 – Target Pathway Network Plan – Low Head



Legend:

Primary Trail
Minor Collector Footpaths
Proposed Paths

George Town Pathway Network Plan



9.1.2 Intervention Treatments

Figure 25 shows the Primary Trail. Generally, there is separation provided between the pathway and road which is highly desirable for vulnerable road user safety. It is recommended that as much separation as practically possible be provided between vulnerable road users and the road edge if other pathways are planned. Mitigations include:

- Clearing of vegetation to separate paths from roads as far as practical and keep pathways clear for pedestrian and cyclist use.
- Speed Management e.g reduced speed limit or traffic calming
- Pedestrian / Bicyclist Warning signage





9.1.3 Intervention Justifications

Maintenance of the existing paths is the main priority to ensure pathways are kept clear of overhanging vegetation.

Where paths are beside the road and vegetation encroaches pedestrians can be forced onto the road. Such vegetation should be removed.

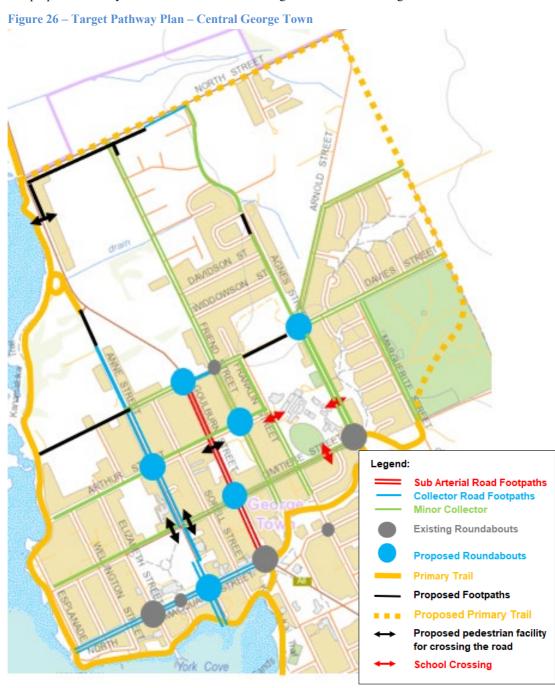
George Town Pathway Network Plan



9.2 Target Pathways - Central George Town

9.2.1 Pathway Plan

The proposed Pathway Network Plan for Central George Town is shown in Figure 26.



George Town Pathway Network Plan



9.2.2 Intervention Treatments

The recommended interventions are summarised in Figure 27.

Figure 27 – Recommended interventions for Central George Town

Pedestrian & Cyclist Facilities

Priority	Side Road	Existing 2024	Proposed	Intervention	Priority
Road	Side Road	Existing 2024	facilities	by Year	Phonity

Low He	ead Road				
	Sth of North Street	None	50m of footpath & Crossing	2034	7
Goulbu	rn Street		•		
	Davies	None	Roundabout	2034	6
	Arthur	Adverse Islands	Compliant Islands	2030	2
	Cimitiere	None	Roundabout	2034	9
North S	treet				•
	Southern side	None	475m of footpath	WD	4
Anne St	treet				•
	Northern end	None	100m of footpath	WD	7
	Arthur Street	Simple Int.	Roundabout	2034	10
	Cimitiere Street	Simple Int.	Crossing islands	2027	3
Macqua	rie Street				•
	Anne Street	Simple Int.	Roundabout	2030	1
Davies :	Street				•
	Agnes - Friend	Informal path	240m of footpath	WD	13
	Anne - Esplanade Nth	None	370m of footpath	WD	14
Agnes 9	Street		'		•
	West side (Parish Cres.)	None	80m of footpath	2030	5
	Arnold Street	None	Roundabout	2034	11
Friend 9	Street		<u> </u>		•
	RHS at North St jcn.	None	40m of footpath	2034	8
Arthur S					•
	Friend Street	Simple int.	Roundabout	2040	12

WD With Development

George Town Pathway Network Plan



9.2.3 Intervention Justifications

The need for most of the proposed facilities is triggered by development and missing links in the pedestrian network. It is considered that a pedestrian facility for crossing Low Head Road to link North Street to the Primary Trail will become a growing priority. Figures 28 to 31 show existing and future footpath development.

Figure 30 shows a short-term treatment considered suitable for low pedestrian activity levels on the desire line.

Figure 31 shows a long-term concept for a right turn facility incorporating a pedestrian refuge island. A reduced Speed Limit should also be considered as part of the treatment.

Low Head Road / North Street junction

Figure 28 - Low Head Road Southern Approach to North Street.



Figure 29 – North Street (Low Head Road to Agnes Street)



George Town Pathway Network Plan



Figure 30 - Low Head Road / North Street junction - Short Term Treatment



Figure 31 – Low Head Road / North Street junction – Long Term Treatment Concept.



This concept provides for future growth areas A and B as well as the Primary Trail development in the GTASP.

A right turn facility would be provided on Low Head Road involving road widening which provides the opportunity to fit a pedestrian refuge island.

A 60 Km/h Speed limit should be considered to reduce crash risk as part of this concept.

George Town Pathway Network Plan



9.3 Target Pathways – South George Town

9.3.1 Pathway Plan

The proposed Road Network Plan for South George Town is shown in Figure 32.

Figure 32 - Target Road Network Plan - South George Town



George Town Pathway Network Plan



9.3.2 Intervention Treatments

The recommended interventions are summarised in Figure 33.

Figure 33 – Recommended interventions for South George Town

Pedestrian & Cyclist Facilities

Priority	Side Road	Existing 2024	Proposed	Intervention	Driority
Road	Side Road	Existing 2024	facilities	by Year	Filolity

Prima	ry Trail				
	Adelaide - Victoria St.	None	6,000m of 2.5m	Staged over	2
	Foreshore Circuit	None	wide Shareway	20 years	2
South	Street				
	East of Mary Street	None	120m of footpath	WD	7
	Franklin St.	Simple jcn.	Roundabout	2034	5
	Mary St.	Simple int.	Roundabout	2030	4
Tama	r - The Strand - White and	Gerzalia		•	
	Shareway link	None	2000m of footpath	WD	1

WD With Development

9.3.3 Intervention Justifications

The need for most of the proposed facilities is triggered by development and missing links in the pedestrian network.

George Town Pathway Network Plan



10. Recommendations and Conclusions

This report develops a pathway network plan for management of South George Town, Central George Town and Low Head.

South George Town Pathway Plan - see Figure 32

Key proposals:

- Linking Tamar Avenue, The Strand, White Street and Gerzalia Drive, see Figure 32.
- Primary Trail development
- Main Road (Agnes Street to Victoria Street)
- South Street pathway development with road development

Development of South Street creates opportunities to progress Primary Trail development.

Central George Town Pathway Plan - see Figure 26

Key proposals:

- Macquarie / Anne Street roundabout
- North Street Primary Trail development and crossing Low Head Road options, see Figures 60.1 & 60.2.
- · Anne Street footpath extension to Low Head Road
- Range of intersection and missing link projects

Growth areas A, B & C increase the importance of pathways on North Street, Anne Street, Friend Street, Agnes Street and Cimitiere Street, see Figure 14.

Development of North Street creates opportunities to progress Primary Trail development.

Low Head Pathway Plan - see Figure 25

Key proposals:

- Maintenance of existing pathways.
- East Beach pathway & Lagoon Beach link.

Primary Trail development has been achieved. Council can consider other proposals local to the area.

George Town Pathway Network Plan



Appendices

George Town Pathway Network Plan



Appendix A - Neighbourhood Structure Plans

Source: George Town Area Structure Plan - July 2021

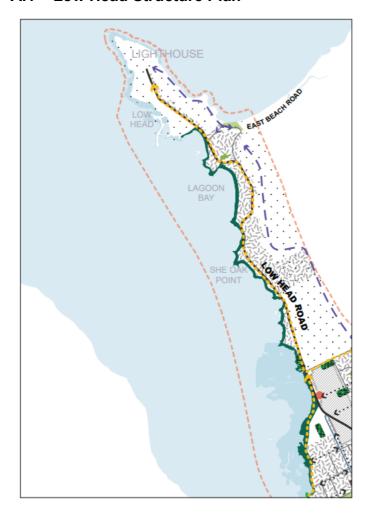
A.0 - Neighbourhoods

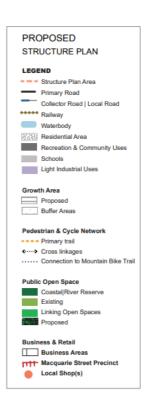


George Town Pathway Network Plan



A.1 - Low Head Structure Plan





George Town Pathway Network Plan



A.1 - Low Head Recommended Actions

Recommended Actions

Connectivity & Public Open Space

LHN1. Explore diversifying the users experience of the kanamaluka trail by identifying nature walks in the coastal reserve between North Street to East Beach. Only consider this opportunity if the natural and cultural values can be managed and the Penguin Rookery at Low Head is not detrimentally impacted.

LHN2. Improve management of East Beach Road by considering the introduction of a mandatory low-speed environment and shared zone for pedestrians, cyclists and vehicles.

LHN3. Explore the opportunity of creating a walking and cycling loop by providing a right-of-way over private land. Consult with private land owners between East Beach and North Street to determine if a trail could be possible.

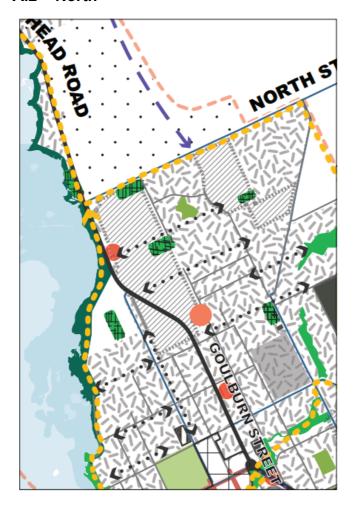
LHN4. Consult the neighbourhood community to determine the location of additional pedestrian crossings north of North Street. The crossings should be marked and signed and co-located to bus stops and other intersections for the neighbourhood.

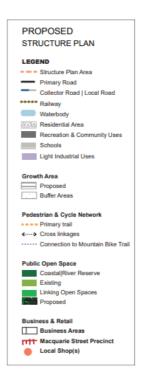
LHN5. Seating and shelter provided at regular intervals along the length of the kanamaluka trail. For example a rest top is desirable at 65 Low Head Road. Further investigations necessary to determine the locations of any rest stops.

George Town Pathway Network Plan



A.2 - North





George Town Pathway Network Plan



Recommended Actions

Connectivity & Public Open Space

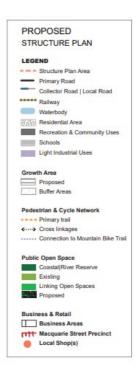
- NN1. Determine the viability of developing a walking and cycling route from Edward Court to Low Head Road through the unmade road reserves until such time infill development occurs.
- NN2. Investigate developing the northern shoulder of the North Street carriageway as a shared walking and cycling route, connecting the kanamaluka trail and Sports Complex.
- NN3. Prepare an open space plan for the neighbourhood setting aside land that will form part of the walking and cycling route. The open space plan must consider providing:
 - open space or linkages south of North Street, providing connection to Agnes Street;
 - a central reserve, west of Low Head Road behind the linear strip of houses south of North Street, with a minimum area of 5000m² or an appropriate area determined later;
 - Consult with key stakeholders to determine a hierarchy of open spaces through the neighbourhood as part of developing and open space plan.

George Town Pathway Network Plan



A.3 - Central





Recommended Actions

Connectivity & Public Open Space

CN1. Consult and involve the neighbourhood community to develop a plan and prioritise the preferred walking and cycling route through the neighbourhood that connects with key destinations and open space network.

CN2. Anne Street is the primary north-south connector from Macquarie Street. Anne Street is recommended to be developed as part of the secondary walking and cycling network.

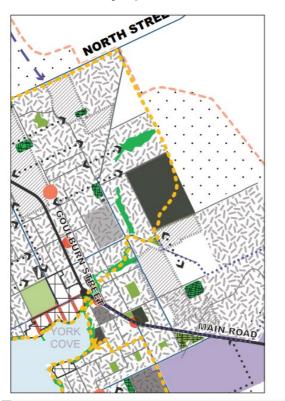
CN3. Prepare an open space plan for the neighbourhood setting aside land that will form part of the primary walking and cycling network. The open space plan should

- allocating low lying land along the eastern side of the river to public open space;
- investigate Aboriginal heritage of this land.

George Town Pathway Network Plan



A.4 - Port Dalrymple





Recommended Actions

Connectivity & Public Open Space

NPD1. Invest in a primary walking and cycling route through the neighbourhood, linking the adjacent residential areas. Initial investment should address the priorities for improving the footpath network, utilising unmade road reserves to facilitate trails whilst the rezoning of land is considered.

NPD2. Consult and involve the neighbourhood community to develop a plan and prioritise the preferred wallking and cycling routes that connect with key destinations and open space network.

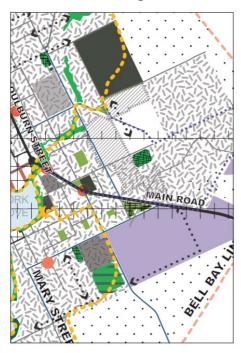
NPD3. Determine the viability of developing a walking and cycling route through the unmade road reserves between North Street and Sports Complex.

NPD4. Integrate public open space in conjunction with the provision of a local centre at Friend Street.

George Town Pathway Network Plan



A.5 - Mount George





Recommended Actions

Connectivity & Public Open Space

MtG1. Invest in a primary walking/cycling route through the neighbourhood, linking the adjacent residential areas. Initial investment should address the priorities for building the footpath network,utilising unmade road reserves to facilitate trails whilst rezoning of land can be further considered.

MtG2. Consult and involve the neighbourhood community to develop a plan and prioritise the preferred pedestrian/ cycling route through the neighbourhood that connects with key destinations and open space network.

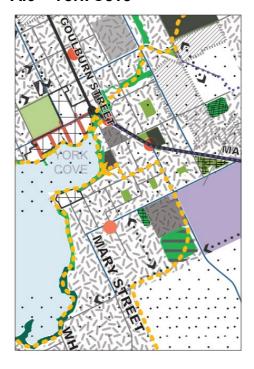
MtG3. Investigate extending a trail along York Rivulet through the neighbourhood to facilitate the primary walking and cycling route.

MtG4. Investigate a shared cycle and pedestrian pathway linking the neighbourhood with the Sports Complex.

George Town Pathway Network Plan



A.6 - York Cove





Recommended Actions

Connectivity & Public Open Space

YC1. Explore options for the development of Killarra Reserve to improve the quality of open space.

YC2. Address the physical interface between residential development in the light industrial area on Victoria Street. Investigate introducing landscaping on the southern side of Victoria Street.

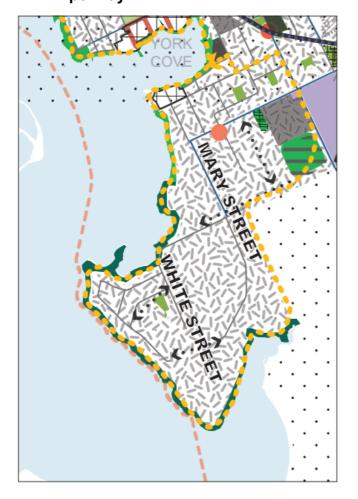
YC3. Prepare an open space plan for the neighbourhood setting aside land that will form part of the primary walking and cycling route. The open space plan must consider the infrastructure investment required to improve the quality and patronage of established open space.

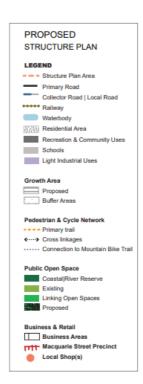
YC4. New development and subdivision must include footpath provision, street trees and open space.

George Town Pathway Network Plan



A.7 - Pipe Clay





George Town Pathway Network Plan



Recommended Actions

Connectivity & Public Open Space

PC1. Investigate the viability of continuing the primary walking/cycling route from outside the neighbourhood, extending the kanamaluka trail south, around the river reserve of the neighbourhood and connecting with the road network and proposed open space south of South George Town Primary School.

The investigations must have regard to:

- the impact on native vegetation around the tidal reserve;
- natural hazards;
- the nature of the pathway and the purpose it will serve; and
- width required to establish the reserve and whether it can be practically constructed.
- PC2. Consult Crown Land Services to determine if land in their ownership, could be leased for public open space. The retention of standing vegetation on this land is desirable. The public open space should be connected with the primary walking/cycle linkage and determine if it is viable to create a dog park in this location.

George Town Pathway Network Plan



Appendix B – General Pathway Guidelines

B.1 - Traffic Networks as a System

Consider the transport network as a system, see Figure B.1, in terms of all road users i.e. light vehicles, heavy vehicles, public transport (buses and taxis etc), motor cyclists, cyclists and pedestrians.

Figure B.1 – Safe System Model



Prepare Safe System Assessments in accordance with Austroads Safe System Assessment Framework for existing situations and proposals to:

- Identify crash risk.
- Determine effectiveness of proposals in treating crash risk. Useful for assessing retrofits or proposals.

George Town Pathway Network Plan



B.2 - Design Considerations

Shared Zones

Shared Zones are specifically designed and intended to give priority to vulnerable road users and should be made to not look like a road, with the provision that light and heavy vehicles may use the area subject to the Shared Zone speed limit, usually 10-20km/h.

Safety in new subdivisions

- Distinguish between the arterial network, the local street network and pathway network have different road function and network needs.
- Preserve sight lines (avoid planting trees and shrubs, building fences and placing infrastructure that limits sight distance) for junctions and accesses.
- Avoid long straight streets as this encourages speeding.
- Provide safe pedestrian facilities.

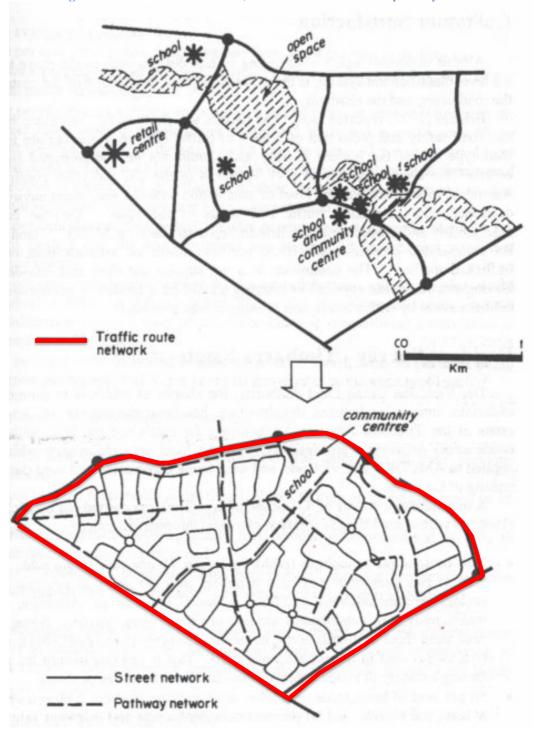
Residential area planning

- Arterial networks should bound residential precincts, see Figure B.2.
- Direct vehicular and pedestrian access should be avoided from single dwelling unit developments.
- Effective street lengths should be less than 200-250m i.e. distance between slowing or slow points.
- Where demand justifies, cater for pedestrian and cycle demand separately.
- Minimise traffic on residential streets.
- Number of lots abutting streets with minimal traffic flows should be maximised.

George Town Pathway Network Plan



Figure B.2 – Traffic route network, local residential street and pathway network



George Town Pathway Network Plan



Liveability, Safety and Amenity Guidelines

The basic requirements necessary for the safety and amenity of a residential area:

- Residential precincts need to be bounded by traffic routes and/or natural barriers to minimise conflict.
- Direct vehicular and pedestrian access should be avoided from single dwelling units onto road with over 2,000 vehicles per day.
- Effective street lengths should be less than 200-250m in order to achieve typical vehicle speeds of 40km/h.
- Cyclist and pedestrian demands should be catered for separately using path or cycle networks. See Section 3.2.3

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.
- A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.
- A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.
- A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and
- No single dwelling lot should abut a route with more than 3,000 vpd passing traffic.

These guidelines are adopted from TE&M Chapter 2.2: Design of New Urban Networks.

George Town Pathway Network Plan



B.3 - Road users

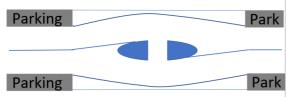
Pedestrians

Where pedestrian refuge islands are required, they are to be designed in accordance with DSG or LGAT standards. Pedestrian crossing facilities should be conspicuous and obvious to drivers. See Figure B.3 for positioning example.

Pedestrian refuge Islands as a traffic calming device:

- For 50km/h zones provide island widths of 1.5m & path width of at least 1.5m
- For 60km/h zones provide island widths of 1.5m & path width of 2.0m
- For 80km/h zones provide island widths of 2.0m & path width of 3.0m

Figure B.3 – Example of Pedestrian Refuge Island layout.



Cyclists

Off-road cycling paths or shared use trails are preferred to reduce or eliminate crashes. Cyclist facilities may be considered for collector roads but are generally not required on access roads and local areas with a low-speed environment.

For on street cycling facilities the desirable width for cyclists is 1.5m with 1.2m as an absolute minimum.

Where there is on street parking an edge line 3.7m from the kerb is desirable (2.2m for parking and 1.5m for cyclists). This allows a cyclist to pass a parked car safely. According to *GTM Chapter 8*, where cyclists share the lane with vehicular traffic the lane width should be:

- Greater than 3.7m to allow for safe passage of a cyclist.
- Less than 3.0m to prevent overtaking.
- Widths of between 3.0m-3.7m create squeeze points and conflicts.

The provision of cycling facilities, using edge lines, cyclist symbols and No Stopping restrictions, is a low cost and efficient way to provide for cyclists.

As a guide 1.5m of width is recommended with a general minimum of 1.2m. However, the width should be taken to be the characteristic width. There may be pinch points or short tapers

George Town Pathway Network Plan



where the facility is less than 1.2m in width. Refinements, which can be costly and delay the project, can be made at a later stage if necessary.

Cycling facilities are distinct from Cycling Lanes in that Austroads Cycling Lanes are signposted and a dedicated facility. Cycling facilities are created with edge lines and pavement markings only. The City of Launceston primarily provides Cycling Facilities, see Figure E.7.

Figure B.4- Elphin Road, Launceston - example of cycling facilities

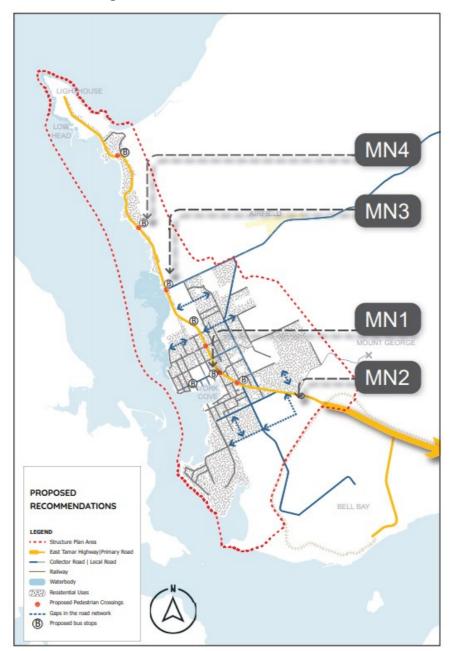


George Town Pathway Network Plan



Appendix C - George Town Area SP

Source: George Town Area Structure Plan



Source: George Town Structure Plan

Road Infrastructure

George Town Council 2025 05 27 ORDINARY COUNCIL MEETING ATTACHMENTS Agenda

George Town Pathway Network Plan



Recommended Actions

Macquarie Street Entrance

MN1. Devise a concept plan for Macquarie Street entrance from Main Road to improve wayfinding and entry to the town centre. The entry point should be easily identifiable through an art installation and landscaping.

Alternative Access

MN2. Investigate the construction of a new road south of Victoria Street to provide a secondary vehicle route for residential traffic and commercial vehicles from Franklin Street to travel to Main Road.

Pedestrian Crossings

MN3. Investigate and identify a minimum of six additional pedestrian crossings across Low Head Road, Goulburn Street and Main Road at locations that connect with street junctions and the pedestrian and cycling network. Pedestrian crossings are to be marked and signed.

Bicycle Lane

MN4. On the road, bicycle lanes to be marked where off-road paths are not possible to correspond with identified routes. Community consultation to determine the path to be marked.

Gaps in Road Network

MN5. Construct permeable streets addressing gaps in the movement network.

Street Trees

- MN6. Continue street tree planting incrementally along the primary walking and cycling route (where the road reserve has capacity) of George Town to improve the greening of the SP Area.
- MN7. Revise the road design standards to incorporate sufficient width to plant street trees as part of new development.

Bus Stops

MN8. Investigate where to locate additional bus stop locations adjacent to pedestrian and cycle linkages. Additional stops will become available as the population increases.

Planning Principles

- 11. Main Road, Goulburn Street, Low Head Road remain the primary arterial road for vehicle movements to Bellbuoy Beach Road, Low Head, the East Tamar Highway and Bridport Road.
- P12. Provide an alternative route for vehicle movements originating from industrial activities and residential uses via Victoria Street to reduce traffic volumes and improve safety adjacent to the school.
- P13. New subdivision serviced to facilitate a grid road pattern and cul-de-sac not supported unless it furthers connection and linkages to the walking network.
- P14. Provide pedestrian crossings over the primary arterial road, near public transport stops, school & linkages.
- P15. Street Trees planted to green and define the streetscape.
- P16. Improved convenience for residents to access public transportation by increasing the intervals of bus stops.

Source: George Town Structure Plan

George Town Pathway Network Plan



Appendix D – Pathway Network Guidelines Pedestrian friendly urban planning

(www.lerek.com)

Key Elements for Walkability

- Safe and Accessible Pathways
- Green and Open Spaces
- Mixed Use Development
- Public Transport Integration
- Human Centred Street Design Streets designed for people rather than just vehicles
 create vibrant, urban spaces. Features such as pedestrian only zones, outdoor seating
 and engaging storefronts enhance the walking experience and contribute to a lively
 city atmosphere.

Economic and Social Impact

Walkable cities attract businesses, boost tourism and increase property values. Studies have shown that pedestrian friendly areas support local economies by encouraging foot traffic to shops, restaurants and cultural venues. Additionally, these spaces foster a stronger sense of community and public areas become social hubs where people can connect and engage.

Looking Ahead

As cities evolve, the focus on pedestrian centric design becomes even more critical. Therefore, urban planners, architects and policymakers must continue to prioritize walkability in order to create healthier and more resilient communities. Moreover, by designing cities for people rather than cars, we can build environments that are not only functional but also enriching and sustainable for future generations.

George Town Pathway Network Plan



Pedestrian planning principles

(NZ Transport Agency)

Pedestrian characteristics

Deals with understanding the pedestrian demographic and catering for the human capability:

Physical space and walking speed

Safe, Obvious and Step free

Planning and designing for accessible and inclusive streets and places

Pedestrian Activity and Assessing Demand

Pedestrian desire line surveys and projections to understand demand for the area and impact of changed environments.

Engagement

Understand community perceptions and promotion of walking

Disability Sector Engagement

Engage with disability sector for inclusive design for walking

Walkability

Walkability describes the extent to which the built environment is walking friendly.

Walkable Places

Walkability is a useful way to assess walkable nature of an area and degree of access to key destinations.

George Town Pathway Network Plan



Urban Form

Urban form relates to how communities are designed and structured, the type of development that it allows and where, and how the different areas are connected. Urban form affects the need to travel and attractiveness (or otherwise) of walking as a practical form of transport.

Pedestrian Network Characteristics

A walkable place or community has several important qualities as described by seven pedestrian network principles:

- Safe
- Inclusive
- Comfortable
- Direct
- Legible
- Attractive
- Connected Walking networks should have a high density of route options to
 connect pedestrians to the places they wish to reach including public transport and
 surrounding networks. Achieving connectedness often requires overcoming barriers
 such as railways, waterway, arterial roads and motorways which sever communities
 and make for long walking trips. Dedicated crossing facilities can help connected
 neighbourhoods that previously were separated from each other, encouraging people
 to walk.

Measuring Walkability

Measuring walkability of an area or route means understanding the ease by which pedestrians can move around. There are many different methods to measuring walkability using desktop analysis, on site assessment or through pedestrians' experiences.

George Town Pathway Network Plan



Austroads Guide to Road Design: Part 6A Pedestrian and Cyclist Paths 2021

Introduction

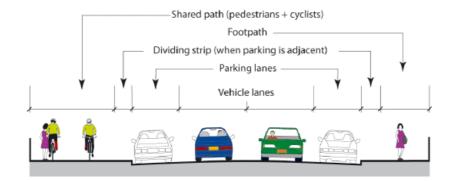
Adopt a Safe System Approach to minimise conflict.

Roads outside road corridors should be designed to be forgiving with minimal hazards.

Paths within road corridors should remove hazards and separate vulnerable road users.

Types of Paths

Shared paths cater for cyclists and pedestrians and have sufficient width to reduce conflict between the path users.



Path User Considerations

Connected:

- Continuous routes that are as short as possible
- Integrated with public transport
- Management of crossing opportunities

Comfortable and Convenient:

• User friendly

Universal:

• Cater for all path users

George Town Pathway Network Plan



Design Considerations

Path location

Factors influencing path location:

- Desire lines
- Safe and efficient alignment
- Cater for local features of interest e.g beaches, lookouts, shops etc
- Optimised personal security
- Access for emergency services
- Landscaping to support proposal
- · Privacy of private property owners
- Environmental or heritage features

Path Width

Assess the situation in terms of usage level, speed and available clearance

Lighting

Where paths are heavily used in times of darkness consideration should be given to the provision of path lighting. The decision to provide lighting is a matter for the relevant agency i.e Council.

Lighting should be considered to help path users see and avoid hazards and to improve personal security at night. The need for lighting of paths should be considered on a case-by-case basis depending on the situation. Key issues to consider include:

- Sight distance to avoid conflict
- Standard of pathway delineation for the situation.

Intersections between paths

Factors to consider for intersections between paths:

- Pavement markings
- Splays
- T junctions at busy location
- Path clearance to avoid conflict
- Services

Scenarios to consider:

- Intersection of shared paths
- Intersection of bicycle paths and pedestrian paths
- Intersection of shared paths and pedestrian paths

George Town Pathway Network Plan



Intersections between paths and roads

Factors to consider for intersections between paths and roads:

- Physically prevent cars from accessing paths e.g. bollards
- Physically deter vulnerable road users from inadvertently entering a road when not safe to do so, e.g staggered fence treatment or offset paths

Staggered pedestrian fences



Offset pedestrian fences



George Town Pathway Network Plan



Appendix E – Pathway Network Objectives & Strategies

Pedestrian Pathway Objectives for George Town

		Issues						
District	Major Destinations	Accessability	Pedestrian Safety	Major Barriers	Valkability	Pedestrian Use	Key Objective	Strategies
Lo ₩ Head	Existing Residential Streets	М	М	Missing links	М	L	Walkability	Treat missing links
	Low Head Light House	М	Н	none	М	L	Access to Light	Asis
	Lagoon Beach	L	М	Residenti al Zone	М	М	Access to Beach	Perrin Drive Walkway to Beach
	East Beach	Н	М	none	М	М	Pedestrian safety	Separation of vehicle & pedestrians
	Proposed Residential Streets						Walkability	Avoid missing links and avoid cross intersections
	Existing Residential Streets	М	М	Missing links			Walkability	Treat missing links
	Crossing Arterial Roads	L	L	Arterial Road	L	L	Walkability	Crossing treatments
North	Port Dalrymple School	Н	Н	none	Н	М	Pedestrian safety	Asis
George Town	Paterson Memorial Monument	М	н	none	н	М	Walkability	Asis
	Medical	Н	Н	none	Н	М	Walkability	Asis
	CBD	Н	Н	none	Н	Н	Walkability	Asis
	Yacht Club	М	М	none	М	М	Walkability	Asis
	Proposed Residential Streets						Walkability	Avoid missing links and avoid cross intersections
South George Town	Existing Residential Streets	М	М	Missing links		М	Walkability	Treat missing links
	South GT Primary	н	Н	none	Н	М	Pedestrian safety	Asis
	York Cove Hotel	L	М	Missing link	L	М	Walkability	Treat missing links
	Proposed Residential Streets						Walkability	Avoid missing links and avoid cross intersections

George Town Pathway Network Plan



Appendix F – Specific Pathway Network Strategies for George Town

1. Missing Links

Such links can be identified and treated where there are demonstrated desire lines. Some missing links may be because there is no pedestrian demand.

2. Walkways between properties

Walkways between properties can be used to:

- connect nearby or adjacent cul-de-sacs within a residential enclave
- connect to public open space
- provide access to major destinations e.g. beaches

3. Separation of vehicles and pedestrians

Physical separation of vehicles and pedestrians should be provided on Collector and Arterial roads for pedestrian safety. Separation can be achieved using:

- kerb and Channel
- placement of paths along property fence lines rather than road edges subject to wheelie bin access considerations
- · on street parking as a buffer.

4. Avoid creating missing links and cross intersections

George Town has a grid road network layout with many cross intersections. Cross intersections are a legacy issue for pedestrian permeability & walkability where there are desire lines along minor roads which cross major roads e.g Anne St & Goulburn St.

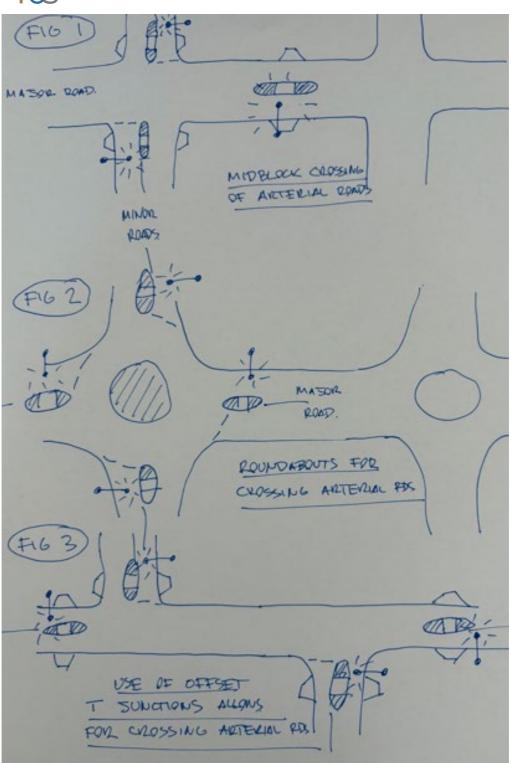
In the subdivision planning and concept development stage ensure:

- roads should be specified with footpaths according to their function. Major Collector
 and Arterial Roads should have footpaths both sides. This also provides for public
 transport access e.g. bus stops each side of the road.
- Cross intersections should be avoided as they create potential barriers. George Town
 has legacy issues due to widespread use of cross intersections that hinder pedestrian
 permeability.

Figures 1 -3 show various strategies for avoiding cross intersection issues. Please note that wherever solid islands are required on a road they should be accompanied with street lighting.

George Town Pathway Network Plan





George Town Pathway Network Plan



With new subdivision development roundabouts or offset T junctions should be used rather than cross intersections.

With existing infrastructure where there are cross intersections, retrofit of roundabouts or mid-block crossings is recommended to improve pedestrian permeability. Obviously when the minor road is the pedestrian desire line, directness is important and detouring to a midblock crossing some 100-200m distant is undesirable. This is why retrofit of roundabout is preferred.

5. Crossing treatments on arterial roads

Midblock crossings on arterial roads should be pedestrian refuge islands as they allow pedestrians to negotiate one direction of traffic at a time. Also breaks crossing distance into shorter sections.

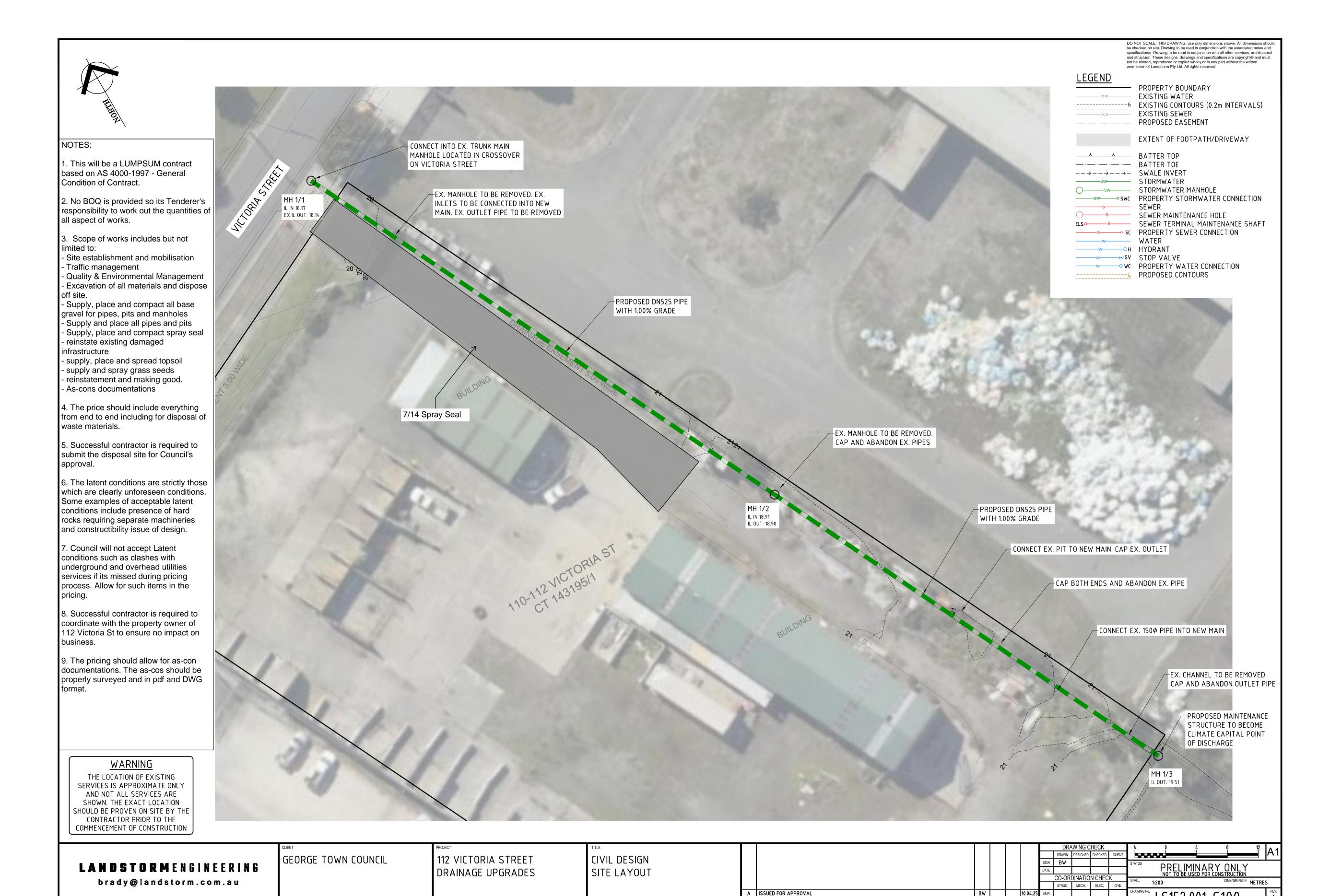
Midblock crossing can also be supported with kerb outstands especially where there are on street parking lanes.

If crossing needs to coincide with pedestrian desire lines on minor side road, a roundabout should be considered with the splitter islands used as ped refuge islands. Roundabouts also calm traffic and the reduced speed environment reduces crash risk.

Guidelines recommend pedestrian and traffic surveys to establish the crash risk exposure. As an example, the Department of State Growth - Road Safety – Road User Services arrange pedestrian and traffic surveys at school crossings where requests are received from the school for school crossing patrol officers. The point is that data and projected growth estimates should be used to objectively assess the need and location of potential pedestrian facilities.

Council could set clear internal guidelines on when treatments on arterial roads are applied. It is likely that not every existing cross intersection requires treatment.

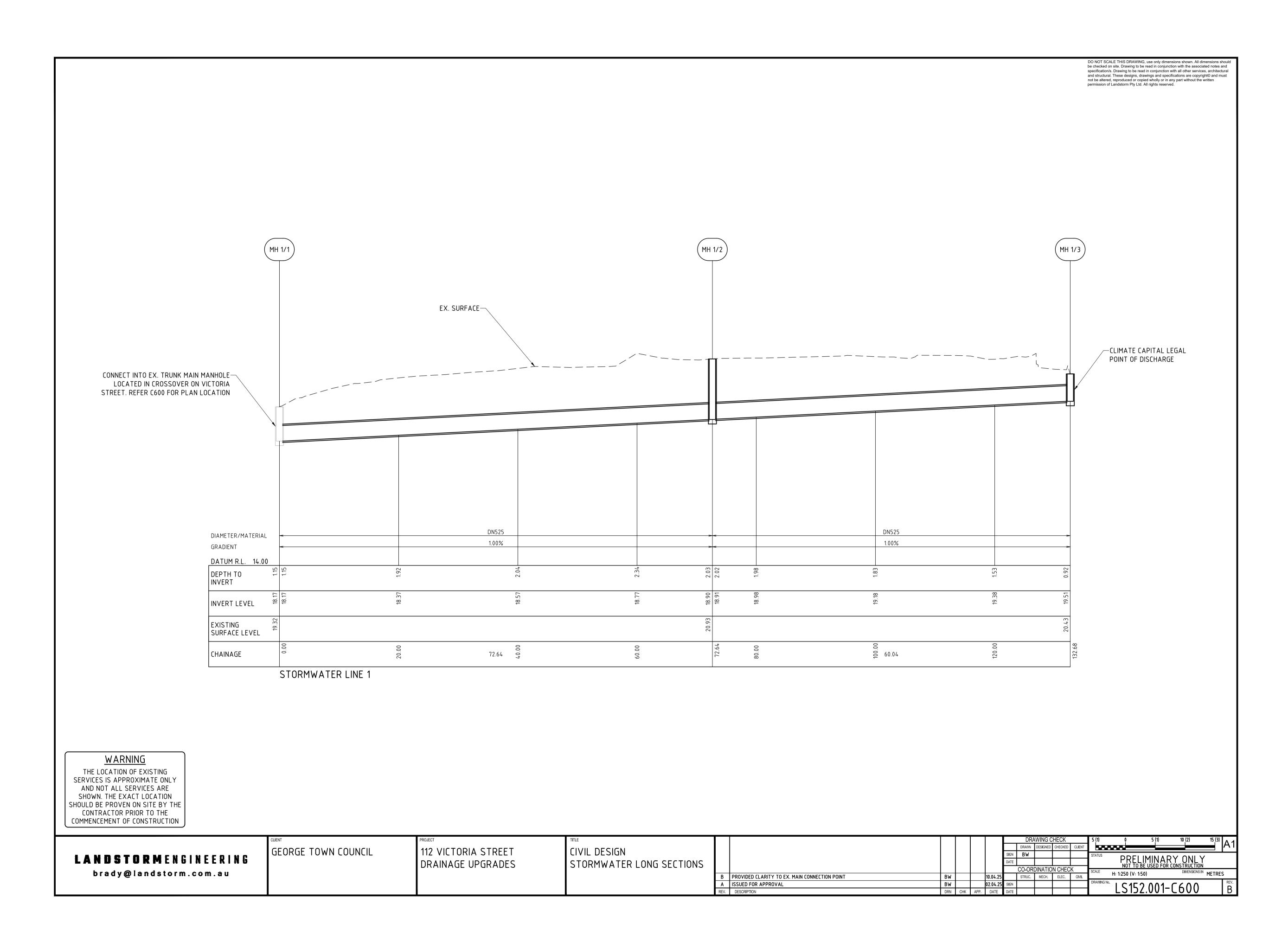
In summary George Town (population 10,000) is a small country town and obviously does not have exposure to pedestrian walkability issues as much as major cities (population > 500,000). See pathway network guidelines in Appendix D. Accordingly the 5 strategies discussed above are considered appropriate for George Town. These strategies have been used in this report to identify feasible walkability improvements.



Attachment 9.3.1 Attchment 1 - Design - 112 Victoria St Drainage Works

EV. DESCRIPTION

LS152.001-C100





DRAFT - COMMUNITY ASSISTANCE POLICY

Policy No.:	GTC C 11	Policy type:	Council
Responsibility:	C&C	Policy expires:	
Approved by:	Council	Approved on:	
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1. OBJECTIVE

The objective of the Policy is to provide a robust and transparent framework for the provision of financial assistance through community grants and sponsorship to:

- (a) community clubs and organisations for activities and programs that aim to grow community capacity, initiatives, and programs, or assist the community to reduce factors that lead to social disadvantage. Examples of suitable projects include but not limited to:
 - Minor infrastructure, i.e. purchase of equipment for use by organisations
 - Community Arts Projects
 - Community workshops and training courses
- (b) Individuals who represent Tasmania or Australia in national and international events

2. TYPE OF POLICY

As per Section 9 of Policy GTC-12, this policy (GTC-C-XX) is categorised as a Council Policy.

This categorisation is consistent with the definitions as stated in Policy GTC-12 which are as follows:

Council - Policies pertaining to the Governance of the Council and the activities of its elected members, including the establishment of Committees, and the government of the municipality including resident and ratepayer compliance policies and by-laws.

Operational - Policies pertaining to the operational, administrative, and internal matters of the Council, including internal governance, internal committees, and operational matters of service delivery.

3. SCOPE

Council's annual Community Assistance Program is a strategic tool aimed at capacity building, supporting innovation and addressing community need in line with the Council's vision.

This Policy provides an equitable, efficient, transparent and sustainable framework for the allocation of Council's Community Grants program to Incorporated Not for Profit Community Organisations in the municipality of George Town.

DEFINITIONS

The following definitions apply to this Policy and Procedure:

Acquittal	The process by which a recipient demonstrates in writing to the Council that it has expended the funds in accordance with the terms and conditions of the funding agreement on completion of the activity or project.
Auspice	means an incorporated organisation who receives, administers and acquits council's funding on behalf of the applicant.
Community or resident groups	An entity that carries on activities for a public purpose; or an entity whose primary objective is not directed at making a profit.
Council	means the George Town Council.
Grants	means cash or in-kind support provided to applicants for a specified project or purpose as outlined in the funding agreement between the council and the recipient.
Incorporated association	registered under the <u>Associations Incorporation Act 1964.</u>
In-kind support	means a contribution of a good or a service other than money, for example voluntary labour, donated goods or services.
Not for profit organisation	A not-for-profit organisation is one which is not operating for the profit or gain of its individual members, whether these gains would have been direct or indirect. A not-for-profit organisation can still make a profit, but this profit must be used to carry out its purposes and must not be distributed to owners, members or other private people.

Council fee remission	The provision of paid and volunteer labour, administrative support, hire-free facilities or provisions of Council services.
Policy	means this policy.
Registered charity organisation	means as determined by the Australian Charities and Not-for Profits Commission.



5. LINK TO STRATEGIC PLAN George Town Council Strategic Plan 2020-2030 **Future Direction One - Community Pride** All are valued and included Taking a 'whole of community' approach to everything. Working towards removing all barriers to participation in community life. vii. Building community pride in our young people. **Future Direction One - Community Pride** All communities take pride in their place Supporting the plans of Progress Associations. **Future Direction One - Community Pride** A strong, recognisable, positive reputation Promoting the area as the place to live, work, play and invest. **Future Direction One - Community Pride** Community groups work together on common goals Working together on common goals. Future Direction Two - Prosperity for All in All Aspects of Life Tourism growth in yield iv. Focusing on cultural and historic interpretation and associated experiences and the area's produce. Developing a diverse range of tourism products that complement the Tasmanian brand. Future Direction Two - Prosperity for All in All Aspects of Life Healthy, active communities Knowing how to stay healthy and active and valuing good health outcomes. Eating well, active living, preventative health approaches. Getting and staying active. Participation in recreation, arts and cultural activities. **Future Direction Three - Progressive Well-Resourced Communities** Communities have agreed strategic plans Supporting Progress Associations to achieve their annual priorities. Making sure communities remain connected, engaged and empowered. Celebrating project successes. **Future Direction Three - Progressive Well-Resourced Communities** Community celebrations build the areas reputation Using cultural and artistic celebrations to engage and build understanding of the community and area. Growing attendance numbers by responding to new, creative ideas and improvements.

This action relates to the following components of the Community Strategic Plan 2020-2030:

iv. Including specific activities designed by young people in all celebrations.

Future Direction One - Progressive well-resourced communities

Programming to avoid clashes of dates.

1. Social infrastructure and services match growth and community needs

Future Direction One - Progressive well-resourced communities

2. Formal and Informal sporting and recreational opportunities for all

- Vibrant local communities
- 5. A diverse and active volunteering base
- 6. Community celebrations build the areas identity

Future Direction Two - Prosperity in all aspects of Life and Living

- 19. Healthy, active communities
- 20. A healthy and respected environment

Future Direction Three - Community Pride

- 22. Everyone in our community is valued and included
- 23. All communities take pride in their place
- 24. Safe and secure communities
- 25. Community groups work together on common goals
- 27. A culture of engagement, communication and participation
- 28. Positive mindsets across communities
- 30. Young people are a supported, recognised community resource

6. RELATED LEGISLATION

LEGISLATIVE (ACTS, REGULATIONS AND STANDARDS)

- □ Local Government Act 1993
- Anti-Discrimination Act 1998 (Tas) Sec 38

Related Council Policies and Documents

George Town Council Community Strategic Plan

George Town Council Events Strategy

George Town Council Sponsorship Policy

George Town Council Community Health and Wellbeing Strategy

George Town Council Fees and Charges

7. RISK CONSIDERATIONS

This policy is aligned with objectives for risk management at George Town Council, and in particular:

- Providing a basis for higher standards of accountability.
- Allowing for more effective allocation and use of resources.
- Setting performance standards and regular review and improving practices and procedures.
- Ensuring appropriate relationships and having necessary safeguards to protect Council's reputation.

8. POLICY

Council will allocate funds annually in its budget in order to provide financial support to community clubs and organisations, and individuals under 25 years of age selected to represent Tasmania or Australia at national or international events.

8.1 Assistance to Individuals

Council may provide financial assistance to only persons under 25 years of age for the specific purpose of supporting sport, recreational, health and wellbeing for young people within the George Town Municipality.

- Financial assistance may be provided to individuals selected to represent Tasmania
 or Australia in national or international events. Applicants must be under 25 years of
 age and a resident of the George Town municipality, and an application for assistance
 must be accompanied by written advice of selection from the appropriate body.
- Financial assistance can be applied for at any time
- Financial assistance must be applied for before attendance at the event
- Financial assistance has been structured as follows:
 - Intrastate participation up to \$200 per person and will be paid to each eligible individual only once during a financial year
 - Interstate participation up to \$500 per person and will be paid to each eligible individual only once during a financial year
 - International participation up to \$1000 per person and will be paid to each eligible individual only once during a financial year
- Applications for Assistance to Individuals pursuant to this policy will be submitted to, reviewed and approved by the General Manager

8.2 Community Assistance – Council Fee Remission

- Fee remission for hire of Council owned venues and Council service charges may be
 provided to community groups whose members are primarily residents of the George
 Town municipality, or are located in the George Town municipality, and which offer
 benefits to the municipality of George Town.
- Fee remission may be applied for where fees incurred are integral to the provision of an activity by the applicant group which contributes to strengthening and enriching an active, vibrant and culturally diverse community life for the George Town municipality.
- Fee remission assistance may be applied for at any time.
- Fee remission assistance may be provided for part only of all eligible fees and charges. The number and dollar amount of applications from one organisation in any one financial year will be taken into consideration.
- Fee remission assistance under this program is limited to \$500 per community group and will be provided to eligible organisations only once during a financial year.
- Applications for Fee Remission Assistance pursuant to this policy, where the request for assistance is over \$500 should be submitted as an application for a Community Grant, and must meet the eligibility and application requirements of that Assistance Program

- Fee remission assistance is provided to organisations, not individuals.
- Costs associated with bonds, cleaning fees, audio and other equipment hire, cannot be applied for under a fee remission.
- Applications for Fee Remission Assistance pursuant to this policy will be submitted to, reviewed and determined by the General Manager where the request for assistance is up to \$500.

8.3 Community Assistance – Community Grants

Community Grants may be provided to community groups whose members are primarily residents of the George Town municipality, or are located in the George Town municipality, and the support is being sought to benefit the community of George Town by:

- Assisting community clubs and organisations to grow capacity and build social capital;
- Encouraging innovative approaches to emerging issues and need in the George Town municipality including enhancing cultural, environmental, health and wellbeing outcomes

Community grants will be offered twice a year in competitive grant rounds. Round 1 will open in August; Round 2 will open in February. Both rounds will be advertised to the community.

Each grant application will be assessed against the selection criteria as outlined in this Policy.

Grant applications assessed as complying with this policy will be considered by Council at the next ordinary meeting of Council after the respective grant round has closed.

Applicants will be notified of Council's decision as soon as practicable after Council's deliberation.

Applications must be submitted on the appropriate form, by the due date, with any supporting documentation as requested. Strictly no late applications will be accepted.

A community organisation may only receive one Community Assistance – Community Grant in any one financial year. (This does not include Community Assistance Fee Assistance requests, although the number and amount of a Fee Remission request may be taken into consideration).

Grants are made to organisations, not individuals.

The organisation's willingness to contribute to the project will be taken into account.

Applications of up to \$2000 may be submitted. Council may allocate less than the amount requested.

Guidelines for grants administration will be approved by the General Manager and reviewed annually.

Successful applicants will be required to sign a grant deed of funding and will receive 80% of the funding amount upfront on receipt of a tax invoice and the final 20% following acquittal.

8.4 Eligibility

Organisations must:

· Be incorporated not for profit, or auspiced by an incorporated organisation

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- Be located within and/or must work to significantly benefit the George Town community
- Maintain Public Liability Insurance Cover (\$20-10 million minimum)
- Make application on the form provided by Council and must provide all required documentation and information

What will not be funded:

- · Funding requests which are retrospective
- Ongoing administration and running costs
- · Trophies or prize money
- Political activities
- Professional fundraising organisations
 - Activities closely duplicating existing/current projects
 - · Funding to commercial operations / businesses.

8.5 Assessment criteria

Applicants must demonstrate:

- Alignment with Council's Strategic Plan. Applicants must complete the self assessment section of the community grants application form which refers to alignment with Council's Strategic Plan –
 - Support and advocate for organisations and community groups to grow community capacity.
 - · Supports integrated community, health and education services;
 - Supports sport and recreation, work opportunities, health and education services for young people;
 - Support programs which address social disadvantage;
 - Participation in community safety initiatives;
 - · Enhances the vibrancy of places.
- Management capacity of the organisation both generally and in respect to the specified project budget, timeframe and achievement of objectives.
- Level of support, in kind and financial, from both the applicant organisation and other sources
- The program or activity has benefits which will grow community capacity;
- · The project, activity or program has community support
- The applicant has the ability tocan deliver the program or initiative.
- The applicant must make every effort to conduct sufficient enquiries to ensure their
 event does not clash with other planned events of a similar nature or targeting a similar
 audience.

The Community Assistance Grants are very competitive, and there is a limited amount of funding available.

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8.6 Acquittal of Community Grants

 All funds received under Council's Community Assistance Policy, must be used for the purpose as stated in the grant application. Recipient organisations will be required to provide Council with an acquittal report.

9. IMPLEMENTATION & REVIEW OF POLICY

Implementation of this Policy rests with the General Manager. This policy will be reviewed in June every fourthree years.

Shane Power
GENERAL MANAGER