



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **DESIGN OF VEHICLE ACCESS**

**Meeting:** City Planning Committee

**Meeting date:** 19 October 2020

**Raised by:** Deputy Lord Mayor Burnet

#### **Question:**

The City of Hobart's HIPS 2015 Planning Scheme states in Clause E6.7.2 - Design of Vehicular Accesses - that the objective is: "To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network".

However, as the Bicycle Network has repeatedly brought to Council's attention previously, the current IPWEA engineering drawings for driveway crossovers are highly dangerous for people who ride bikes and use small wheeled vehicles. The Type KC mountable kerb (TSD-R14) can be constructed without the dangerous 10mm lip that the current LGAT/IPWEA engineering drawings prescribe, with a much better outcome for bicycles. For uses on driveways where significant numbers of users are likely to be on a bicycle and turning off the traffic lane into an entrance, it is unsafe to not amend the standard requirement to a zero lip or smooth/flush entrance.

What is the likelihood that this safety element - to use a 0mm lip on the driveway crossover to developments - could be part of standard requirements for driveways in development applications?

Additionally, could the Council take a leadership role to actively work to improve the TSD-R14 standard engineering drawings of LGAT in order to roll out safer conditions for bike riders across the State?

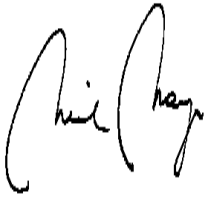
#### **Response:**

The Council publishes departures from the Tasmanian Standard Drawings (TSDs) which are published by LGAT. The Council's published departures for TSD-R14-v2 requires that there is no lip for vehicular crossings.

As part of its assessment of the development application or subsequent assessment of detailed drawings, the City Amenity (Roads) team will usually require compliance with the TSDs with Council's departures.

As such, most (if not all) new developments will have a zero lip on crossovers.

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

A handwritten signature in black ink, appearing to read 'Neil Noye', written in a cursive style.

Neil Noye  
**DIRECTOR CITY PLANNING**

Date: 22 December 2020  
File Reference: F20/114526; 13-1-10