



City of **HOBART**

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

## **Response to Question Without Notice**

### **PARKING ON KUNANYI / MOUNT WELLINGTON**

**Meeting:** Parks and Recreation Committee

**Meeting date:** 13 August  
2020

**Raised by:** Lord Mayor Reynolds

#### **Question:**

- (a) Could the Director please advise as to how the investigations are going into the introduction into some more formal organisation of paid parking at The Springs and/or the Pinnacle?
- (b) Could the Director further advise of the potential annual revenue that could be collected if the City of Hobart chose to proceed with paid parking in these locations?

#### **Response:**

The City of Hobart has completed works in the Summit car park (92 spaces) and the formal car park at The Springs (12 spaces) to formally delineate spaces. Work is progressing on development of signage to define one hour time limits, there are however no plans for meters to be progressed.

Extension of the overflow car park at The Springs and parking areas on the Old Hotel Road has established a further 53 car spaces.

It has been estimated that approximately 295,000 vehicles per year visit kunanyi / Mount Wellington and travel to the Pinnacle.

The average length of stay by visitors to the Pinnacle is up to one hour. If parking meters or similar devices were installed and a fee of \$1.00 per hour introduced, it would therefore be determined that revenue at the Pinnacle car park would be in the order of \$300,000 per annum. The net value, after enforcement, would approximate \$200,000. Extending the revenue figures for the Summit car park to the Springs would provide additional revenue of \$100,000 with a net revenue after operational costs of \$67,000.

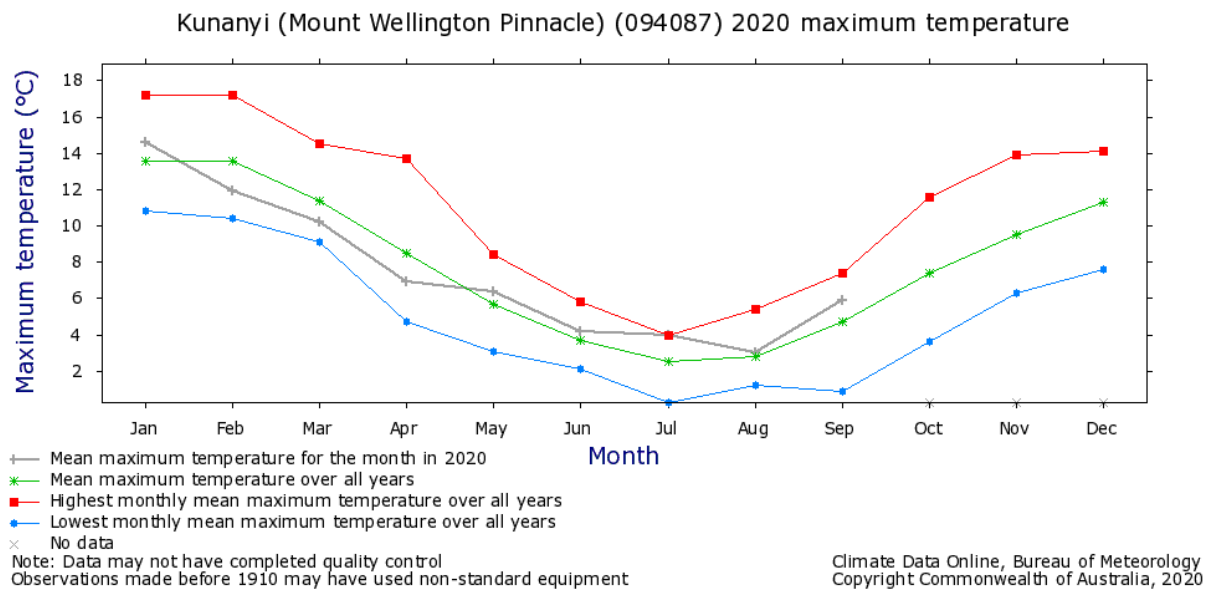
However the establishment and maintenance of car parking in Wellington Park is not a simple extension of the provisions within the City of Hobart.

The *Wellington Park Act 1993* Part 6, Sec 74A states that any by-laws made by a council under the *Local Government Act 1993* do not apply to Wellington Park and therefore the establishment and the administration of the collection of fees for parking would need to be undertaken by an officer authorised under the *Wellington Park Act 1993* Part 3, Division 1 Sec 13 and the action must be authorised by the Trust.

In order for the Trust to authorise the proposal to establish parking fees or an entrance fee collection system in Wellington Park it would need to be included in the Wellington Park Management Plan. This would require a review of the Plan and approval of the Trust before such fees could be applied.

Infrastructure to collect entrance fees would also need to be approved by the Trust.

Given the porous nature of the Park, entrance fees from users would likely be limited to vehicles (via Pinnacle Road) and not other users of the Park such as walkers, runners or mountain bike riders. Collection of such fees could be labour intensive.



The operation of parking meters in the Summit car park would also be challenged given the extreme environmental conditions regularly experienced at that location where temperatures below zero can occur in eleven months of the year with temperatures as low as minus 5C degrees during any season.

A full report on this issue is proposed for early in the New Year.

*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.*



John Fisher  
**MANAGER BUSHLAND**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 4 December 2020  
File Reference: F20/92731; 13-1-10