

# Kingborough



## COUNCIL MEETING AGENDA

NOTICE is hereby given that an Ordinary meeting of the Kingborough Council will be held in the Kingborough Civic Centre, 15 Channel Highway, Kingston on  
Monday, 2 December 2024 at 5.30pm

# Kingborough Councillors 2022 - 2026



**Mayor**  
**Councillor Paula Wriedt**



**Deputy Mayor**  
**Councillor Clare Glade-Wright**



**Councillor Aldo Antolli**



**Councillor David Bain**



**Councillor Gideon Cordover**



**Councillor Kaspar Deane**



**Councillor Flora Fox**



**Councillor Amanda Midgley**



**Councillor Mark Richardson**



**Councillor Christian Street**

# QUALIFIED PERSONS

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports contained in Council Meeting Agenda No. 22 to be held on Monday, 2 December 2024 contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendations.



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

Tuesday, 26 November 2024

Public Copy

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## **GUIDELINES FOR PUBLIC QUESTIONS**

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

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

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

#### **Questions on Notice**

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

#### **Questions Without Notice**

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

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

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

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

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

AGENDA of an Ordinary Meeting of Council  
Kingborough Civic Centre, 15 Channel Highway, Kingston  
Monday, 2 December 2024 at 5.30pm

**1 AUDIO RECORDING**

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

**2 ACKNOWLEDGEMENT OF TRADITIONAL CUSTODIANS**

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

**3 ATTENDEES**

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**Councillors:**

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

**4 APOLOGIES**

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Mayor Councillor P Wriedt

**5 CONFIRMATION OF MINUTES**

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**RECOMMENDATION**

That the Minutes of the open session of the Council Meeting No. 21 held on 18 November 2024 be confirmed as a true record.

**6 WORKSHOPS HELD SINCE LAST COUNCIL MEETING**

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| Date        | Topic  | Detail  |
|-------------|--|---|
| 25 November | Community Resilience and Bushfire Management | Update provided on Council’s emergency management preparation, Sparking Conversations Igniting Action program and bushfire management program |

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## 7 DECLARATIONS OF INTEREST

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

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## 8 TRANSFER OF AGENDA ITEMS

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

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## 9 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC

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## 10 QUESTIONS ON NOTICE FROM THE PUBLIC

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*Council has determined that questions on notice or questions taken on notice from a previous meeting should not contain lengthy preambles or embellishments and should consist of a question only. To this end, Council reserves the right to edit questions for brevity so as to table the question only, with some context if need be, for clarity.*

### 10.1 KINGSTON BEACH FORESHORE

**Mr Roger Tonge** submitted the following question on notice:

*I note in the agenda for the Council Meeting to be held on 18 November 2024, I note that in the Financial report to Council that a grant of \$564,000 has been received and is to be expended on the "Kingston Beach Foreshore Rehabilitation."*

- 1. Could you please advise specifically what works the grant is to be expended on.*
- 2. I noted in the capital works budget forecast for 2024/5 that an amount of \$1.5 million had been included for the upgrade of Osborne Ave in I believe financial 26/27. Does this grant form part of that forecasted expenditure?*
- 3. Prior to the expenditure of substantial grant and ratepayer funds in the much needed upgrade of the foreshore and Osborne Esplanades would Council consult with the community re the upgrade proposal and seek community input?*

#### **Officer's Response:**

The grant received is to be spent on replacing a section of the foreshore footpath. The five year forecast capital plan has \$1.7M in 2026/27, this funding is to cover both the completion of the footpath and beach access plus landscaping. The grant will allow the footpath replacement works to be brought forward to 2024/25 with the balance of the remaining works to be considered in future years. The works planned are based on Council's Kingston Beach Infrastructure plan that has previously had consultation with the community and as such it is not intended to undertake further consultation but affected members of the community will be communicated with as required similar to any capital work projects.

*David Reeve, Director Engineering Services*

## 10.2 KINGBOROUGH PLANNING SCHEME

Mr Carl Von Savageri submitted the following question on notice:

1. *The Council states in the Kingborough Land Use Strategy, May 2019, that the KIPS2015 Scenic Landscapes Code is “is somewhat arbitrary in that it provides for some added protection for the more elevated areas only”. Did the council seek the Ministerial Declaration of Transitional Provisions for the Scenic Landscapes Code to the proposed Statewide Planning and, if so, why? If not, who instigated the transitional provisions?*
2. *The Council states in the Kingborough Land Use Strategy, May 2019, that the “Council will be conducting a more detailed mapping exercise” using the “Guidelines for Scenic Values Assessment: Methodology and Local Provisions Schedules for the Scenic Protection Code”. Why was this assessment not undertaken in the time since the strategy was published?*
3. *The Council has stated that there is no clear definition of ‘landscape values’ in the Tasmanian Planning Scheme and that there are “no specific tools or descriptions for assessment” against the Performance Criteria. The Southern Technical Reference Group (TRG), of which Kingborough council is a member and participant, developed the Guidelines for Scenic Values Assessment: Methodology and Local Provisions Schedules for the Scenic Protection Code” to assess these values. Why has the council chosen not to use this, or another comparable methodology, to assess Landscape values rather than compliance to a Performance Criteria which cannot be defined and has no description?*
4. *How many of the 1419 properties currently zoned as Environmental Living and proposed to transition to the Landscape Conservation Zone have existing residential use, including planning approvals for residential development?*
5. *The Council stated in the supporting report that the Landscape Conservation Zone has been “applied to land zoned Environmental Living in the Kingborough Interim Planning Scheme, where the primary intention is for the protection and conservation of landscape value”. The Environmental Living zone purpose is defined as “To provide for residential use or development in areas where existing natural and landscape values are to be retained”. How has the council determined, for properties currently zoned Environmental Living, that the primary intention is for the protection and conservation of landscape values and not residential use as per the current Environmental Living zone purpose?*
6. *The guideline for the development of states “LCZ 4 - The Landscape Conservation Zone should not be applied to: (a) land where the priority is for residential use and development (see Rural Living Zone)”. It further states that “The Landscape Conservation Zone is not a large lot residential zone, in areas characterised by native vegetation cover and other landscape values. Instead, the Landscape Conservation Zone provides a clear priority for the protection of landscape values and for complementary use or development, with residential use largely being discretionary.” How is the council ensuring the properties, where the priority is currently for residential use and development, are not being transitioned to the Landscape Conservation Zone rather than the more appropriate Rural Living Zone?*

### Officer’s Response:

1. In 2017, the State Planning Office (then the Planning Policy Unit) undertook an audit of items in the interim planning schemes that could be transitioned to the Tasmanian Planning Scheme. The audit recommended that the Scenic Landscape Overlay of the Kingborough Interim Planning Scheme 2015 be made subject to the transitional provisions. Other than the ability for this to occur under the Act, no reasoning was provided.
2. The Kingborough Land Use Strategy of 2019 provides a broad overview of the visual landscape qualities in Kingborough and how it could be managed and protected in the proposed new planning scheme. The document acknowledges that a local landscape analysis may be required to rank the landscape quality for Kingborough (i.e. to inform a



- review of the Scenic Landscape Overlay) however that work was not completed due to resource constraints.
3. The comments in Item 10.1 of Council Agenda of 18 November 2024 were made in relation to the assessment of development applications and have no correlation with the mapping of the relevant overlay. The guidelines developed by the TRG could potentially be used in future when the Scenic Protection Overlay is reviewed.
  4. Council is unable to provide this information, however the LISTmap Improvement Layer indicates that there are approximately 258 vacant properties.
  5. The response to criteria LCZ 2(c) on page 140 of the LPS Supporting Document also states that: *“The Landscape Conservation Zone has been applied to land that has significant constraints on development through the application of the Natural Assets Code or Scenic Protection Code. In some parts of the municipality, the application of the Rural Living Zone in conjunction with the Natural Assets Code and/or Scenic Code has been considered. However, once the codes are applied, development in these areas will be generally limited to a single dwelling and associated outbuildings, with little to no opportunities for other lower order rural activities.”* In addition to the above, the response under LCZ 4 recognises that *“The Landscape Conservation Zone has been applied to land that has characteristics that could be similar to areas where residential communities exist. The primary intention for the application of the Landscape Conservation Zone in these localities is to prioritise the protection and conservation of landscape values as these localities form part of some of the most scenic and prominent bushland areas in the municipality. The residential uses and development that have already established in these areas will continue to exist under the Landscape Conservation Zone”*.
  6. Alternative zoning has been considered for land that is currently zoned Environmental Living under the Kingborough Interim Planning Scheme 2015. A detailed response to LCZ 4 is provided on page 141 of the LPS Supporting Document and should be read in conjunction with the broader justification provided for the Landscape Conservation Zone on pages 42 - 45. It should be noted that RLZ 4(b) of the LPS Guideline also states that the Rural Living Zone should not be applied to land that *“contains important landscape values that are identified for protection and conservation, such as bushland areas, large areas of native vegetation, or areas of important scenic values (see Landscape Conservation Zone), unless the values can be appropriately managed through the application and operation of the relevant codes”*. This requirement provides a counter argument for the application of the Landscape Conservation Zone in some parts of the municipality. As mentioned in the LPS Supporting Document, representations received during the exhibition period will be used to finalise the mapping of the Landscape Conservation Zone.

*Adriaan Stander, Senior Strategic Planner*

### **10.3 BRUNY ISLAND SPECIFIC AREA PLAN**

**Ms Jo Landon** submitted the following question on notice:

1. *The Bruny Island SAP wasn't included in the original draft LPS that was adopted at the council meeting on 9 December 2019; when was this SAP prepared?*
2. *Did the TPC prepare the Bruny Island SAP?*
3. *Did the TPC direct the planning authority to prepare the Bruny Island SAP?*
4. *Did the TPC direct the planning authority to modify the draft LPS to include the Bruny Island SAP?*

5. *Could Council please share any notice in writing from the Commission directing the planning authority to modify the draft LPS to include the Bruny Island SAP?*
6. *Did councillors discuss the Bruny Island SAP and approve the modification of the draft LPS to include it? If so, what was the date of that meeting? Could Council please share the officer's report?*
7. *If councillors gave approval for the draft LPS to be modified to include the Bruny Island SAP, were they made aware of the Outstanding Issues Notice?*

**Officer's Response:**

1. The first version of the Kingborough Draft Local Provisions Schedule (LPS) that was submitted to the Tasmanian Planning Commission (TPC) for assessment did not include a Bruny Island SAP, but included a SAP for Dennes Point. Council's report of 9 December 2019 (the date the first version of the Draft LPS was presented to Council), pre-empted that the TPC would make modifications to the Kingborough Draft LPS prior to public exhibition. The proposed Bruny Island SAP was prepared during the post lodgement assessment period.
2. The content of the Bruny Island SAP was written by Council Planning Officers (under delegations provided by Kingborough Council) and in conjunction with the TPC.
3. The idea for a SAP for Bruny Island was suggested by the TPC as part of the LPS post lodgement conference process do deal with underlying zoning issues and matters that are unable to be addressed by the standard State Planning Provisions.
4. In its letter of 4 July 2024 (in excess of 300 pages), the TPC provided a draft notice to Council to modify the first version of the Draft LPS that was submitted to them. The draft notice indicated a list of amendments including the proposed Bruny Island SAP. In a subsequent letter, dated 18 September 2024, the TPC instructed Council to commence with the exhibition of the Draft LPS and it included an instruction to also exhibit the Draft Bruny Island SAP which is subject to an outstanding issue notice.
5. Because of the size of the letter of 4 July 2024, this and the letter of 18 September 2024 can be provided separately by sending a request to [kc@kingborough.tas.gov.au](mailto:kc@kingborough.tas.gov.au).
6. Councillors were updated on the TPC's assessment of the Draft LPS at workshops held on 14 August 2023, 26 August 2024 and 30 September 2024. The Bruny Island SAP was discussed in the first two sessions. Council's agenda of 7 October 2024 advised of the outcome of the TPC's assessment, their direction to modify the Draft LPS and their instruction to commence with the exhibition of the Draft LPS.
7. No, the changes to the Draft LPS were instructed by the TPC and made by Council officers under delegated authority. The final notice to modify the Draft LPS included an outstanding notice for the proposed Bruny Island SAP, and the intention of the TPC to issue an outstanding notice was brought to the attention of the Councillors in the workshop of 26 August 2024.

*Adriaan Stander, Senior Strategic Planner*

**10.4 KINGBOROUGH PLANNING SCHEME**

**Ms Natisha Knight** submitted the following question on notice:

*I would like to know why property owners being affected by the new zoning changes have not been contacted directly and what compensation will you provide said property owners for the reduced value of their properties that these changes to zoning creates?*

**Officer's Response:**

At its [meeting of 3 April 2023](#), Council considered a report in relation to the above-mentioned matter. The report provides a detailed overview of Council's ability to go beyond the statutory requirements to correspond directly with landowners and occupiers within Kingborough notifying them of the draft Kingborough Local Provisions Schedule (LPS), as part of the introduction of the Tasmanian Planning Scheme. Council resolved to notify the Kingborough public about the upcoming statutory public exhibition period of the draft LPS by:

- a) Undertaking the Statutory notice requirements outlined in section 3.1 of that report;
- b) Undertaking the non-statutory notification tasks and undertake supporting information sessions outlined in section 4.2 of that report; and
- c) Including a notification in the 2023/2024 June/July Council rates notices that public exhibition of the LPS will occur in the near future and provide direction as to where they will see notification of its commencement and where they can access more information about it.

The notification in the rates notice provided the ability for people to sign up to be notified of the exhibition period and people who have taken up that opportunity were notified accordingly.

There is no indication that property values will be reduced as a result of the zoning changes. If people have such concerns, they are encouraged to make written representations during the public exhibition period of the Draft LPS that concludes on 9 December 2024.

*Adriaan Stander, Senior Strategic Planner*

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**11 QUESTIONS WITHOUT NOTICE FROM COUNCILLORS**

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**12 QUESTIONS ON NOTICE FROM COUNCILLORS**

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There were no questions on notice from Councillors.

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**13 PETITIONS STILL BEING ACTIONED**

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There are no petitions still being actioned.

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**14 PETITIONS RECEIVED IN LAST PERIOD**

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A petition headed 'Request for Extension of the 60-Day Exhibition Period of the Draft Kingborough Local Provisions Schedule' was received and a report is included in this agenda.

## 15 OFFICERS REPORTS TO COUNCIL

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### 15.1 PETITION - REQUEST FOR EXTENSION OF THE 60-DAY EXHIBITION PERIOD OF THE DRAFT KINGBOROUGH LOCAL PROVISIONS SCHEDULE

**File Number:** 17.228

**Author:** Olusegun Yussuff, Strategic Planner

**Authoriser:** Tasha Tyler-Moore, Manager Development Services

#### Strategic Plan Reference

**Key Priority Area:** 3 Sustaining the natural environment whilst facilitating development for our future.

**Strategic Outcome:** 3.4 Best practice land use planning systems are in place to manage the current and future impacts of development.

#### 1. PURPOSE

1.1 The purpose of this report is to consider a petition lodged under *Part 6 Division 1 of the Local Government Act 1993* requesting an extension of the 60-day statutory exhibition period of the Kingborough Draft Local Provision Schedule (LPS).

#### 2. BACKGROUND

2.1 The Kingborough Draft LPS (Kingborough's component of the Tasmanian Planning Scheme) is currently being exhibited for 60 days as per the requirements of the *Land Use Planning and Approvals Act 1993* (LUPAA).

2.2 The exhibition period commenced on Wednesday, 9 October 2024 and concludes on Monday, 9 December 2024.

2.3 For the duration of the exhibition period, people can make written representations to indicate support for or to raise objections or concerns with any part of the Draft LPS.

2.4 Council has received a petition requesting an extension of the 60-day exhibition period to Friday, 28 February 2025. The petition is provided in Attachment 1.

#### 3. STATUTORY REQUIREMENTS

3.1 Petitions enable the community to bring matters of concern to the attention of the Council in accordance with *Part 6 Division 1 of the Local Government Act 1993* for any matter that comes under its jurisdiction. Council is required to determine any action to be taken in response to the petition.

3.2 s35C of LUPAA requires a public exhibition period of 60 days and there is no ability under the Act to extend the exhibition period.

3.3 s35F(1) of LUPAA requires that a report on the representations (commonly known as the s35F report) be provided back to the Commission after the closure of the exhibition period.

#### 4. DISCUSSION

4.1 The Tasmanian Planning Commission (TPC) is aware of the request to extend the exhibition period and provided a response to the organisers of the petition indicating that there is no ability under LUPAA to extend the 60-day exhibition period (see Attachment 3).

4.2 s35(2)(b) of LUPAA provides ability for the Planning Authority (at its discretion) to accept late representations prior to it finalising its report on the representations received (i.e. the s35F report). Even though the ability exists to accept late representations there is a risk that late representations will not be given full consideration to allow the Planning Authority to meet its statutory timeframes after the exhibition period and to submit its s35F report to the Commission.

4.3 The Planning Authority has 60-days after the exhibition period to compile a report on the representations, present it to Council and to submit it to the Tasmanian Planning Commission. The 60-day period to submit the s35F report to the TPC limits the time for the Planning Authority to consider representations. A request for an extension to this timeframe may be needed after the exhibition period given the public holiday period. The TPC may or may not agree to such a request and as such creates the risk that late representations may not be fully considered. If people choose to submit late representations or provide additional information after the exhibition period, Council will endeavour to take this information into consideration within its capacity to do so.

## 5. COMMUNICATION AND CONSULTATION

5.1 Council's decision in relation to this report will be communicated to the organisers of the petition.

## 6. FINANCE

6.1 There are no financial implications in relation to the petition.

## 7. ENVIRONMENT

7.1 There are no environmental implications in relation to the petition.

## 8. RISK

8.1 There is risk that members of the community will miss the opportunity to make representations on the Draft LPS within the statutory 60-day exhibition period if they are advised by others that an extension of time has been granted.

8.2 Even though the ability exists to accept late representations, there is a risk that late representations will not be given full consideration to allow the Planning Authority to meet the statutory timeframes after the exhibition period to submit its s35F report to the Commission.

## 9. CONCLUSION / SUMMARY

9.1 A petition has been received requesting an extension of the Draft LPS exhibition period.

9.2 There is no ability under the LUPAA to extend the exhibition period, but the Planning Authority may at its discretion accept late presentations before it completes its report on the representations (i.e. the s35F report) that must be submitted to the Tasmanian Planning Commission.

## 10. RECOMMENDATION

That the organisers of the petition be advised that:

10.1 There is no ability under the *Land Use Planning and Approvals Act 1993* to extend the statutory 60-day exhibition period of the Draft LPS.

10.2 If they choose to submit late representations or provide additional information after the exhibition period. Council will endeavour to take this information into consideration

within its capacity to do so and within the statutory timeframes provided in the Act and allowed by the Tasmanian Planning Commission.

#### **ATTACHMENTS**

- 1. Petition to extend the LPS exhibition period - Bruny Island Community Association**
- 2. Petition with list of electronic signatures**
- 3. TPC's response to the request to extend the LPS exhibition period**

Public Copy

**From:** no-reply@kingborough.tas.gov.au on behalf of "Kingborough Council" <no-reply@kingborough.tas.gov.au>  
**Sent:** Sun, 24 Nov 2024 18:58:31 +1100  
**To:** "KC Mail" <KC@kingborough.tas.gov.au>  
**Subject:** New submission from Lodge a Petition

**CAUTION:** This email is from an external source. Do not click links or open attachments unless you recognise the **sender email address** and **know the content is safe**.  
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| <b>Your Details</b>   |
| <b>First name</b>   |
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| <b>Last name</b>  |
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| [REDACTED]  |
| <b>Town/Suburb</b>  |
| Alonnah   |
| <b>State</b>  |
| Tasmania  |
| <b>Postcode</b>   |
| 7150  |
| <b>Phone</b>  |
| [REDACTED]  |
| <b>Email</b>  |
| [REDACTED]  |
| <b>Preferred means of contact</b>                             |
| Email   |
| <b>Petition Details</b>                                       |
| <b>Petition title</b>   |
| Extend the Kingborough Council Proposed LPS Exhibition Period |
| <b>Open date</b>  |

|  |
|--|
| 25/11/2024   |
| <b>Close date</b>  |
| 25/11/2024   |
| <b>Requested Action</b>  |
| 318 Bruny Island Residents and Landowners have signed a petition calling on Council to extend the Proposed LPS Exhibition Period. The petition can be found at: <a href="https://www.change.org/p/extend-the-kingborough-council-proposed-lps-exhibition-period">https://www.change.org/p/extend-the-kingborough-council-proposed-lps-exhibition-period</a> . A file will be provided of all signatories via email to Adriaan Stander.   |
| <b>Petitioner's Statement</b>  |
| <p>Following feedback from our community, the Bruny Island Community Association is requesting an extension to the Tasmanian Planning Scheme Local Provision Schedule exhibition period for Kingborough Council (currently scheduled from 9 October 2024 – 9 December 2024) to Friday 28 February 2025.</p> <p>The scheduled 8-week period is severely insufficient for the average community member to navigate such a complex proposal. Bruny Island has an unprecedented degree of changes with not only the new zones which have been proposed liberally across the Island but also the addition of codes, overlays and the Bruny Island Specific Area Plan.</p> <p>As Kingborough Council had no community consultation (including of the SAP) prior to the exhibition period, there was no opportunity for residents and landowners to understand what was likely to be proposed.</p> <p>Huon Council secured an extension to their exhibition period due to the complexity of the process for their community, what Kingborough has presented is much harder to navigate without planning expertise.</p> <p>Many community members will require expert support to address these unprecedented changes. We are already hearing from community members that expert planning consultants are not taking on additional cases. Extending the time would support people in getting access to the required expertise.</p> <p>The Community Information Session, hosted by Kingborough Council on Tuesday 22 October 2024, had 5 planners in attendance inundated with enquiries and the many who attended and sought information walked out more confused than when they walked in. A second session is scheduled for 8 November, which is likely to have the same result.</p> <p>We have launched this community e-petition which will be provided to the Tasmanian Planning Commission, Kingborough Council and the Minister for Planning on Friday 22 November when it closes.</p> <p>An extension to Friday 28 February 2025 will allow the residents and landowners of Bruny Island to better understand the process, seek expertise, make quality representations and participate in the process.</p> <p>This extension will also allow for the very busy tourist season of Bruny Island, particularly from Christmas through to Australia Day, to pass without the pressure of a looming deadline.</p> <p>Our community concerns must be taken seriously and support must be given to the community of Bruny Island through this complex process to ensure that they have opportunity to live, work and grow on Bruny Island in a way that not only supports our beautiful environment but also supports our community to thrive.</p> |



Extend the Kingborough Council Proposed LPS Exhibition Period

Following feedback from our community, the Bruny Island Community Association is requesting an extension to the Tasmanian Planning Scheme Local Provision Schedule exhibition period for Kingborough Council (currently scheduled from 9 October 2024 – 9 December 2024) to Friday 28 February 2025.

The scheduled 8-week period is severely insufficient for the average community member to navigate such a complex proposal. Bruny Island has an unprecedented degree of changes with not only the new zones which have been proposed liberally across the Island but also the addition of codes, overlays and the Bruny Island Specific Area Plan.

As Kingborough Council had no community consultation (including of the SAP) prior to the exhibition period, there was no opportunity for residents and landowners to understand what was likely to be proposed.

Huon Council secured an extension to their exhibition period due to the complexity of the process for their community, what Kingborough has presented is much harder to navigate without planning expertise.

Many community members will require expert support to address these unprecedented changes. We are already hearing from community members that expert planning consultants are not taking on additional cases. Extending the time would support people in getting access to the required expertise.

The Community Information Session, hosted by Kingborough Council on Tuesday 22 October 2024, had 5 planners in attendance inundated with enquiries and the many who attended and sought information walked out more confused than when they walked in. A second session is scheduled for 8 November, which is likely to have the same result.

We have launched this community e-petition which will be provided to the Tasmanian Planning Commission, Kingborough Council and the Minister for Planning on Friday 22 November when it closes.

An extension to Friday 28 February 2025 will allow the residents and landowners of Bruny Island to better understand the process, seek expertise, make quality representations and participate in the process.

This extension will also allow for the very busy tourist season of Bruny Island, particularly from Christmas through to Australia Day, to pass without the pressure of a looming deadline.

Our community concerns must be taken seriously and support must be given to the community of Bruny Island through this complex process to ensure that they have opportunity to live, work and grow on Bruny Island in a way that not only supports our beautiful environment but also supports our community to thrive.

Residents and Landowners, please sign this petition today to support an extension the Exhibition period for the Kingborough Council proposed Local Planning Scheme.

Started by:



Signatures: 318

| Name               | City          | State    | Postal Code | Country   | Signed On  |
|--------------------|---------------|----------|-------------|-----------|------------|
| Teisha Archer      | Alonnah       | Tasmania | 7150        | Australia | 2024-11-07 |
| Bill Hughes        | Lunawanna     | Tasmania | 7150        | Australia | 2024-11-07 |
| Tania Matthews     | Bruny Island  | Tasmania | 7150        | Australia | 2024-11-07 |
| Jan Hunt           | Adventure Bay | Tasmania | 7150        | Australia | 2024-11-07 |
| Aaron Archer       | Alonnah       | Tasmania | 7150        | Australia | 2024-11-07 |
| Victoria Bull      | Lunawanna     | Tasmania | 7150        | Australia | 2024-11-07 |
| Nancy Blackwell    | North Bruny   | Tasmania | 7150        | Australia | 2024-11-07 |
| Suellen Brazendale | Bruny Island  | Tasmania | 7150        | Australia | 2024-11-07 |
| Helen Lockley      | Bruny Island  | Tasmania | 7150        | Australia | 2024-11-07 |
| Lilly Pilly        |               | Tasmania | 7018        | Australia | 2024-11-07 |
| Janice Kaden       | Lunawanna     | Tasmania | 7150        | Australia | 2024-11-07 |
| Mark Mather        | Bruny Island  | Tasmania | 7150        | Australia | 2024-11-07 |
| Angela Cooper      | Adventure Bay | Tasmania | 7150        | Australia | 2024-11-07 |

|                        |               |                 |      |           |            |
|------------------------|---------------|-----------------|------|-----------|------------|
| Sonja Daly             | Lunawanna     | Tasmania        | 7150 | Australia | 2024-11-07 |
| Dianne Harrison        | Melbourne     | Victoria        | 3031 | Australia | 2024-11-07 |
| Helen Moore            |               | Tasmania        | 7018 | Australia | 2024-11-07 |
| Nigel Maher            | Melbourne     | Victoria        | 3000 | Australia | 2024-11-07 |
| Rod Hartvigsen         | Lunawanna     | Tasmania        | 7150 | Australia | 2024-11-07 |
| Davina Pigginn         | Adventure Bay | Tasmania        | 7150 | Australia | 2024-11-07 |
| Ellyn Hartvigsen       | Verona Sands  | Tasmania        | 7112 | Australia | 2024-11-07 |
| Maureen Lisle          | Alonnah       | Tasmania        | 7150 | Australia | 2024-11-07 |
| Danny Gruden           | Apollo Bay    | Tasmania        | 7150 | Australia | 2024-11-07 |
| Mel O'Keefe            | Hobart        | Tasmania        | 7018 | Australia | 2024-11-07 |
| Rosie Bennett          | Simpsons Bay  | Tasmania        | 7150 | Australia | 2024-11-07 |
| Belinda Hitchins       | Alonnah       | Tasmania        | 7150 | Australia | 2024-11-08 |
| Jennifer Lucas         | Great Bay     | Tasmania        | 7150 | Australia | 2024-11-08 |
| Jason Sproule          |               | Tasmania        | 7155 | Australia | 2024-11-08 |
| Shane Lockley          | Bruny Island  | Tasmania        | 7150 | Australia | 2024-11-08 |
| Gillian Fowler         | Bruny Island  | Tasmania        | 7150 | Australia | 2024-11-08 |
| Andrew McMinn          | Melbourne     | Victoria        | 3070 | Australia | 2024-11-08 |
| Carol Gruden           | Apollo Bay    | Tasmania        | 7150 | Australia | 2024-11-08 |
| David Taylor           | Adventure Bay | Tasmania        | 7150 | Australia | 2024-11-08 |
| Jess Atkinson          | Lunawanna     | Tasmania        | 7150 | Australia | 2024-11-08 |
| Dewhurst Family        | Melbourne     | Victoria        | 3000 | Australia | 2024-11-08 |
| Suzanne Smythe         | Melbourne     | Victoria        | 3058 | Australia | 2024-11-08 |
| rachel hall            | Kettering     | Tasmania        | 7155 | Australia | 2024-11-08 |
| Wayne Copleman         | Hobart        | Tasmania        | 7000 | Australia | 2024-11-08 |
| Tania Mayne            | Blackmans Bay | Tasmania        | 7052 | Australia | 2024-11-08 |
| Leona Allen            | Adventure Bay | Tasmania        | 7150 | Australia | 2024-11-08 |
| Denise Driver          | Melbourne     | Victoria        | 3072 | Australia | 2024-11-08 |
| Robert Wright          | Snug          | Tasmania        | 7054 | Australia | 2024-11-08 |
| Wendy Bishop           | Coningham     | Tasmania        | 7054 | Australia | 2024-11-08 |
| Jason Evans            | Sydney        | New South Wales | 2000 | Australia | 2024-11-08 |
| Matthew Thomas         | Adventure Bay | Tasmania        | 7150 | Australia | 2024-11-08 |
| Ben Luke               |               |                 |      | Australia | 2024-11-08 |
| Karen Luke             | Barnes Bay    | Tasmania        | 7150 | Australia | 2024-11-08 |
| Gary Lisle             | Alonnah       | Tasmania        | 7150 | Australia | 2024-11-08 |
| Claire Gorman          | South Bruny   | Tasmania        | 7150 | Australia | 2024-11-08 |
| Scott Moore            | Hobart        | Tasmania        | 7008 | Australia | 2024-11-08 |
| Penny Macintyre        | Apollo Bay    | Tasmania        | 7150 | Australia | 2024-11-08 |
| Caitlin Davie          | Fern Tree     | Tasmania        | 7054 | Australia | 2024-11-08 |
| Judy Smith             | Melbourne     | Victoria        | 3122 | Australia | 2024-11-08 |
| Veronica Kent          | Simpsons Bay  | Tasmania        | 7150 | Australia | 2024-11-08 |
| Tracey Wright          | Snug          | Tasmania        | 7054 | Australia | 2024-11-08 |
| catherine conlan       | Simpsons Bay  | Tasmania        | 7150 | Australia | 2024-11-08 |
| Wendy Brandall         | Adventure Bay | Tasmania        | 7150 | Australia | 2024-11-08 |
| Bernadette Dean        | Lymington     | Tasmania        | 7109 | Australia | 2024-11-08 |
| Dianne Carington Smith | Hobart        | Tasmania        | 7005 | Australia | 2024-11-08 |
| Kim Denwer             | Lunawanna     | Tasmania        | 7150 | Australia | 2024-11-08 |
| Cheryl Wray            | Nowra         | New South Wales | 2541 | Australia | 2024-11-08 |
| Jarryd Knightley       | Margate       | Tasmania        | 7054 | Australia | 2024-11-08 |

|                                     |                    |                   |      |              |            |
|-------------------------------------|--------------------|-------------------|------|--------------|------------|
| <b>Alison Julius</b>                | Adventure Bay      | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Corinne and Michael Robinson</b> | Melbourne          | Victoria          | 3121 | Australia    | 2024-11-08 |
| <b>Adrian Howard</b>                | Lunawanna          | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Michael Souter</b>               | Melbourne          | Victoria          | 3058 | Australia    | 2024-11-08 |
| <b>Philip Souter</b>                | Launceston         | Tasmania          | 7250 | Australia    | 2024-11-08 |
| <b>Jackie Newman</b>                | Sydney             | New South Wales   | 2126 | Australia    | 2024-11-08 |
| <b>Conor Maher</b>                  | Melbourne          | Victoria          | 3000 | Australia    | 2024-11-08 |
| <b>Peter Ling</b>                   |                    |                   |      | Australia    | 2024-11-08 |
| <b>Bec Owens</b>                    | Hobart             | Tasmania          | 7004 | Australia    | 2024-11-08 |
| <b>John Garrett</b>                 | Hobart             | Tasmania          | 7018 | Australia    | 2024-11-08 |
| <b>Adam Fowler</b>                  | South Bruny        | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Jessi Salonen</b>                | Simpsons Bay       | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Jill Weeding</b>                 | Adventure Bay      | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Stephen Marotta</b>              | Simpsons Bay       | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Matthew Heerey</b>               | South bruny        | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Lindy Campbell</b>               |                    | Tasmania          | 7054 | Australia    | 2024-11-08 |
| <b>Jennifer Bill</b>                | Alonnah            | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>declan press</b>                 | Simpsons Bay       | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Jade Harvey</b>                  | Hobart             | Tasmania          | 7010 | Australia    | 2024-11-08 |
| <b>Martin BUTLER</b>                |                    |                   |      | Papua New Gu | 2024-11-08 |
| <b>Trish Horinishi</b>              | Kingston Beach     | Tasmania          | 7050 | Australia    | 2024-11-08 |
| <b>Michelle Watson</b>              | Adventure Bay      | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Jeanette Watson</b>              | Fremantle          | Western Australia | 6160 | Australia    | 2024-11-08 |
| <b>matilda Denwer-Ripper</b>        | Lunawanna          | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>CHRIS VINEY</b>                  | Lunawanna          | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Josh Graeme-Evans</b>            | Hobart             | Tasmania          | 7005 | Australia    | 2024-11-08 |
| <b>Craig Young</b>                  | Sydney             | New South Wales   | 2192 | Australia    | 2024-11-08 |
| <b>Patrick Eid</b>                  | Illawong           | New South Wales   | 2234 | Australia    | 2024-11-08 |
| <b>Alida Bortignon</b>              | Lunawanna          | Tasmania          | 7052 | Australia    | 2024-11-08 |
| <b>Justin Young</b>                 | Traralgon          | Victoria          | 3844 | Australia    | 2024-11-08 |
| <b>Suhela Gremmel</b>               | Simpsons Bay       | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Tammy Price</b>                  |                    | Tasmania          | 7054 | Poland       | 2024-11-08 |
| <b>Richard Woolley</b>              | Hobart             | Tasmania          | 7054 | Australia    | 2024-11-08 |
| <b>Mark Brinckman</b>               | Alonnah            | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Peter Hughes</b>                 | Adventure Bay      | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Eleonora Cunningham</b>          | Cloudy Bay         | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Kim Williams</b>                 | Adventure Bay      | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Richard Murray</b>               | Bruny Island       | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Natasha Daniels</b>              | Lunawanna          | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Sri Junianti</b>                 | South Bruny Island | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Meagan Porter</b>                | North Bruny        | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Kordula Schmid</b>               | Lunawanna          | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Zoey Gennat</b>                  | Tasmania           | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Anna Wodrow</b>                  | Bruny Island       | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Mark Beaton</b>                  | Adventure Bay      | Tasmania          | 7150 | Australia    | 2024-11-08 |
| <b>Hannah Friend</b>                | Melbourne          | Victoria          | 3122 | Australia    | 2024-11-08 |
| <b>Gazza Kowal</b>                  |                    |                   |      | Australia    | 2024-11-08 |
| <b>Jan Richards</b>                 | Dennes Point       | Tasmania          | 7150 | Australia    | 2024-11-08 |

|                          |               |                   |      |           |            |
|--------------------------|---------------|-------------------|------|-----------|------------|
| <b>Suzanne McCarthy</b>  | Sydney        | New South Wales   | 2191 | Australia | 2024-11-08 |
| <b>Kristina Paterson</b> | Melbourne     | Victoria          | 3058 | Australia | 2024-11-08 |
| <b>Kerry Jarvis</b>      | Alonnah       | Tasmania          | 7150 | Australia | 2024-11-08 |
| <b>Emalee Drew</b>       | South Bruny   | Tasmania          | 7150 | Australia | 2024-11-08 |
| <b>Barbara Whitebear</b> | Bruny isl.    | Tasmania          | 7150 | Australia | 2024-11-08 |
| <b>Josephine Clayton</b> | Great Bay     | Tasmania          | 7150 | Australia | 2024-11-08 |
| <b>Essie Davis</b>       | Hobart        | Tasmania          | 7018 | Australia | 2024-11-09 |
| <b>Jack Chen</b>         | Bruny Island  | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Carmel Duggan</b>     | Bruny Island  | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>James Lunday</b>      | Hobart        | Tasmania          | 7018 | Australia | 2024-11-09 |
| <b>Ellie Cairns</b>      | Kettering     | Tasmania          | 7155 | Australia | 2024-11-09 |
| <b>Evelyne Roth</b>      | Hobart        | Tasmania          | 7000 | Australia | 2024-11-09 |
| <b>Chris House</b>       | Bruny Island  | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Gerard Leonard</b>    | Hobart        | Tasmania          | 7018 | Australia | 2024-11-09 |
| <b>Eileen Ford</b>       | Bruny Island  | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Janelle House</b>     | Bruny Island  | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Lorrell Weltman</b>   | Bruny Island  | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Kris Jones</b>        | Hobart        | Tasmania          | 7000 | Australia | 2024-11-09 |
| <b>Alex Matysek</b>      | Hobart        | Tasmania          | 7004 | Australia | 2024-11-09 |
| <b>Howard Eynon</b>      | Alonnah       | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Rodney Kingston</b>   | Melbourne     | Victoria          | 3121 | Australia | 2024-11-09 |
| <b>Shane Dewit</b>       | Hobart        | Tasmania          | 7018 | Australia | 2024-11-09 |
| <b>Rory Hamilton</b>     | Apollo Bay    | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>emalee Drew</b>       | South Bruny   | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Mark Graham</b>       | Lunawanna     | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>June Hutton</b>       | Dennes Point  | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Janet Matysek</b>     | Hobart        | Tasmania          | 7004 | Australia | 2024-11-09 |
| <b>Luise Hemm</b>        | Taroona       | Tasmania          | 7053 | Australia | 2024-11-09 |
| <b>Peta Lodge</b>        | Hobart        | Tasmania          | 7018 | Australia | 2024-11-09 |
| <b>Ben Pavy</b>          | Simpsons Bay  | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Barbara McKinlay</b>  | Adventure Bay | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Dianne Sheridan</b>   | Melbourne     | Victoria          | 3001 | Australia | 2024-11-09 |
| <b>Pam Dwyer</b>         | Perth         | Western Australia | 6155 | Australia | 2024-11-09 |
| <b>Carolyn Telha</b>     | Melbourne     | Victoria          | 3000 | Australia | 2024-11-09 |
| <b>Charlie Harkness</b>  | Lunawanna     | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Tina Evertze</b>      | Adventure Bay | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>David Renwick</b>     | Sandford      | Tasmania          | 7020 | Australia | 2024-11-09 |
| <b>Tess Exley</b>        | Camp Hill     | Queensland        | 4152 | Australia | 2024-11-09 |
| <b>Angela Cooper</b>     | Great Bay     | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Russell Guest</b>     | Hobart        | Tasmania          | 7018 | Australia | 2024-11-09 |
| <b>Norma Panagakos</b>   | Alonnah       | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Carol Bennett</b>     | Hobart        | Tasmania          | 7015 | Australia | 2024-11-09 |
| <b>Peter Stockfeld</b>   | Sydney        | New South Wales   | 2000 | Australia | 2024-11-09 |
| <b>Lisa Cutlan</b>       | Cambridge     | Tasmania          | 7170 | Australia | 2024-11-09 |
| <b>Andrew Matthews</b>   | Alonnah       | Tasmania          | 7150 | Australia | 2024-11-09 |
| <b>Robert McIntosh</b>   | Killara       | New South Wales   | 2071 | Australia | 2024-11-09 |
| <b>Keith Bill</b>        | ALONNAH       | Tasmania          | 7150 | Australia | 2024-11-10 |
| <b>Claire Morgan</b>     | Hobart        | Tasmania          | 7011 | Australia | 2024-11-10 |

|                         |                |                   |      |           |            |
|-------------------------|----------------|-------------------|------|-----------|------------|
| Niall Stewart           | Hobart         | Tasmania          | 7004 | Australia | 2024-11-10 |
| Kerry Marvell           | Lunawanna      | Tasmania          | 7150 | Australia | 2024-11-10 |
| David Williams          | Glen Innes     | New South Wales   | 2370 | Australia | 2024-11-10 |
| David Evans             | Sydney         | New South Wales   | 2085 | Australia | 2024-11-10 |
| carolyn jones           | Adelaide       | South Australia   | 5085 | Australia | 2024-11-10 |
| Britta Zuzek            | Hobart         | Tasmania          | 7009 | Australia | 2024-11-10 |
| Michele Callisaya       |                | Tasmania          | 7004 | Australia | 2024-11-10 |
| Andi Lucas              | Alonnah        | Tasmania          | 7150 | Australia | 2024-11-10 |
| Lyn Kumpulainen         | Lunawanna      | Tasmania          | 7150 | Australia | 2024-11-10 |
| Victoria Sandford       | Hobart         | Tasmania          | 7000 | Australia | 2024-11-10 |
| Amber McWhinnie         | Palmyra        | Western Australia | 6162 | Australia | 2024-11-10 |
| Nuo Jin                 | Melbourne      | Victoria          | 3132 | Australia | 2024-11-10 |
| Andrew Vincent          | Alonnah        | Tasmania          | 7150 | Australia | 2024-11-10 |
| Helen Smyth             | Simpsons Bay   | Tasmania          | 7150 | Australia | 2024-11-10 |
| Lynda Davis             | North Bruny    | Tasmania          | 7150 | Australia | 2024-11-10 |
| Jill Holt               | Melbourne      | Victoria          | 3205 | Australia | 2024-11-10 |
| Matt Woolley            | Bruny Island   | Tasmania          | 7150 | Australia | 2024-11-10 |
| Ashley Kestle           | Bruny Island   | Tasmania          | 7150 | Australia | 2024-11-10 |
| Richard Carington Smith | Perth          | Western Australia | 6163 | Australia | 2024-11-10 |
| roslyn roslyn           | Gold Coast     | Queensland        | 4211 | Australia | 2024-11-10 |
| Carole Reece            | Alonnah        | Tasmania          | 7150 | Australia | 2024-11-10 |
| Deb Terry               | South hobart   | Tasmania          | 7004 | Australia | 2024-11-10 |
| Peter Schwartz          | Hobart         | Tasmania          | 7000 | Australia | 2024-11-10 |
| Chris O'Meara           | Simpsons Bay   | Tasmania          | 7150 | Australia | 2024-11-10 |
| Matthew Phillips        | Melbourne      | Victoria          | 3147 | Australia | 2024-11-10 |
| Barbara Eynon           | Alonnah        | Tasmania          | 7150 | Australia | 2024-11-10 |
| Sam Unsworth            | Hobart         | Tasmania          | 7008 | Australia | 2024-11-10 |
| Kyle Hinz               | Hobart         | Tasmania          | 7000 | Australia | 2024-11-10 |
| Max Lewis               | Melbourne      | Victoria          | 3065 | Australia | 2024-11-10 |
| Jamie Neyland           | Simpsons Bay   | Tasmania          | 7150 | Australia | 2024-11-11 |
| Col Alexanderson        | Adventure Bay  | Tasmania          | 7150 | Australia | 2024-11-11 |
| Jackie Emmaline         |                |                   |      | Cambodia  | 2024-11-11 |
| Cameron Burgess         | North Bruny    | Tasmania          | 7150 | Australia | 2024-11-11 |
| Georgia Calvert         | Perth          | Western Australia | 6060 | Australia | 2024-11-11 |
| Rachel Jardine          | Simpsons Bay   | Tasmania          | 7150 | Australia | 2024-11-11 |
| John Kobylec            | Adventure Bay  | Tasmania          | 7150 | Australia | 2024-11-11 |
| Ginger Briggs           | Dennes Point   | Tasmania          | 7150 | Australia | 2024-11-11 |
| Sue Dawson              | Perth          | Western Australia | 6000 | Australia | 2024-11-11 |
| Allyson Veska           | Dennes Point   | Tasmania          | 7150 | Australia | 2024-11-11 |
| Abbie Muir              | Bruny Island   | Tasmania          | 7150 | Australia | 2024-11-11 |
| Jane Varley             | Snug           | Tasmania          | 7054 | Australia | 2024-11-11 |
| Kirsten Black           | Bruny Island   | Tasmania          | 7150 | Australia | 2024-11-11 |
| Jane Marsh              | Sunshine Coast | Queensland        | 4573 | Australia | 2024-11-11 |
| Jess Beaton             | Adventure Bay  | Tasmania          | 7150 | Australia | 2024-11-11 |
| Katrina Saarimaa        | Lunawanna      | Tasmania          | 7150 | Australia | 2024-11-11 |
| Riq de Carvalho         | Cloudy Bay     | Tasmania          | 7150 | Australia | 2024-11-11 |
| Viktor Schmid           | Lunawanna      | Tasmania          | 7150 | Australia | 2024-11-11 |
| Justin Munday           | Lunawanna      | Tasmania          | 7150 | Australia | 2024-11-11 |

|                                      |                   |                   |       |               |            |
|--------------------------------------|-------------------|-------------------|-------|---------------|------------|
| <b>Eliza Graham</b>                  | Lunawanna         | Tasmania          | 7150  | Australia     | 2024-11-11 |
| <b>Moana Tere</b>                    | Lunawanne-Alonnah | Tasmania          | 7150  | Australia     | 2024-11-11 |
| <b>kathryne Turton-Lane</b>          | Dandenong         | Victoria          | 3175  | Australia     | 2024-11-11 |
| <b>Scott Lawes</b>                   | Bruny Island      | Tasmania          | 7150  | Australia     | 2024-11-11 |
| <b>Sue Lockley</b>                   | Bruny Island      | Tasmania          | 7150  | Australia     | 2024-11-11 |
| <b>Ewan Dewar</b>                    | Perth             | Western Australia | 6008  | Australia     | 2024-11-11 |
| <b>Megan Willing</b>                 | Hobart            | Tasmania          | 7054  | Australia     | 2024-11-11 |
| <b>Chloe House</b>                   | Hobart            | Tasmania          | 7018  | Australia     | 2024-11-11 |
| <b>Karen Fitzpatrick</b>             | Hobart            | Tasmania          | 7000  | Australia     | 2024-11-12 |
| <b>Khawindra Limbu</b>               | Perth             | Western Australia | 6155  | Australia     | 2024-11-12 |
| <b>Oliver Jardine</b>                | Simsons Bay       | Tasmania          | 7150  | Australia     | 2024-11-12 |
| <b>Suzette Pelt</b>                  | Melbourne         | Victoria          | 3058  | Australia     | 2024-11-12 |
| <b>Michael carracher (madana gop</b> | South Yarra       | Victoria          | 3141  | Australia     | 2024-11-12 |
| <b>Dave Cirdell</b>                  | Melbourne         | Victoria          | 3132  | Australia     | 2024-11-12 |
| <b>Peter Droege</b>                  |                   |                   |       | Liechtenstein | 2024-11-12 |
| <b>Sheridan McCarthy</b>             | Hobart            | Tasmania          | 7000  | Australia     | 2024-11-12 |
| <b>Ken Page</b>                      | Hastings          | Victoria          | 3915  | Australia     | 2024-11-12 |
| <b>Hayley Strutt</b>                 | Oyster Cove       | Tasmania          | 7150  | Australia     | 2024-11-12 |
| <b>Patricia Moebus</b>               |                   | Victoria          | 3049  | Australia     | 2024-11-12 |
| <b>Jon Burridge</b>                  | Taroona           | Tasmania          | 7053  | Australia     | 2024-11-12 |
| <b>Paul Davis</b>                    | Hobart            | Tasmania          | 7000  | Australia     | 2024-11-13 |
| <b>Lorraine Bartlett</b>             | Chiswick          | Victoria          | 3806  | Australia     | 2024-11-13 |
| <b>Gabriel Meredith</b>              | Hobart            | Tasmania          | 7018  | Australia     | 2024-11-13 |
| <b>Bebe Brown</b>                    | Hobart            | Tasmania          | 7000  | Australia     | 2024-11-13 |
| <b>Janet de Hoog</b>                 | Dennes Point      | Tasmania          | 7050  | Australia     | 2024-11-13 |
| <b>Jessica Meager</b>                | Laurieton         | New South Wales   | 2443  | Australia     | 2024-11-13 |
| <b>Andrew Muir</b>                   | Great Bay         | Tasmania          | 7150  | Australia     | 2024-11-13 |
| <b>Helen Blake</b>                   | Acton park        | Tasmania          | 7170  | Australia     | 2024-11-13 |
| <b>Mark Blake</b>                    | Hobart            | Tasmania          | 7000  | Australia     | 2024-11-13 |
| <b>Anne-Marie Angles</b>             | Adventure Bay     | Tasmania          | 7150  | Australia     | 2024-11-13 |
| <b>Tom Caldwell</b>                  | Lunawanna         | Tasmania          | 7150  | Australia     | 2024-11-13 |
| <b>Lou Adams</b>                     | Ulverstone        | Tasmania          | 7315  | Australia     | 2024-11-13 |
| <b>Ubaid ur Rahman</b>               | Perth             | Western Australia | 6000  | Australia     | 2024-11-13 |
| <b>Jochen Wittmann</b>               | Munich            |                   | 81369 | Germany       | 2024-11-13 |
| <b>Sharon Davie</b>                  | Cygnets           | Tasmania          | 7112  | Australia     | 2024-11-13 |
| <b>nihan turgutoglu</b>              | Sydney            | New South Wales   | 2000  | Australia     | 2024-11-14 |
| <b>Lyn Kumpulainen</b>               | Lunawanna         | Tasmania          | 7150  | Australia     | 2024-11-14 |
| <b>Christopher winch</b>             | MERNDA            | Victoria          | 3754  | Australia     | 2024-11-14 |
| <b>Dylan Bailey</b>                  | Gold coast        | Queensland        | 4214  | Australia     | 2024-11-14 |
| <b>John Kumpulainen</b>              | Lunawanna         | Tasmania          | 7015  | Australia     | 2024-11-15 |
| <b>jake jodlowski</b>                | Melbourne         | Victoria          | 3000  | Australia     | 2024-11-15 |
| <b>sandy connell</b>                 |                   | New South Wales   | 2577  | Australia     | 2024-11-15 |
| <b>Kathy Fazackerley</b>             | Hobart            | Tasmania          | 7000  | Australia     | 2024-11-15 |
| <b>Michael Jones</b>                 |                   |                   |       | Australia     | 2024-11-15 |
| <b>Debbie Smith</b>                  | Melbourne         | Victoria          | 3004  | Australia     | 2024-11-15 |
| <b>Joanna Fairclough</b>             | Sydney            | New South Wales   | 2111  | Australia     | 2024-11-15 |
| <b>Beth Roberts</b>                  | Geelong           | Victoria          | 3215  | Australia     | 2024-11-15 |
| <b>Helen Ateele</b>                  | Brisbane          | Queensland        | 4111  | Australia     | 2024-11-15 |

|                     |               |                   |      |           |            |
|---------------------|---------------|-------------------|------|-----------|------------|
| alicia kelly        | bundaberg     | Queensland        | 4670 | Australia | 2024-11-15 |
| Rachel Klyve        | Adventure Bay | Tasmania          | 7150 | Australia | 2024-11-15 |
| martina karabogdan  | Hobart        | Tasmania          | 7000 | Australia | 2024-11-15 |
| Clare Hall          | Hobart        | Tasmania          | 7000 | Australia | 2024-11-15 |
| Graham Roberts      |               | Victoria          | 3182 | Australia | 2024-11-16 |
| Brigitte Müller     | Darlinghurst  | New South Wales   | 2010 | Australia | 2024-11-16 |
| Trevor Adams        | Alonnah       | Tasmania          | 7150 | Australia | 2024-11-16 |
| Liyu Chen           | Sydney        | New South Wales   | 2000 | Australia | 2024-11-16 |
| Rikki Wilson        | Deloraine     | Tasmania          | 7304 | Australia | 2024-11-16 |
| Anna Jorgensen      | Melbourne     | Victoria          | 3000 | Australia | 2024-11-17 |
| AMANDIP Singh       |               | Victoria          | 3024 | Australia | 2024-11-17 |
| Sara Mason          | Sydney        | New South Wales   | 2000 | Australia | 2024-11-17 |
| Anita Green         | Taroona       | Tasmania          | 7053 | Australia | 2024-11-17 |
| Andrew Cashin       | Melbourne     | Victoria          | 3000 | Australia | 2024-11-17 |
| Lynne Dryden        | Great Bay     | Tasmania          | 7150 | Australia | 2024-11-17 |
| Kim Murray          | Lunawanna     | Tasmania          | 7150 | Australia | 2024-11-17 |
| Ash Hopwood         | Alonnah       | Tasmania          | 7150 | Australia | 2024-11-17 |
| Adrian Price        | Melbourne     | Victoria          | 3163 | Australia | 2024-11-18 |
| Reece Wallace       | Adelaide      | South Australia   | 5001 | Australia | 2024-11-18 |
| John Wardle         | Brisbane      | Queensland        | 4109 | Australia | 2024-11-18 |
| Susan Wardle        | Melbourne     | Victoria          | 3000 | Australia | 2024-11-18 |
| Alex Ghvaladze      |               | Victoria          | 3072 | Australia | 2024-11-18 |
| Arshdeep Singh      | Melbourne     | Victoria          | 3809 | Australia | 2024-11-18 |
| Michael Kinnane     | Melbourne     | Victoria          | 3000 | Australia | 2024-11-18 |
| Elijah Ger          | Cairns        | Queensland        | 4870 | Australia | 2024-11-19 |
| inger Gabrielsen    | Melbourne     | Victoria          | 3000 | Australia | 2024-11-19 |
| tekapua Sharkie     | Sydney        | New South Wales   | 2207 | Australia | 2024-11-19 |
| Kainan Wang         |               |                   |      | Australia | 2024-11-20 |
| Alex Lumsden        |               | Queensland        | 4580 | Australia | 2024-11-20 |
| Cheryl Mcmillan     | Melbourne     | Victoria          | 3000 | Australia | 2024-11-20 |
| Thomas W            | Newcastle     | New South Wales   | 2305 | Australia | 2024-11-20 |
| Susan Li            | Brisbane      | Queensland        | 4130 | Australia | 2024-11-20 |
| William McMillan    | Melbourne     | Victoria          | 3000 | Australia | 2024-11-21 |
| Terri Willison      | Mandurah      | Western Australia | 6210 | Australia | 2024-11-21 |
| Ian McMillan        | Melbourne     | Victoria          | 3053 | Australia | 2024-11-21 |
| sakattar singh      |               | Victoria          | 3175 | Australia | 2024-11-21 |
| Peter Andrews       | Alonnah       | Tasmania          | 7150 | Australia | 2024-11-21 |
| Karen Althorpe      | Hobart        | Tasmania          | 7050 | Australia | 2024-11-21 |
| Joel Douglas        | Melbourne     | Victoria          | 3121 | Australia | 2024-11-21 |
| Susan Gosling-O'Day | Melbourne     | Victoria          | 3143 | Australia | 2024-11-21 |
| Liz Hollanders      | Great Bay     | Tasmania          | 7150 | Australia | 2024-11-21 |
| Sharon Collins      | Melbourne     | Victoria          | 3000 | Australia | 2024-11-21 |
| Fuk Yeung Chan      | Sydney        | New South Wales   | 2001 | Australia | 2024-11-21 |
| Michael Westlake    | Hobart        | Tasmania          | 7054 | Australia | 2024-11-21 |
| Sandra Van Den Berg | Bruny island  | Tasmania          | 7150 | Australia | 2024-11-21 |
| Steven Fazackerley  | Adventure Bay | Tasmania          | 7150 | Australia | 2024-11-21 |
| Jeremy Muir         | Bruny Island  | Tasmania          | 7150 | Australia | 2024-11-21 |
| Atsuko Payne        | Bruny Island  | Tasmania          | 7150 | Australia | 2024-11-22 |

|                          |               |                 |      |           |            |
|--------------------------|---------------|-----------------|------|-----------|------------|
| <b>Rachel Andrew</b>     | Hobart        | Tasmania        | 7000 | Australia | 2024-11-22 |
| <b>Sandy Nicholson</b>   | Adventure Bay | Tasmania        | 7150 | Australia | 2024-11-22 |
| <b>Johanna Bianco</b>    | Sydney        | New South Wales | 2041 | Australia | 2024-11-22 |
| <b>Mary-Anne Lea</b>     |               | Tasmania        | 7050 | Australia | 2024-11-22 |
| <b>Donna Adams</b>       | Melbourne     | Victoria        | 3011 | Australia | 2024-11-22 |
| <b>Paul Laycock</b>      | Lunawanna     | Tasmania        | 7150 | Australia | 2024-11-22 |
| <b>Colette McKiernan</b> | Hobart        | Tasmania        | 7005 | Australia | 2024-11-22 |
| <b>Andrew McGlashan</b>  |               | Victoria        | 3134 | Australia | 2024-11-22 |
| <b>Muzinga Ndua</b>      | Sydney        | New South Wales | 2008 | Australia | 2024-11-22 |
| <b>David Andrews</b>     |               | Victoria        | 3844 | Australia | 2024-11-22 |
| <b>Judith McDonald</b>   | Hobart        | Tasmania        | 7000 | Australia | 2024-11-23 |
| <b>Annie O'Rourke</b>    | Brisbane      | Queensland      | 4051 | Australia | 2024-11-23 |
| <b>Georgina Watson</b>   | Adventure Bay | Tasmania        | 7150 | Australia | 2024-11-23 |
| <b>Roisin Mackay</b>     | Hobart        | Tasmania        | 7008 | Australia | 2024-11-23 |
| <b>Jaspreet Kaur</b>     | Melbourne     | Victoria        | 3065 | Australia | 2024-11-24 |
| <b>yao yang</b>          | Adelaide      | South Australia | R4   | Australia | 2024-11-24 |
| <b>Gagandeep singh</b>   | Hobart        | Tasmania        | 7000 | Australia | 2024-11-24 |

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# TASMANIAN PLANNING COMMISSION

Our ref: DOC/24/142014  
Officer: Linda Graham  
Phone: 6165 6826  
Email: [tpc@planning.tas.gov.au](mailto:tpc@planning.tas.gov.au)

12 November 2024

[REDACTED]  
Bruny Island Community Association  
Post Office  
ALLONAH TAS 7150

By email: [teishalarcher@gmail.com](mailto:teishalarcher@gmail.com)

Dear [REDACTED]

## **Kingborough draft Local Provisions Schedule (LPS) Request for extension of the exhibition period**

Thank you for your letter received on the 8 November 2024. The letter requests that the current exhibition period be extended until the 28 February 2025.

The exhibition requirements are set out under the *Land Use Planning Approvals Act, 1993* (the Act) which specifies that the exhibition period must be 60 days. The Act does not allow for an extension to this period nor does the Commission have the ability to approve an extension.

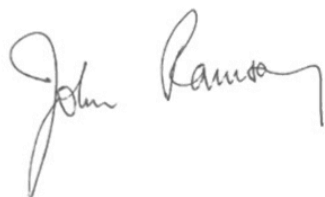
The Bruny Island Community Association should liaise with Kingborough Council about whether it will entertain extra time to receive a representation following the close of the exhibition period and prior to it finalising a report on the representations received (known as a section 35F report under the Act). The Council, in its discretion may accept representations after the close of the exhibition period.

The Commission notes a reference in your letter to the exhibition of the Huon Valley draft LPS. By way of explanation, the exhibition period for the Huon Valley draft LPS was not extended. What did occur was the Commission approved a request from the Huon Valley Council to extend the time within which to submit a section 35F report. The Huon Valley Council, at its discretion, made a decision to accept representations following the end of the exhibition period and prior to finalising its section 35F report.

If you require further information please contact Linda Graham, Planning Adviser, on 6165 6826 or at [linda.graham@planning.tas.gov.au](mailto:linda.graham@planning.tas.gov.au)

Level 3, 144 Macquarie Street Hobart Tasmania GPO Box 1691 Hobart TAS 7001  
Ph: 03 6165 6828 Email: [tpc@planning.tas.gov.au](mailto:tpc@planning.tas.gov.au)  
[www.planning.tas.gov.au](http://www.planning.tas.gov.au)

Yours sincerely

A handwritten signature in black ink that reads "John Ramsay". The signature is written in a cursive style with a large initial 'J' and a long, sweeping underline.

John Ramsay  
**Delegate (Chair)**

CC: Adriaan Stander, Senior Strategic Planner, Kingborough Council

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## 15.2 SMOKE-FREE AREAS ENGAGEMENT OUTCOMES

**File Number:** 5.576

**Author:** Tara Eschler, Coordinator Environmental Health

**Authoriser:** Deleeze Chetcuti, Director Environment, Development & Community Services

### Strategic Plan Reference

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.5 An active and healthy community, with vibrant, clean local areas that provide social, recreational and economic opportunities.

## 1. PURPOSE

1.1 The purpose of this report is to provide Council with the results of a community engagement on smoke-free areas in Kingborough and recommendations to develop strategic short and long-term actions for the management of existing smoke-free areas and the identification and implementation of new smoke-free areas.

## 2. BACKGROUND

- 2.1 There is increasing evidence of the benefits of declaring public areas smoke-free, including in terms of public health, amenity and reducing litter. In July 2022, the Tasmanian Government published the 2022-2026 Tasmanian Tobacco Action Plan which identified smoking as being the number one cause of preventable illness and death for Tasmanians. The most recent data from the Keep Australia Beautiful National Litter Index indicates that cigarette butts are the most littered item in Tasmania.
- 2.2 According to the National Tobacco Strategy 2023-2030, declaring areas as smoke-free is intended to 'de-normalise' smoking and should be focussed on areas 'where people gather or are in close proximity'.
- 2.3 The Tasmanian *Public Health Act 1997* designates smoke-free areas across the State, including in public places and workplaces; within 3m of an entrance or exit to a building; within 10m of a children's playground; on patrolled beaches; in outdoor dining areas; and pedestrian and bus malls.
- 2.4 Several Tasmanian councils have declared smoke-free areas, including the City of Hobart, Clarence City Council and City of Launceston.
- 2.5 In 2019 and 2022 respectively, Council declared the Kingston Community Hub and Kingston Park playground, smoke-free.
- 2.6 Council does not currently have guidelines for the identification and declaration of future smoke-free areas.
- 2.7 Council endorsed commencing community engagement to better understand the level of community interest in an expansion of smoke-free areas in a report to Council in June 2023 (C172/10-2023).

## 3. STATUTORY REQUIREMENTS

- 3.1 Under S20 (1) (a) of the *Local Government Act 1993* a function of Council is "to provide for the health, safety and welfare of the community".
- 3.2 Smoke-free areas are regulated under the *Public Health Act 1997* and Public Health (Smoke-free areas) Regulations 2014. Under the provisions of section 67B (1) of the

*Public Health Act 1997*, legislated smoke-free areas in Tasmania include but are not limited to:

- Enclosed public places and workplaces
- Within 3m of an entrance or exit to a building
- Within 10m of a children's playground
- On patrolled beaches
- Outdoor dining areas
- 20 metres of sports competition or seating areas
- Pedestrian and bus malls
- Designated public events.

3.3 Under section 67B(1)(c) of the *Public Health Act 1997* any area, including a public street, that is not within private premises may be designated by the occupier of the area as a smoke-free area. It is this clause that provides Council statutory power to declare smoke-free areas.

3.4 E-cigarettes (vapes) cannot be used in public areas that are smoke free. Smoke free also means vape free.

#### 4. DISCUSSION

4.1 An initial community engagement was undertaken by Council during the period of 30 April to 28 May 2024 to understand community sentiment around the current regulation of, and future identification and declaration of smoke-free areas.

4.2 The results of the survey are available in the attached engagement report (Appendix A). A total of 99 submissions were received and approximately 90% of respondents were non-smokers.

4.3 The Kingborough Community Health Check 2022 prepared by Public Health Tasmania, cited 12% of Kingborough residents currently smoke which aligns with the data received in the smoke-free survey.

4.4 The survey results identified a community impact from passive smoke exposure in smoke-free areas, with 80% of respondents indicating they are exposed to second-hand (passive) smoke in existing smoke-free areas.

4.5 Furthermore, the community engagement identified a strong level of community interest amongst non-smokers (81% of respondents) in Council investigating further Council managed public spaces to be declared as smoke-free.

4.6 Smoke free and vape free signage is available for organisations to display. In May 2023 the Department of Health published updated smoke-free area signage to include vaping in the graphic.

4.7 Council has applied for a Department of Health, Healthy Tasmania Grant (\$5,000) to support the development and implementation of a targeted re-branding and education campaign for the current declared smoke-free areas within the municipality. This will include state and Council declared smoke-free areas. Successful grant applications will be notified in late November 2024.

4.8 The project will include updating smoke-free signage in the current declared smoke-free spaces to the new Department of Health 'No Smoking or Vaping' signage. This aligns with Council's Health and Wellbeing Strategy and the State Government Healthy Tasmania Five-Year Strategic Plan actions for smoke-free communities.

- 4.9 A similar education project has been implemented by Clarence City Council through their 'Breathe Easy Clarence' campaign. The campaign has been reported by Clarence City Council and the Department of Health as having a positive impact in creating healthy communities -

*Breathe easy in our bus mall - new smoke-free signage in Rosny Bus Mall - City of Clarence : City of Clarence (ccc.tas.gov.au)*

- 4.10 Although updating signage in smoke-free areas is not expected to result in full compliance, it is a step in the right direction of de-normalising smoking within our community.
- 4.11 The engagement results indicate that Council should work towards declaring new smoke-free spaces. Key stakeholders will be consulted when considering spaces to be investigated for future smoke -free declaration.
- 4.12 Prior to deciding to declare new smoke-free areas, it is important to consider Council's ability to regulate and undertake the necessary public education to make smoke-free areas a success.
- 4.13 The declaration and regulation of new smoke-free areas would have an impact on future resourcing requirements and therefore future budget consideration will be required. Council does not currently undertake active monitoring or compliance of these areas.
- 4.14 Effective regulation of new smoke-free spaces would require additional budget in the 25/26 financial year and ongoing. Smoke-free areas education and compliance services could be contracted to a third party. Budget impacts would be dependent on the amount and type of areas to be declared smoke-free and would be identified in future reports to Council.

## 5. FINANCE

- 5.1 Re-branding of currently declared smoke-free areas would have an expected additional budget impact of approx. \$10,000. This would include the funding of:
- Updated signage;
  - Advertising; and
  - Media campaign.
- 5.2 The development and implementation of a public health education project as described above is dependent on Council being successful in securing a Department of Health, Healthy Tasmania Grant of \$5,000 to part fund this project.
- 5.3 If successful Council will allocate \$5000 from the operational budget in the 24/25 financial year.
- 5.4 To maximise the likelihood of compliance within smoke-free areas, consideration of additional ongoing budget is recommended as part of the 25/26 FY estimates. This budget allocation will support the ongoing enforcement and education of smoke-free areas.

## 6. ENVIRONMENT

- 6.1 Implementing smoke-free areas will assist in improving air quality in public spaces and reduce volumes of cigarette butts entering the litter stream from these locations. This aligns with Council's Strategic Plan and the outcomes stated in the Tasmanian Tobacco Action Plan 2022-2026.

**7. COMMUNICATION AND CONSULTATION**

- 7.1 Targeted consultation with key stakeholders will take place following consideration of future additional smoke-free areas in the municipality.

**8. RISK**

- 8.1 Kingborough Council will be responsible for ongoing monitoring of any declared smoke-free areas, with limited support from the State Tobacco Control Unit. Enforcement will initially be limited to the provision of advice and raising awareness through signage and a physical presence. Further enforcement for repeat non-compliance could be undertaken through the issuing of Infringement Notices however within Council's current compliance resourcing framework, compliance within declared smoke-free areas is expected to be limited.
- 8.2 Insufficient monitoring of any new or targeted existing declared smoke-free spaces could result in an increase in community complaints to be investigated by Council's Environmental Health or Compliance teams.

**9. CONCLUSION**

- 9.1 Smoking (and second-hand passive smoking) has significant negative impacts on human health, air quality and amenity, with cigarettes also creating litter issues. While parts of Kingborough are already smoke-free under Tasmanian legislation, Council has legislative powers to declare additional Council-owned areas as smoke-free.
- 9.2 Recent engagement undertaken by Council identified that the community is being exposed to second-hand (passive) smoke in declared smoke-free areas and that there is support for additional smoke-free areas.
- 9.3 Re-branding of currently declared smoke free areas to clarify the current expectations in these areas should reduce the community's exposure to second-hand (passive) smoke.
- 9.4 A strategic approach to the declaration of additional smoke-free areas on Council land will be developed.
- 9.5 Prior to proceeding with the declaration of new smoke-free areas, budgetary consideration needs to be given to additional resourcing to ensure they will be regulated, including education and enforcement.

**10. RECOMMENDATION**

That Council:

- (a) Upon a successful Healthy Tasmania Grant application, financially supports the development and implementation of a Council project to review, update and launch signage and education around Council's existing smoke-free areas from the 24/25 Budget; and
- (b) Notes that a further report will be provided to Council prior to the proposed declaration of any new smoke-free area and/or a successful grant application.

**ATTACHMENTS****1. Smoke-free Areas Engagement Report**

# Kingborough

## **SMOKE-FREE AREAS ENGAGEMENT REPORT**

**PREPARED BY**  
Kingborough Council

**June 2024**

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## Did you know?

- Smoke-free areas are regulated under the *Public Health Act 1997*.
- Under the *Public Health Act*, areas such as indoor restaurants and shops, within 3-metres of an entry to a public building, pedestrian malls, outdoor dining areas (at times when food can be eaten), within 10-metres of playground equipment, bus malls and within 3-metres of bus shelters are all declared smoke free areas.
- In these smoke-free areas you cannot use any tobacco products, electronic cigarettes such as vapes, herbal cigarettes and non-tobacco cigarettes.
- Council has powers under the *Public Health Act* to declare Council-owned areas as smoke-free areas.
- Council has previously declared Kingston Park and the Community Hub as Council owned smoke-free areas.

## Consultation

Public consultation about smoke-free areas occurred between **30 April and 28 May 2024**, through inviting responses to a survey or written submissions.

During consultation: **99** submissions were received. **93** via the survey and **6** written responses.

Due to the low response rate, the data and its results are not considered scientifically significant.

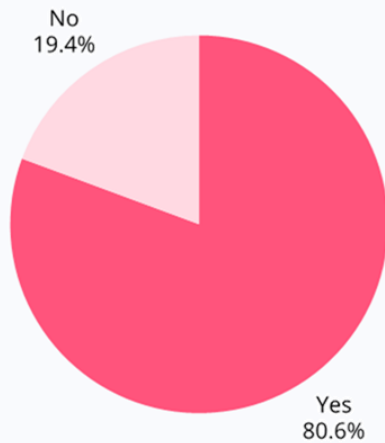
***Council staff will submit these results in a report to Council in December 2024.***



# Survey Results

**Q1. Are you exposed to passive smoke in public places?**

**Yes** 75  
**No** 18



**Q3. Do you find it difficult to find an appropriate place to smoke?**

**Yes** 2  
**No** 2



**Q2. Do you currently smoke?**

**Yes** 4  
**No** 89



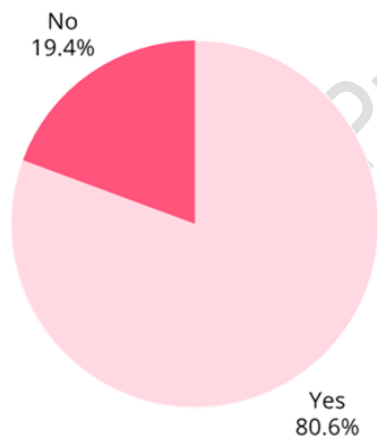
# Survey Results

**Q4. Do you see people smoking in any of the smoke-free areas in Kingborough? (listed below\*)**

**Yes** 75  
**No** 18

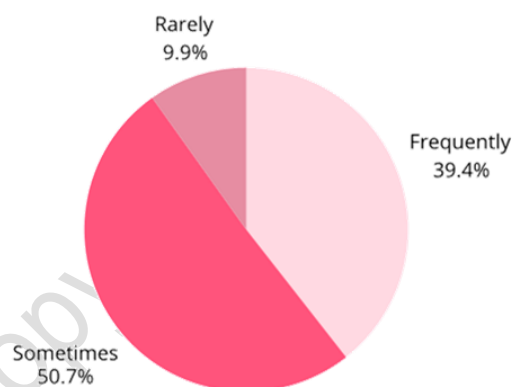
**\***

- Inside public places (such as restaurants and shops) and within 3 metres of an entry to a public building
- Pedestrian malls
- Between the flags on patrolled beaches and outdoor areas at public pools
- Outdoor dining areas at times when food can be eaten
- Within 10 metres of playground equipment
- Within 20 metres of competition and seating areas at sportgrounds
- Bus malls and within 3 metres of bus shelters
- In cars when a child (under 18 years) is in inside



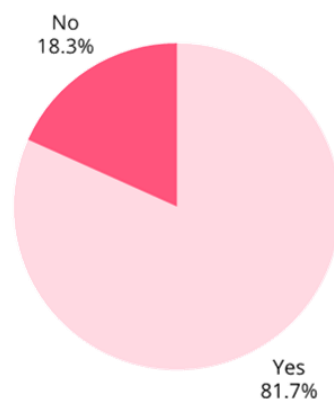
**Q5. How frequently do you see people smoking in these areas?**

**Frequently** 28  
**Sometimes** 36  
**Rarely** 7



**Q6. Would you like to see more public places declared as smoke-free?**

**Yes** 76  
**No** 17



# Survey Results

**Q7. Do we need designated smoking areas in Kingborough?**

**Yes** 46  
**No** 47



## Sample of emailed submissions

Currently there is a requirement that smokers be 3 metres away from a couple of specified areas. However, due to wind effect, that 3 metre separation is insufficient. A TEN metre separation is warranted. Also, one often sees smokers puffing away while seated in their cars with the window down and while parked in a carpark. There are often other cars parked adjacent. Any occupants of those adjacent cars are then caught in the smoke zone. Again, a ten metre separation is required. i.e. the smoker should position themselves away from the busier parts of the carpark.

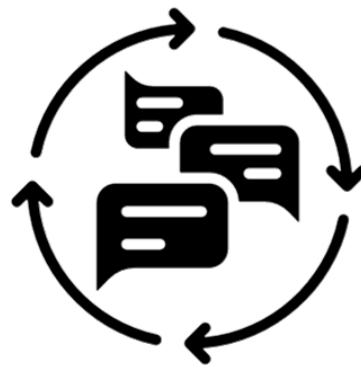
“The restrictions already required by the Public Health Act seem entirely adequate to me.....

The implication in the survey that new rules might be applied between the flags on beaches seems like unnecessary overkill....

Council may be to leave well alone while encouraging people to treat each other with consideration and respect.”



“Thank you so much for taking action on this issue! I frequently experience second-hand smoke in public and it’s distressing, especially when there are children in the space. I think there should be stronger enforcement of no-smoking areas.



### 15.3 DRAFT KINGBOROUGH INTEGRATED TRANSPORT STRATEGY

**File Number:** 28.221

**Author:** Anthony Verdouw, Executive Officer Engineering Services

**Authoriser:** David Reeve, Director Engineering Services

#### Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.

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

#### 1. PURPOSE

1.1 The purpose of this report is to seek Council's approval to release the Draft Kingborough Integrated Transport Strategy (KITS) for community review and feedback.

#### 2. BACKGROUND

2.1 In 2010 Kingborough Council commissioned an Integrated Transport Strategy for the municipality. The strategy provides a framework to deliver a coordinated and sustainable approach to transport development in Kingborough in alignment with wider State policies and strategy.

2.2 Since the 2010 KITS a number of infrastructure, policy and strategy developments have occurred in the municipality that warrant a strategy review.

2.3 Following a competitive tender process SmeC Australia Pty Ltd were engaged to review the 2010 KITS and develop a refreshed strategy to provide a new set of transport objectives and implementation actions for the next 10 years and further into the future.

#### 3. STATUTORY REQUIREMENTS

3.1 Council manages and maintains local highways as per Section 21 of the *Local Government (Highways) Act 1982*.

3.2 Council maintains areas of State highways in cities as per Section 11 of the *Roads and Jetties Act 1935*.

#### 4. DISCUSSION

4.1 This project was commissioned as a review of the 2010 KITS, to provide an updated transport strategy and implementation plan.

4.2 The purpose of the KITS 2024 is to outline a long-term strategy for a safe, efficient, sustainable, and accessible transport system that prioritises all travel modes across Kingborough. An integrated transport plan acknowledges that all modes of transport serve a function and purpose within the wider transport system and are interdependent.

4.3 The strategy focuses on the six key objectives of accessibility, health and safety, people, collaboration, systems, and economy.

4.4 The KITS also clarifies Council's role in transport planning outlining three main responsibilities – advocacy, influence and control. Across these roles it is integral that Council continues to collaborate and work constructively with transport stakeholders to achieve the best outcomes for the community.

- 4.5 A project overview and progress update on the draft KITS was presented at a workshop with Councillors on 9 September 2024.
- 4.6 As part of the KITS refresh process Council engaged with key stakeholders (refer to section 7.1) to understand the opportunities and challenges faced by the community.

## **5. FINANCE**

- 5.1 Implementation of the KITS 2024 action plan would have both capital and operational budget considerations for Council. However, it should be noted that the KITS does not focus on specific individual projects but rather broader strategic objectives and outcomes.

## **6. ENVIRONMENT**

- 6.1 An outcome of the KITS is to provide an efficient and sustainable transport system in Kingborough that also promotes health and wellbeing for the community and supports the uptake of environmentally friendly sustainable transport options.

## **7. COMMUNICATION AND CONSULTATION**

- 7.1 As part of the KITS review, workshops were facilitated with a range of key stakeholders to understand the opportunities and challenges faced by the community, in addition to ensuring that alignment occurs between the themes and common goals for transport. Workshops were held with:
- Internal - Kingborough Councillors, internal department officers.
  - State Government - Department of State Growth, including State Roads, Infrastructure Tasmania and Passenger Transport.
  - Neighbouring municipalities - City of Hobart and Huon Valley Council.
  - Transport operators - MetroTAS, Tassie Link and SeaLink.
  - Community groups - Kingborough Disability Inclusion and Access Committee, Kingborough Community Safety Committee and Kingborough Bicycle Advisory Committee.
- 7.2 If approved by Council the draft KITS will be released for broader community feedback and comments.

## **8. RISK**

- 8.1 There are no apparent risks associated with this report.

## **9. CONCLUSION**

- 9.1 The KITS 2010 has been reviewed and in consultation with key stakeholders an updated strategy has been drafted for release for community feedback.
- 9.2 The revised KITS 2024 outlines a long-term strategy for a safe, efficient, sustainable, and accessible transport system that prioritises all travel modes across Kingborough.

## **10. RECOMMENDATION**

That Council approve the release of the attached Draft Kingborough Integrated Transport Strategy 2024 for community feedback.

## **ATTACHMENTS**

- 1. Draft Kingborough Integrated Transport Strategy 2024**

Kingborough



2024

# Kingborough Integrated Transport Strategy



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# Glossary

| Term                 | Description  |
|----------------------|--|
| Active Transport     | Transport that relies on human power, such as walking, cycling, or running.  |
| Corporate Plan       | A high-level strategic document outlining an organisation's goals, objectives, and strategies.   |
| Council              | A local government body responsible for managing a specific area.  |
| Council Budget       | A financial plan outlining the council's income and expenditure for a specific period.   |
| Electric Vehicles    | Vehicles that use electric motors for propulsion instead of internal combustion engines.   |
| Integrated Transport | A system that combines different modes of transport to create a seamless and efficient travel experience.  |
| Micromobility        | Small, lightweight modes of transport, such as bikes, scooters, and skateboards.   |
| Mode                 | A means of transport, such as car, bus, train, or bicycle.   |
| Mode Share           | The percentage of trips made by a particular mode of transport.  |
| Movement and Place   | The relationship between transport and the built environment.  |
| Node                 | A point of connection or intersection in a transport network.  |
| Pedestrian           | A person who travels on foot.  |
| Planning Scheme      | A document that outlines the rules and regulations for land use and development in a specific area.  |
| Safe System Approach | A strategy that aims to eliminate road fatalities and serious injuries by designing roads, vehicles, and infrastructure to minimise the risk of accidents. |
| Shared Mobility      | Transport services that are shared among multiple users, such as car-sharing or bike-sharing.  |
| Strategic Priority   | A goal or objective that is considered important to achieving a larger goal.   |

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## Executive Summary

The Kingborough Integrated Transport Strategy outlines a long-term strategy to continue to provide a safe, efficient, sustainable and accessible transport system which supports all travel modes across Kingborough. Since the development of Kingborough Integrated Transport Strategy, 2010 (KITS 2010) Kingborough Council, in partnership with key stakeholders, has continued to develop the network to meet the evolving needs of the region.

There have been challenges and changes to the network since 2010, however the underlying conditions which underpin transport network use have remained steady. Census data shows there has been minimal change in the modal split within Kingborough, and few population and demographic changes in the municipality. Population growth has continued steadily and is expected to continue as more people make Kingborough home. As such, this Strategy serves as a review and refresh of the previous Strategy as the main drivers of the study are unchanged.

Council's Kingborough Strategic Plan aspires to deliver *a safe, healthy and connected community with quality infrastructure and services and sustainable development*. This Strategy outlines objectives which provide alignment between the Kingborough Strategic Plan and the transport objectives required to support, deliver and enhance those aspirations.

In addition to an Action Plan, the Strategy also outlines a set of KPIs which can be used to measure progress and trends based on Australian Bureau of Statistics' Census, Household Travel Survey data and other datasets to understand performance of transport networks and identify a suite of actions Council can take to improve conditions for residents and businesses living and operating within Kingborough municipality.

The Action Plan also considers Council's role and relationship with other stakeholders who have a role in managing transport networks within the Council. The Action Plan identifies the level of influence that Council has for various actions, from 'Control', where Council is fully responsible through to 'Advocacy' and 'Influence' where Council has a role to drive, and support changes that other Responsible Authorities may take.

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# 1. Introduction

## Purpose

The purpose of the Kingborough Council Integrated Transport Strategy (KITS) 2025 - 2035 is to outline a long-term strategy for a safe, efficient, sustainable, and accessible transport system that prioritises all travel modes across Kingborough. The plan considers an integrated assessment of current network operations and future community needs. It aims to determine a transport system that aligns with the economic, social, environmental, and safety aspirations outlined in the Kingborough Strategic Plan including:

1. Encourage and support a safe, healthy and connected community
2. Deliver quality infrastructure and services
3. Sustain the natural environment whilst facilitating development for our future.

By incorporating these elements, the KITS can create a transport system that meets the needs of the community for the next decade.

The key to success of KITS will be the continuation and further strengthening of collaborative working relationships and partnerships between Kingborough Council, Tasmanian and Federal Governments, private industry and the community. Action is critical to achieving the vision of this transport strategy, and ultimately supporting the economy, environment and wellbeing of the Kingborough community.

## Vision

*Transport facilitates physical and social connections for residents, businesses and visitors, through the efficient movement of people and goods via improved accessibility and connectivity that contributes to the sustainability of the region.*

The vision for KITS is based on two core foundations – the aspirational state of the future transport network and how Kingborough Council will deliver the network to support the Kingborough community.

It is envisaged that the future Kingborough transport network is sustainable and multimodal, which consists of the infrastructure and services that support economic prosperity and the needs of Kingborough residents, businesses and visitors alike.

It is acknowledged that Kingborough Council cannot transform the transport network alone. Therefore, instilling a foundation of delivery for transport projects and services through partnerships, proactive advocacy and governance, coupled with public participation, will lead to an improved transport network that supports the movement of people and goods throughout the municipality.

## Objectives

Clear and comprehensive objectives are needed to help achieve this vision. The objectives of KITS highlight the focus areas which will be the foundation of the future Kingborough transport network and how it will evolve. Additionally, these objectives align with broader strategic direction set by Kingborough Council and the wider Tasmanian Government, such as *Keeping Hobart Moving*, *The Greater Hobart Transport Vision*, *Tasmanian Walking and Cycling for Active Transport Strategy* and the *Kingborough Strategic Plan*.

The vision and objectives of KITS are to support longer-term strategic planning, which will result in delivery of specific transport initiatives that are considered and integrated.

The following six objectives have been derived from Kingborough's Strategic Plan, combined with stakeholder conversations highlighting the key success factors that will contribute to a safe, healthy and prosperous Kingborough community.

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**ACCESSIBILITY**

Focus on improving accessibility through infrastructure enhancement projects and supporting initiatives



**HEALTH AND SAFETY**

Promotion of active transport and public transport usage, coupled with the creation of safe spaces



**PEOPLE**

Improved connectivity for people, equitable access for all, and multimodal



**COLLABORATION**

Work with constituents, industry, and the Tasmanian Government to address complex and technical issues, to deliver an integrated transport network throughout the project lifecycle



**SYSTEMS**

Considers the network in a holistic and integrated manner across municipal boundaries and modes



**ECONOMY**

Investment to provide and improve infrastructure and initiatives to enable economic prosperity

The Action Plan and KPIs outlined later in the Strategy align to these objectives. When referring to the plan for actions or to measure KPIs, the objectives serve as decision-making tools to allow users to assess actions or interventions against the objectives. The Action Plan is designed to be adaptable and flexible so that as new technologies or challenges emerge, the Vision and objectives can still be achieved.

Choose a building block.

## 2. Kingborough Council’s Role in Transport Planning

### What is Integrated Transport Planning?

A transport system is defined by the interaction between the transport network, and the demand created by the movement of people and goods. All modes of transport play an important role, and when considered as an integrated system, transport can influence and support economic prosperity, environmental and social and community outcomes.

Integrated Transport Planning acknowledges the sometimes competing demands of different modes of transport and the planning process which considers the needs of each mode, its stakeholder and its suitability to surrounding land uses. Each mode has a function and purpose in a network and therefore their needs must be balanced accordingly. Influences such as equity, accessibility, amenity, functionality, safety and sustainability must also be considered, to ensure balanced decisions are made which reflect the needs of the users of the transport network, Kingborough Council and other stakeholders.

### Kingborough Council’s Role

Kingborough Council undertakes a key role in the transport planning process. It is acknowledged that the transport network within Kingborough is connected to, and interacts with, the larger Hobart and Tasmanian transport network. Kingborough has the capacity to influence decisions both directly as a responsible authority, and indirectly as a stakeholder to other responsible authorities such as the State Government and adjacent local government areas.

Kingborough Council has a significant role to play in achieving the future transport needs of Kingborough, however Council cannot do it alone. While Kingborough Council manages some aspects of Kingston’s transport network, many key areas (such as public transport network planning and service delivery, management of major roads, and major infrastructure planning and design) are the responsibility of other agencies.

There are three main roles which Kingborough Council will undertake as part of the integrated transport planning process – advocacy, influence and control. The identification of these roles assists the community in understanding the remit of Kingborough Council as a key stakeholder in the management of the transport network. They also create the foundation of this revised KITS, which will inform the actions which Kingborough Council can take to address transport challenges and opportunities within the municipality.



ADVOCACY

INFLUENCE

CONTROL

In addition to these three foundations, Kingborough Council also:

- **Partner** – Work with various stakeholders to achieve shared goals
- **Deliver** – Plan, deliver and fund projects and programs
- **Educate** – Share information with constituents.

Choose a building block.



## Advocacy

Kingborough Council staff and elected officials consult with these stakeholders to advocate for the betterment of existing infrastructure, improvement of service provision and to promote investment within the municipality to improve the transport system.

This will occur in line with the aspirations of local, regional and state strategies and plans, through planning and delivery of fit for purpose assets, effective service delivery, creation of safer places and sustainable movement.

Advocacy will be undertaken with neighbouring municipalities, the Tasmanian Government, the Federal Government and Industry.



## Influence

Kingborough Council can influence the ways in which community members can travel locally and more broadly outside the municipality.

By informing people of the benefits and impacts of particular mode choices, route selection and infrastructure upgrades, the way people and goods move can change.

Kingborough Council will continue facilitating the transport options within the municipality, which seek to provide individuals and business with choices to how goods and people travel.



## Control

Kingborough Council is responsible for the maintenance and operation of local roads and active transport infrastructure assets within the municipality.

This includes a responsibility for planning enhancements and upgrades, developing policy and programs which support efficient and sustainable travel, and aligning Kingborough Council's aspirations and policies across the organisation to ensure the delivery and operation of an integrated transport network.

Coupled with this, Kingborough Council is responsible for the delivery of infrastructure improvement projects for the assets it owns within the municipality, collaborating with neighbouring municipalities and the Tasmanian Government to ensure better connectivity is provided.

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## 3. Background and Municipal Context

### KITS 2010 Refresh

In 2010 Kingborough Council developed and adopted an Integrated Transport Strategy (KITS 2010) which identified the then transport network composition as well as the future challenges and opportunities. The KITS 2010 provided an action plan for implementation.

This Integrated Transport Strategy is a refresh of the 2010 strategy. As a refresh, this Strategy acknowledges the conditions of the network have not significantly changed to warrant significant changes from the KITS 2010. This Strategy refreshes the Background investigations to identify any emerging trends, updated strategies and developments since the previous Strategy.

Since the development of KITS 2010 a number of infrastructure, policy and strategy developments have occurred including:

Infrastructure developments including:

- Development of Park and Ride facilities to facilitate greater uptake of public transport undertaken by Department of State Growth (DSG).
- Extension of bus services and bus stop upgrades undertaken by DSG.
- Ongoing progression of local road upgrades by Kingborough Council (KC)

Policy developments including:

- Kingborough Tracks and Trails Strategic Action Plan 2024-2034
- Kingborough Cycling Strategy 2021-2030
- Central Kingston Parking Strategy
- Footpath Provision and Maintenance Policy

Advocacy and influencing activities such as Greater Hobart Strategic Partnership committees and announcements have also contributed to advancing the KITS 2010 strategy.

## Demographics

### Population Composition

Kingborough has experienced reasonable population growth between 2011 and 2021. According to the Australian Bureau of Statistics 2011, 2016 and 2021 Census data, the overall population change for the municipality between 2011 and 2021 was 6,189, which was a 18.3% increase over a decade from 33,893 in 2011 to 40,082 in 2021. This increase is greater than that experienced by Tasmania as a whole for the same period, which was 12.6%.



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According to the Census data, the proportion of residents in Kingborough who are 65-years or older was 15.1% in 2011. The proportion increased to 20.4% in 2021. As for younger persons who are aged 15 to 34 years old, this was 22.2% in 2011. Over the decade to 2021, this proportion increased to 23.2%.

As people age, physical and psychological changes affect their mobility, altering their travel patterns and frequency. Access to public transport becomes crucial, facilitating older individuals' access to goods, services, employment, and other daily activities if they do not have access to private vehicles or are unable to walk or cycle for extensive distances. Similarly, many young people face challenges accessing recreation, education, employment, services and social activities due to the composition and attributes of public and active transport networks, which is exacerbated if they do not have access to private vehicles.

“As would be expected due to the distribution of population, the majority of the region’s residential building activity in the last 10 years has occurred in Greater Hobart. 78% of all new dwellings approved have been in Greater Hobart, in which **Kingborough** followed by Clarence have seen the greatest growth.”

- Southern Tasmania Regional Land Use Strategy 2010-2035

## Anticipated Population Changes

Future growth in the municipality is expected to occur modestly in the coming decade. In 2024, the Tasmania Department of Treasury and Finance released its State and Local Government population projections up to 2053. It is anticipated that Tasmania will surpass 600,000 people by 2032, which will increase to 641,045 by 2053<sup>1</sup>.

Locally in Kingborough, it is forecasted that the population in the municipality will increase from 41,179 in 2023 to 43,268 in 2028, 45,412 in 2032 and 47,300 in 2038. This equates to a cumulative increase in population of 5.1% from 2023 – 2025, 5.0% between 2028 – 2032, and 4.2% between 2032 – 2038.

Age groups were also analysed as part of the population forecasts. This profile (refer Figure 1) indicates that the number of people aged 15 – 19 decreases in each forecast year, before increasing for 20 – 34-year-olds. This indicates that younger persons are leaving the municipality, assumingly for education or employment reasons.

<sup>1</sup> [Population-projections-for-Tasmania-and-its-Local-Government-Areas \(treasury.tas.gov.au\)](https://treasury.tas.gov.au)

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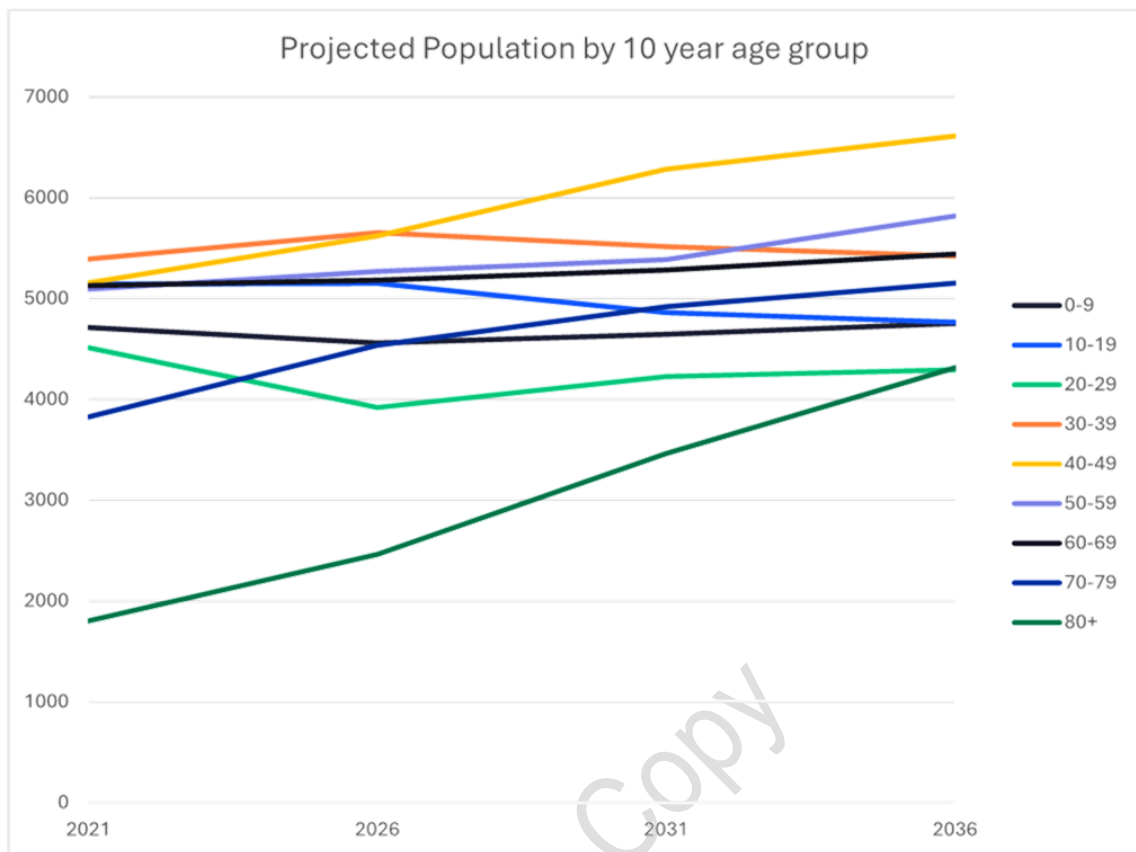


Figure 1: Kingborough projected population by ten-year age groups (Tasmanian Government)

### Socio-Economic Disadvantage

The Socio-Economic Indexes for Areas (SEIFA) is a composite index developed by the Australian Bureau of Statistics (ABS) that ranks areas in Australia according to relative socio-economic advantage and disadvantage. The indexes are based on information from the five-yearly Census. SEIFA 2021 has been created from Census 2021 data and consists of four different indices. The Index of Relative Socio-economic Disadvantage (IRSD) has been specifically used to identify suburbs of socio-economic disadvantage in Kingborough, as unlike the other indicators it is the only index that includes measures of relative disadvantage.

Areas with elevated socio-economic disadvantage generally have the greatest need for public transport options to provide access to essential services (education, health services, and shops) and employment opportunities. Suburbs with elevated levels of socio-economic disadvantage generally have the greatest need for access to public transport options to provide access to essential services (education opportunities, health services and shops) and employment opportunities.

At a municipal level, Kingborough has a low level of Socio-Economic Disadvantage compared to other municipalities across Tasmania. Of the 29 local governments in Tasmania, Kingborough is ranked 28th (94th percentile). The Statistical Area Level 2's in Kingborough, which are the ABS's classification and are medium-sized general purpose areas (typically at a suburb level), include:

- Bruny Island – Kettering – ranked 79 (82nd percentile)
- Kingston Beach – Blackmans Bay – ranked 92 (95th percentile)
- Kingston – Huntingfield – ranked 65 (68th percentile)
- Margate – Snug – ranked 86 (89th percentile)
- Tarooma – Bonnet Hill – ranked 95 (98th percentile).

Choose a building block.

## Land Use

The Municipality of Kingborough is situated on the south-east coast of Tasmania, just 10 km south of Hobart. The municipality consists of mostly low density, residential land use located within a natural setting along the Derwent Estuary and the D'Entrecasteaux Channel. Towns in Kingborough include Kingston, Blackmans Bay, Margate, Snug, Kettering, Woodbridge and Middleton. Tarooma, whilst not a town as such, is a built-up urban area which in effect operates as a suburb of both Hobart and Kingston. The municipality also includes Bruny Island which lies just off the coast and can be reached by a car ferry from Kettering. Kingborough is also a major tourist destination, based on the natural attractions of the aforementioned Bruny Island and the picturesque townships along the D'Entrecasteaux Channel.

Kingston is the major commercial, retail and administrative centre for the municipality. Local industries include fish processing, aquaculture, tourism, viticulture, boat building, civil engineering as well as the Australian headquarters for Antarctic Research.

According to the current land use composition, roughly 65% of the land in Kingborough is allocated for residential purposes, with a significant portion being low-density housing. Agricultural land constitutes approximately 25%, while the remaining 10% is divided among commercial, industrial, and other uses, including parks and open spaces.

Kingborough's future growth areas are identified in the revised Kingborough Land Use Strategy, released in March 2019. The future growth areas, by key land uses, for the municipality include:

### Residential Development

Most new residential development will occur within or on the fringes of Kingston, including Spring Farm (600 dwellings), Whitewater Park Estate (200 dwellings) and Huntingfield Estate (470 lots). Margate, and Snug are also being investigated for potential future growth areas. Areas such as Blackmans Bay, Tarooma and Bruny Island have limited expansion potential due to sewer and road infrastructure hindrances.

- Huntingfield Estate is a master-planned development with 470 lots, led by Housing Tasmania. Road works and the first 30 residential lots in Stage 1 have recently begun construction and are due for completion by early 2025.

### Commercial and Industrial Development

Kingborough is focusing on renewing existing commercial and industrial areas rather than expanding outward. Redevelopment projects like Kingston Park aim to attract investment and create a more vibrant town centre with new businesses, entertainment options, and jobs.

### Rural Areas

Residential subdivision is discouraged (in alignment with the Southern Tasmanian Regional Land Use Strategy) to protect important coastal and environmental values. Agricultural use of land is however encouraged.

- Kingston is experiencing development pressure, but Kingborough Council is awaiting regional land use planning to identify suitable expansion areas. Council is advocating for southward expansion towards Margate, with potential zoning changes to allow for higher density development.
- Kingborough Council is aligned with the Southern Tasmanian Regional Land Use Strategy (2035 outlook) to ensure sustainable development practices are followed and coastal and environmental values are protected.
- Opportunities for further investigation of growth possibilities in Margate and Snug are also being explored.

Kingborough's strategic planning documents anticipate several changes to address the challenges of population change and housing availability. These include promoting higher density developments in appropriate areas, improving infrastructure capacity, and revising zoning laws to better accommodate the growing population's needs. Key initiatives aim to balance development with the preservation of natural landscapes and sustainability.

Choose a building block.

## Existing Policy Framework

Kingborough Council has a range of publications, plans and strategies which set the direction for their programs and delivery of services. It is acknowledged that there are existing policy documents which have been produced relating to other elements of society, however there is relevant content within these documents that is applicable to transport. KITS has considered the transport needs and aspirations for the municipality, which have been identified in these existing policy documents.

KITS will be the long-term strategy for the integration of all transport modes within the municipality. It will be used by Council to guide the improvement of the transport network to be more effective, safer and sustainable. Furthermore, it will be the platform for Council to influence the ways in which community members can travel around the municipality and be the foundation for advocacy for the betterment of existing infrastructure with other governments, organisations and industry.

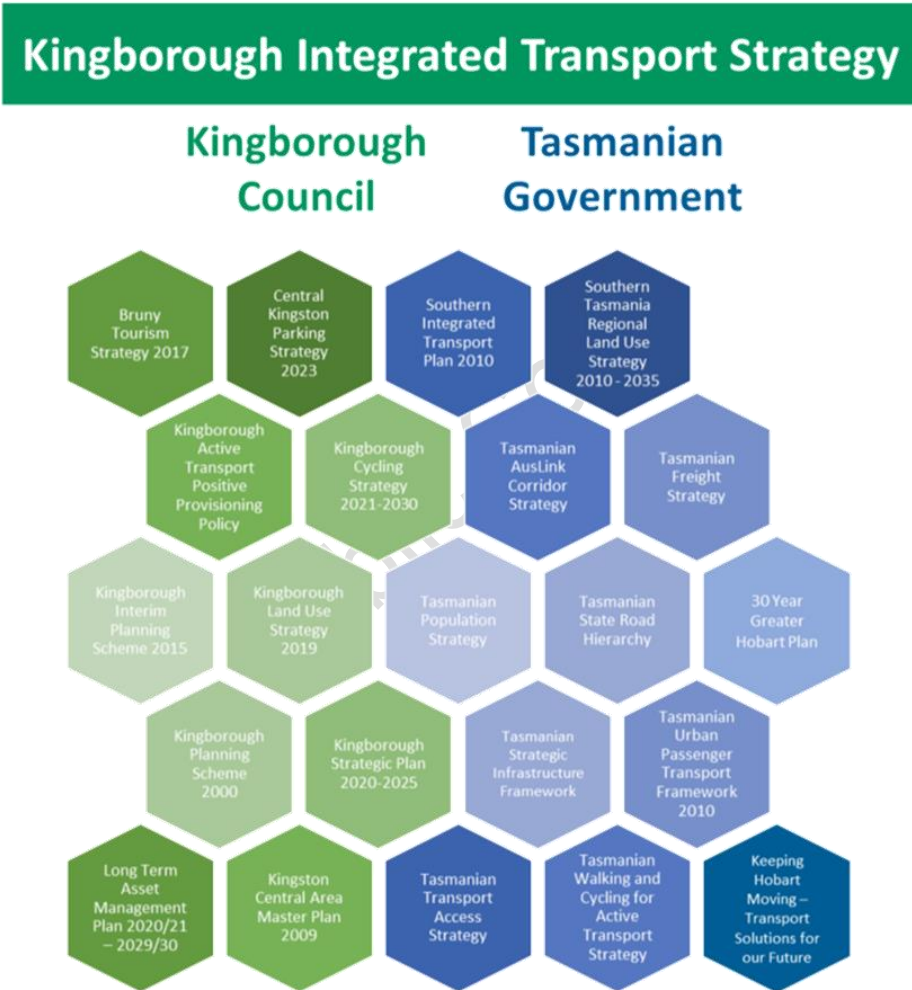


Figure 2: Kingborough Integrated Transport Strategy Policy Context

## Assets

The Kingborough municipality encompasses a range of transport assets designed to support both residents and visitors. Key features include:

Choose a building block.



**Tracks & Trails**

45



**Bus Services**

31



**Roads**  
(Sealed & Unsealed)

537km



**Footpaths**

247km



**Bridges**

82



**Bruny Ferry**  
(Services per day)

20

Based on information from Kingborough Council; Kingborough Long Term Asset Management Plan 2020/21-2029/30; Sealink

**Road Infrastructure**

Extensive roadways connecting various towns and communities. These roads form part of the state-owned road network and provide critical links to Hobart and other regions. The Tasmanian State Road Hierarchy identifies the Southern Outlet and Huon Highway as the main freight route.

The main transport corridors in Kingborough are the:

- **Southern Outlet** – a dual carriageway linking Hobart and Kingston, which extends to Southport as the Huon Highway.
- **Channel Highway** – the highway follows the coast between Hobart and Huonville providing an alternative route between Kingston and Hobart, and a link to the settlements in the south of Kingborough, as well as Tarooma in the north.
- **Huon Highway** – the highway provides an east-west link between Kingston and Huonville.

Choose a building block.

**Local Road Network**

Kingborough Council is responsible for managing a vast network of roads and infrastructure, encompassing 271km of sealed roads, 266km of unsealed roads, and 82 bridges. Beyond the road surface, Council's responsibilities extend to maintaining kerbs, gutters, and footpaths, ensuring the safety and accessibility of these vital transport assets. This extensive network plays a crucial role in connecting communities, facilitating economic activity, and supporting the daily lives of residents and visitors.

The council's road network serves as the primary means of transport for a significant portion of the population, connecting homes, schools, workplaces, and essential services. It is also vital for supporting the local economy, enabling businesses to transport goods and services efficiently. Additionally, the council's road network plays a critical role in supporting tourism, attracting visitors to the region's natural attractions and cultural experiences.

To ensure the safety and functionality of its road network, Kingborough Council employs a dedicated team of road maintenance professionals who regularly inspect and assess the condition of roads, bridges, and other infrastructure assets. They identify areas requiring maintenance or repair and implement necessary measures to address issues such as potholes, cracks, and drainage problems. The council also prioritises the installation of safety features, such as road markings, signage, and pedestrian crossings, to enhance road safety and reduce the risk of accidents.

Furthermore, Council is committed to improving the accessibility of its road network for all users, including people with disabilities. This involves implementing measures such as providing accessible pedestrian crossings, installing tactile paving for visually impaired pedestrians, and ensuring that road infrastructure is designed to accommodate the needs of people with mobility impairments. By prioritising accessibility, the council aims to create a more inclusive and equitable transport system for all residents.

Given the critical role of the road network in supporting the community's well-being and economic prosperity, a significant proportion of Council's budget is allocated to the maintenance and (necessary) upgrades of these assets. This investment ensures the continued safety, reliability, and accessibility of the road network, contributing to a high quality of life for residents and visitors alike.

To further enhance the safety and efficiency of our road network, Kingborough Council has implemented several innovative initiatives. These include the installation of smart traffic lights to reduce congestion, the expansion of bike lanes and shared paths to promote active transport, and the development of a comprehensive pedestrian safety program. By investing in these initiatives, we are working towards a more sustainable, accessible, and enjoyable integrated transport system for our community.

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## Transport Interchange Locations

Bus services operated primarily by MetroTAS, offering routes that connect Kingborough with Hobart and other areas, facilitating commuter and local travel. There are also community transport services for those with special needs.

Kingborough features several key transport interchanges that facilitate the movement of people between different modes of transport. These interchanges are strategically located to optimise connectivity within the region and with nearby areas, notably Hobart. These interchanges play a crucial role in ensuring smooth transitions between different transport modes, making commuting and traveling within and beyond Kingborough efficient and convenient.

Some prominent interchanges include:

### 1. Kingston Central:

- Services: Major hub for MetroTAS bus services, including routes that head to Hobart and other parts of Kingborough. Facilities often include shelters, seating, and timetable information.
- Connectivity: Easy access for residents and those traveling from Hobart or other suburban areas.

### 2. Margate Transport Interchange:

- Services: Bus services connecting Margate with Hobart and other southern suburbs of Kingborough.
- Facilities: Basic amenities with plans for potential future upgrades to support increased commuting.

### 3. Snug and Tarooma Bus Interchanges:

- Services: Bus routes to and from Hobart and other localities within Kingborough.
- Features: Standard bus stop amenities for commuter convenience, including shelters and timetable displays.

### 4. Kettering Ferry Terminal:

- Services: Key ferry service operated by SeaLink, connecting Kettering to Roberts Point on Bruny Island. MetroTAS bus services connect to the ferry terminal 2-3 times per day, creating a somewhat integrated network here. With no public transport available on Bruny Island, this connectivity may allow for connections with organised travel or tour groups at the ferry terminal.
- Amenities: Parking facilities, waiting areas, and ticketing services. Nearby cafes and shops support travellers.

### 5. Bruny Island Ferry Terminal (Roberts Point):

- Connectivity: Links to the Kettering Ferry Terminal, facilitating the movement of visitors and residents between the island and the mainland.
- Services: Regular ferry services along with parking and waiting areas.

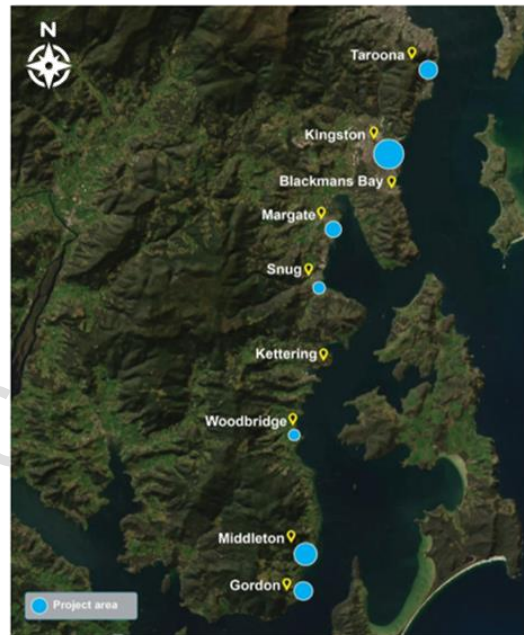


Figure 3: Locations of the bus stops that will be improved under the DDA Compliant Bus Stop Project

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## Cycling and Walking Infrastructure

Council maintains many dedicated paths and trails for cycling and walking (45 tracks and trails), such as the **Margate to Snug Shared Path** (below) which opened in 2018, promoting eco-friendly transport and recreational activities, such as dog-walking and cycling. In terms of cycling path infrastructure, the municipality has 5,945m of on-road paths and 13,760m of off-road shared paths.

The KITS will align with the Kingborough Tracks and Trails Strategic Action Plan, Footpath Provision and Maintenance Policy, and Cycling Strategy by creating a cohesive and interconnected transport network. The KITS will aim to prioritise sustainable and active modes of transport, such as walking, cycling, and public transport, while also supporting the development of safe and accessible pedestrian and cycling infrastructure.

Likewise, the KITS Action Plan will include ongoing maintenance provision of Council owned active transport assets, to ensure that the community have access to safe and nearby infrastructure. By integrating these strategies, KITS will contribute to a more sustainable, healthier, and more liveable Kingborough community.

“Outdoor active recreation has become increasingly popular and particularly since COVID in 2020. The demand for quality, recreational trail networks has grown in Tasmania and the local community, from walkers and trail runners, mountain bikers and horse riders seeking a quality, accessible experience.”

Kingborough Tracks and Trails Strategic Action Plan 2024-2034

### Social Health and Wellbeing Benefits

Walking and cycling offer a multitude of social health benefits that contribute to individual well-being and community vitality. They can help reduce stress levels, improve cognitive function, and boost self-esteem, leading to enhanced mental health. Moreover, these activities foster a sense of community, increase social interaction, and reduce social isolation, strengthening social connections.

It is clear that towns with higher percentages of walking and cycling usage and infrastructure provide social health benefits, alongside individual health benefits too. Above that, walking and cycling offer a holistic approach to health, promoting physical, mental, social, and environmental well-being. They both provide a valuable means to improve individual health and contribute to the overall vitality of towns and communities.





Choose a building block.

## Modes

Understanding the current transport landscape in Kingborough is crucial to developing an effective integrated transport strategy. This section examines the primary modes of transport available to residents and visitors, their levels of service, accessibility, connectivity, and usage patterns.

### What Modes Are Present

**Private Vehicle**

- This remains the most dominant mode of transport in Kingborough
- It offers residents convenience for door-to-door transport and accessibility to destinations not serviced by other modes.
- Increased use of EVs will remove some negative impacts of private vehicles

**Public Transport**

- Public transport offers bus travel within the municipality and to Hobart, with bus routes serving key areas and Park and Ride options available for commuters.
- Servicability could see improvement with more frequent services being offered.

**Active Transport**

- Active transport offers a healthy way to travel, with options like walking and cycling suitable for short trips and enjoying the local areas.
- Infrastructure has seen improvements in recent years, but there is still room for development.

**Ferry**

- The Bruny ferry service provides regular transport between Kettering and Bruny Island, offering residents a convenient option for island visits, commuting, or accessing services and amenities not available locally.

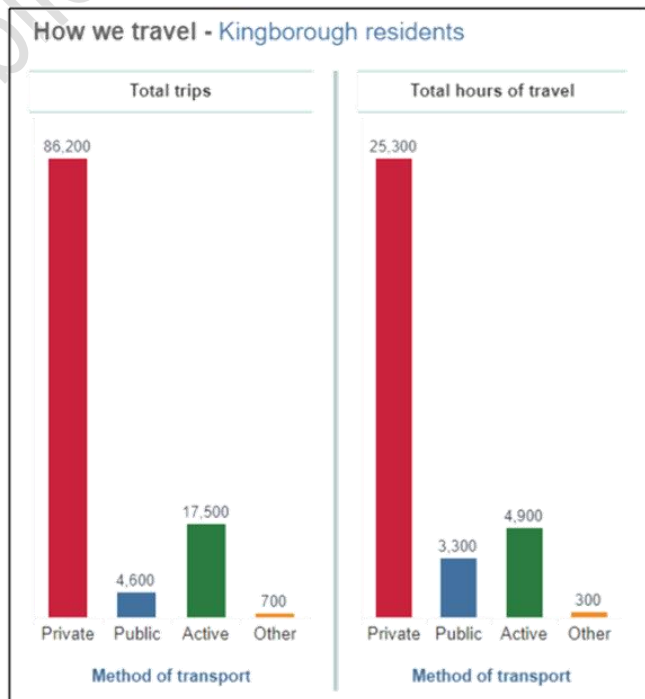
**Other Modes**

- Taxis, ride-sharing and car-sharing services are available, though their availability and affordability varies.
- Emerging modes such as e-scooters or shared bikes are not currently widespread throughout the municipality, however they are prominent in Hobart.

The majority of households own cars and most trips in Kingborough are taken by car. Substantial periods of time are also spent using public and active transport modes as shown in the 2019 Greater Hobart Household Travel Survey. Driving will continue to be the predominant mode of transport as Kingborough remains a low-density area with significant education, employment, health and social opportunities available in Hobart.

The critical areas for traffic performance are generally on the State Government road network, in particular the Channel Highway and Southern Outlet.

Private vehicle users have a high degree of accessibility and are generally well-provisioned for in existing planning documents and strategies with parking requirements and traffic impact assessments often undertaken for large developments with minimum service level requirements for traffic performance.



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Public and active transport networks, on the other hand, do not have as robust planning at the local level and service level minimum requirements are not always included with the exception of footpaths in new developments.

Transport users who do not have access to private vehicular transport do not share the same level of travel accessibility. The low-density nature of most of Kingborough means accessibility for those without private vehicle access is limited.

Council has a responsibility to encourage and support a safe, healthy and connected community and should therefore be focusing to improve connectivity for those with limited private vehicle access and limited overall transport accessibility.



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## Levels of Service

The KITS aims to enhance the levels of service across various transport modes to ensure efficient, safe, and sustainable mobility for all users. This section outlines the current levels of service and proposed improvements for key transport modes within the municipality.

Table 1 below highlights the current levels of service for the different transport modes throughout the municipality, including freight, and current proposed improvements.

Table 1: Existing Levels of Service of Transport Modes

|                         | Current Status  | Proposed Improvements  |
|-------------------------|---|--|
| <b>Road Network</b>     | <p>The road network in Kingborough is primarily designed to accommodate private vehicles, with key corridors such as the Southern Outlet and Channel Highway experiencing significant traffic volumes.</p> <p>During peak periods, the Southern Outlet is at near peak capacity, with commuters facing heavy delays to/from work.</p>   | <p>Upgrades to critical intersections, such as the Huon Highway/Leslie Road intersection, the Kingston Bypass Duplication and Algona Roundabout Upgrade as well as the implementation of speed management strategies to enhance safety and reduce congestion.</p> <p>Other suggestions include peak spreading, improving accessibility and efficiency of other modes, land-use/zoning changes, promotion of park and rides, active transport infrastructure upgrades, and an array of other means, which will be explained in greater detail in the Action Plan later in the KITS.</p> |
| <b>Public Transport</b> | <p>Public transport services, including buses and ferries, are essential for reducing car dependency. The Bruny Island Ferry service and bus routes connecting to Hobart are vital components.</p> <p>Public transport is generally focused on trunk routes with frequent services between Kingston and Hobart. Peak services between Kingston and Taroona and towns south of Kinston are approximately every 20-30 minutes during the peak period.</p> <p>Bus Park and Ride facilities are provided around Kingston 's trunk bus routes.</p> | <p>Enhancements to bus stop infrastructure for Disability Discrimination Act (DDA) compliance, increased frequency of services, and the potential introduction of a ferry service to Kingston.</p>   |
| <b>Active Transport</b> | <p>Active transport options, such as cycling and walking, are supported by existing infrastructure like the Margate to Snug Shared Path but are generally limited.</p> <p>Footpaths are common in central townships on most residential streets, particularly newer estates, but some smaller residential streets do not have paths.</p>  | <p>Expansion of the shared path network including the Margate to Huntingfield Shared Path based on the DSG Feasibility Study, improved cycling infrastructure, and the promotion of active transport through community engagement and safety programs.</p>   |
| <b>Freight Network</b>  | <p>Freight movement is crucial for local industries, with heavy vehicle routes primarily using the Southern Outlet, Huon Highway and Sandfly Road.</p>  | <p>Addressing road capacity and safety issues on key freight routes and ensuring that infrastructure can support the increased axle loads of modern heavy vehicles.</p>  |

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### Accessibility

The KITS prioritises ensuring a truly accessible transport network for all residents across the Kingborough municipality. Kingborough's unique geography, characterised by scattered suburbs and Bruny Island being serviced by ferry, presents distinct accessibility challenges.

Residents across the municipality, particularly in low-density southern suburbs, have expressed a strong desire for improved active transport infrastructure, starting at the inclusion of additional footpaths and progressing to cycleways and shared paths. Additionally, there is a growing push for enhanced accessibility to regional hubs such as Kingston and Hobart through suitable and reliable transport modes. By acknowledging these needs, the KITS aims to create a more inclusive and connected transport system that benefits all members of the Kingborough community.

#### Active Transport Accessibility

As mentioned above, the smaller and less-dense communities within Kingborough are seeking improved active transport accessibility, generally in the form of improved and/or more footpaths and trails. In the past, higher density urban areas have been strategically prioritised for active transport infrastructure in order to connect as many residents as possible. This is why more footpaths are typically provided throughout Kingston and surrounds compared to the likes of Snug, Kettering and Woodbridge.

The current mode split of Kingborough is also considered when Council plans their budgets and spending for each financial year and considering that 82% of the municipality use private vehicles and only 14.5% use active transport, Governments have preferred to invest in road infrastructure such as bypasses, road upgrades, duplications and traffic studies. Funding is spent to satisfy the needs of the majority; however, Council do appreciate the community's desire for an improved active transport network, and note that this will encourage more active transport use, which will be addressed later in this Strategy.

#### Public Transport Accessibility

Bus stop accessibility and amenity is an important part of a municipality's overall accessibility, as it can further illustrate the disparities between communities. DIER's urban service standards identify a service level objective that 90% of residences should be within 500m of a bus route. Summarised in Table 2 below, only Tarooma has 90% of residences within 500m of bus stops. However, Tarooma, Blackmans Bay and Kingston have 95 – 100% of residences within 1,000m of bus stops. Margate and Snug although admittedly non-urban, have less than 70% of residences within 500m of bus stops, despite diversions off the main route.

Table 2: Percentage of residences within walking distance of bus stops

| Kingborough Major Residencies | % within 500m | % within 1,000m |
|-------------------------------|---------------|-----------------|
| Tarooma                       | 92%           | 100%            |
| Kingston                      | 79%           | 95%             |
| Blackmans Bay                 | 82%           | 99%             |
| Margate                       | 47%           | 59%             |
| Snug                          | 66%           | 83%             |

DSG want public transport to be a mode of choice, so there has been a focus on service provision and infrastructure.

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**Accessibility for Transport Disadvantaged Cohorts**

Transport disadvantage covers a large cross-section of the community, and people can move in and out of transport disadvantage through the life course or as a result of temporary situations. Typical groups that are identified as experiencing transport disadvantage, or difficulty in accessing transport, include younger and older people who cannot drive, people living with disability, and low socio-economic groups who experience affordability issues when accessing transport options.

**People living with disability**

Transport accessibility for people living with disability in Kingborough presents a mixed picture. While there are some positive initiatives, there's still room for improvement.

- **Public Transport:** The introduction of lowered bus stop curbs is a positive step, and the *Transport Access Scheme* provides essential concessions. However, the frequency and reliability of accessible services, particularly in rural areas, remain substantial barriers. Additionally, the availability of real-time information in accessible formats is crucial for independent travel but is not consistently provided throughout Kingborough.
- **Active Transport:** While some footpaths in Kingborough are suitable for people with disabilities, it is difficult to provide level access across the municipality, especially in hilly and rural areas. Factors such as uneven surfaces, steep gradients, and lack of kerb ramps can pose significant challenges for residents and visitors. Safe and accessible cycling infrastructure is also limited and generally restricted to newer infrastructures and/or Kingston.
- **Private Vehicles:** Designated accessible parking bays are a welcome addition to many public spaces. The Transport Access Scheme offers valuable support for drivers with disabilities, including parking permits and other concessions.

It is evident that while the municipality and other stakeholders have taken steps to improve accessibility, there is a significant gap between current provision and the needs of the disability community. A comprehensive, coordinated approach is required to address the multifaceted challenges faced by people with disabilities in accessing transport options. This includes ongoing investment in accessible public transport, the creation of pedestrian-friendly environments, and the enforcement of accessibility standards in both public and private spaces and developments.

**Geographically Disadvantaged**

There is a prevalent issue currently in the municipality for those who are geographically disadvantaged, notably those who don't reside in more prominent suburbs/towns. With the current integrated transport system being heavily skewed towards private transit, individuals living over 400m from their nearest bus stop or public transit interchange are often forced to drive.

Residents who live in less densely populated towns also face challenges due to relatively poorer active transport infrastructure, such as footpaths and cycleways. This can limit their ability to walk or cycle for transport, especially in areas with long distances between destinations.

Residents in rural/remote areas often have limited access to public transport options due to low population density and the incurred high operational costs. This can lead to social isolation and limited opportunities to accessible transport options.

Geographic disadvantage can have significant economic consequences. Limited access to transport can restrict individuals' ability to find employment, particularly in areas where jobs are concentrated in urban centres. This can lead to increased poverty and economic inequality.

**Financially Disadvantaged**

Financially disadvantaged residents in Kingborough often face significant challenges in accessing transport. Limited income can make it difficult to afford private vehicle ownership or public transport fares. This can restrict their mobility and limit their opportunities for employment, education, and social participation.

Moreover, financial disadvantage can reduce quality of life. Individuals may be unable to access essential services, such as healthcare and education, due to limited transport options. This can have negative consequences for both individuals and families.

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Addressing transport inequity is a matter of social justice. Everyone deserves access to transport options that allow them to participate fully in their communities. By improving transport accessibility for financially disadvantaged residents, Council can contribute to a more inclusive and equitable society.

**Connectivity**

Connectivity refers to the seamless integration of different transport modes within a transport system. A well-connected system allows for easy transfers between options and provides multiple choices for travel, enhancing accessibility and reducing reliance on private vehicles.

**Public Transport Interchange Points**

Kingborough currently has several established public transport interchange points, including Kingston Central, Huntingfield Park and Ride, Margate, Snug and Taroon. These locations serve as hubs for bus services, with some offering additional amenities like parking and waiting areas. While these interchanges provide essential connections within the public transport network, their effectiveness can be enhanced through improved integration with other transport modes. By incorporating facilities for cyclists and pedestrians, as well as providing seamless connections to shared mobility options, these interchange points can become truly multimodal hubs, encouraging a shift away from private vehicle use.

**Integration with Other Modes**

While there is potential for integrating public transport with active transport modes like cycling and walking, the current infrastructure requires enhancement. Safe and dedicated bike lanes, secure bike storage facilities at bus stops, and clear pedestrian pathways are essential for promoting multimodal travel. Additionally, the availability of real-time information about bus schedules and locations through mobile apps or digital displays can encourage greater use of public transport in combination with walking or cycling for the first and last mile of journeys.

Better connectivity and walkability between the Kettering bus and ferry terminal might also improve uptake of public transport usage, though with no PT usage on Bruny Island, this might be more relevant for staff or those connecting to other transport or tour services.

**First and Last Mile Connectivity**

Addressing the first and last mile challenge is crucial for improving overall connectivity. This involves providing safe and accessible walking and cycling paths to and from public transport stops. Additionally, exploring options for shared mobility services, such as bike-sharing or car-sharing, can enhance connectivity, particularly in areas with limited public transport coverage.

By investing in public transport interchange points, integrating different modes, and addressing first and last mile connectivity, Kingborough can significantly improve its transport system's overall efficiency, accessibility, and attractiveness to residents and visitors alike.

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## Method of Travel to Work

Understanding how Kingborough residents commute to work is essential for developing effective transport strategies. The 2021 Census provides valuable data on travel-to-work patterns, offering insights into the preferred modes of transport used by residents. By analysing this information, key trends and challenges in the municipality’s transport system can be identified and actions can then be made to improve mode choice towards more sustainable modes.

Table 3: Method of travel to work on the day of the Census (ABS Census 2021)

| Number of registered motor vehicles<br><i>Employed people aged 15 years and over</i> | Kingborough | %    | Tasmania | %    |
|--|-------------|------|----------|------|
| Car, as driver   | 11,927      | 61.3 | 163,186  | 64.1 |
| Car, as passenger  | 1,010       | 5.2  | 13,393   | 5.3  |
| Bus  | 831         | 4.3  | 6,275    | 2.5  |
| Walked only  | 360         | 1.9  | 10,785   | 4.2  |
| Bicycle  | 133         | 0.7  | 1,776    | 0.7  |
| Did not go to work   | 2,339       | 12.0 | 29,181   | 11.5 |
| Worked at home   | 2,095       | 10.8 | 20,330   | 8.0  |
| People who travelled to work by public transport (a)                                 | 1,051       | 5.4  | 8,054    | 3.2  |
| People who travelled to work by car as driver or passenger (b)                       | 13,287      | 68.3 | 179,530  | 70.5 |

Note: Respondents had the option to report up to three methods of travel to work on the day of the Census.

(a) Includes people who used public transport (train, bus, ferry), as at least one of their methods of travel to work on Census day.

(b) Includes people who travelled by car (as a driver, or as a passenger), as at least one of their methods of travel to work on Census day.

The data reveals that the most common method of travel to work for Kingborough residents is by car, with 61.3% of employed people driving themselves to work. This is slightly below the Tasmanian average of 64.1% but significantly higher than the national average of 52.7%, indicating a higher reliance on private vehicles in the municipality.

Public transport, including bus services, accounts for 4.3% of work trips, which is slightly higher than the Tasmanian average of 2.5% but lower than the national average of 1.5%. While this suggests a relatively low reliance on public transport, it is important to note that the availability and frequency of services may influence these figures.

Walking and cycling represent a small but significant proportion of work trips, with 1.9% and 0.7% of residents respectively choosing these modes. These figures are slightly below the Tasmanian and national averages, indicating potential opportunities to promote active transport through improved infrastructure and incentives.

A notable proportion of Kingborough residents (12%) reported not going to work on the day of the census, which is slightly higher than the Tasmanian and national averages. This could be attributed to various factors, including unemployment, sickness, a greater likelihood of working remotely or other reasons. Additionally, 10.8% of residents worked from home, reflecting a growing trend in remote work arrangements.

It is important to consider that this data represents a snapshot of travel behaviour on a single day and may not accurately reflect long-term patterns. Further research and analysis, such as travel diaries or origin-destination surveys, could provide a more comprehensive understanding of travel behaviour in Kingborough.

Overall, the data highlights the dominance of private vehicles for commuting purposes in Kingborough and the potential to improve public and active transport options to support a more sustainable and accessible transport network.

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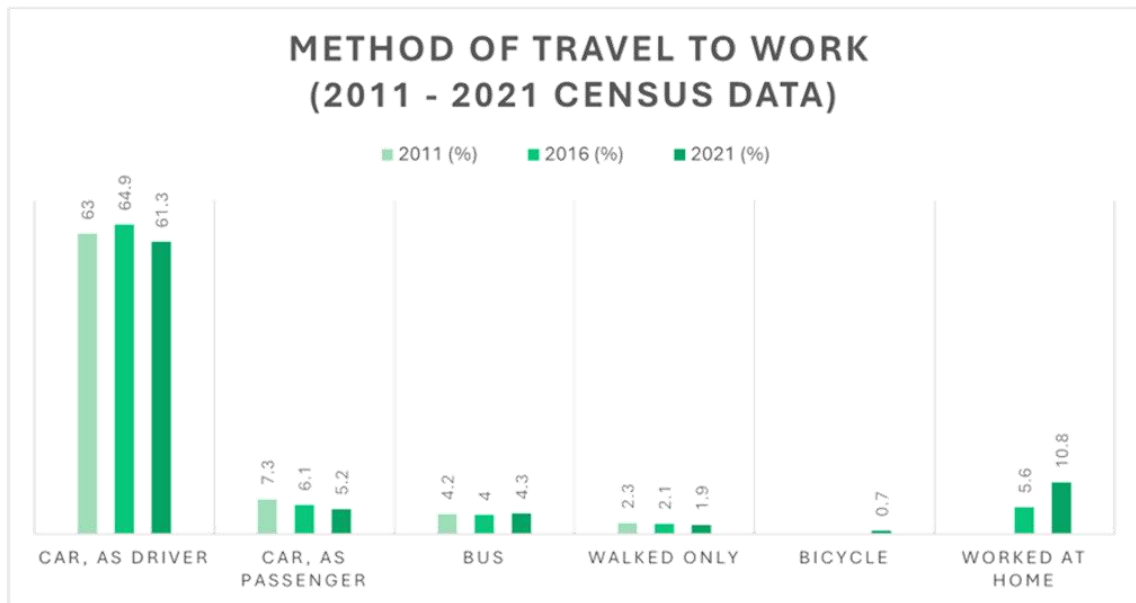


Figure 4: Travel to Work – Changes since 2010

The Kingborough Method of Travel to Work Trends data from 2011 to 2021 reveals a consistent commuting pattern, with the car remaining the primary mode of transport. While there were minor fluctuations in the use of cars, buses, walking, and cycling, the overall trends remained relatively stable. The most notable change was a slight increase in the proportion of people working from home, especially during/after the COVID-19 pandemic.

Overall, the data indicates a lack of significant shifts in commuting habits in Kingborough during the decade between 2011 and 2021.

The lack of significant changes in commuting habits since the 2010 version of the KITS highlights the ongoing need for a comprehensive approach to transport planning. The 2024 Refresh KITS is more than just an update; it serves as a pivotal document to guide Kingborough’s transport future. By identifying key opportunities and actions, the KITS aims to address the challenges and capitalise on the potential of integrated transport in the coming decade. This strategy will be instrumental in shaping a sustainable, efficient, and equitable transport system that meets the evolving needs of the community.



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### Road Safety

Road safety is a paramount concern for the Kingborough community. As a growing municipality, Kingborough faces the challenge of balancing development with the need to ensure safe and accessible roads for all users. This section of the KITS will delve into the current state of road safety within the municipality and identify key areas for improvement. By understanding the current trends of recent road accidents, we can identify and implement targeted interventions to create a safer and more sustainable transport environment for all.

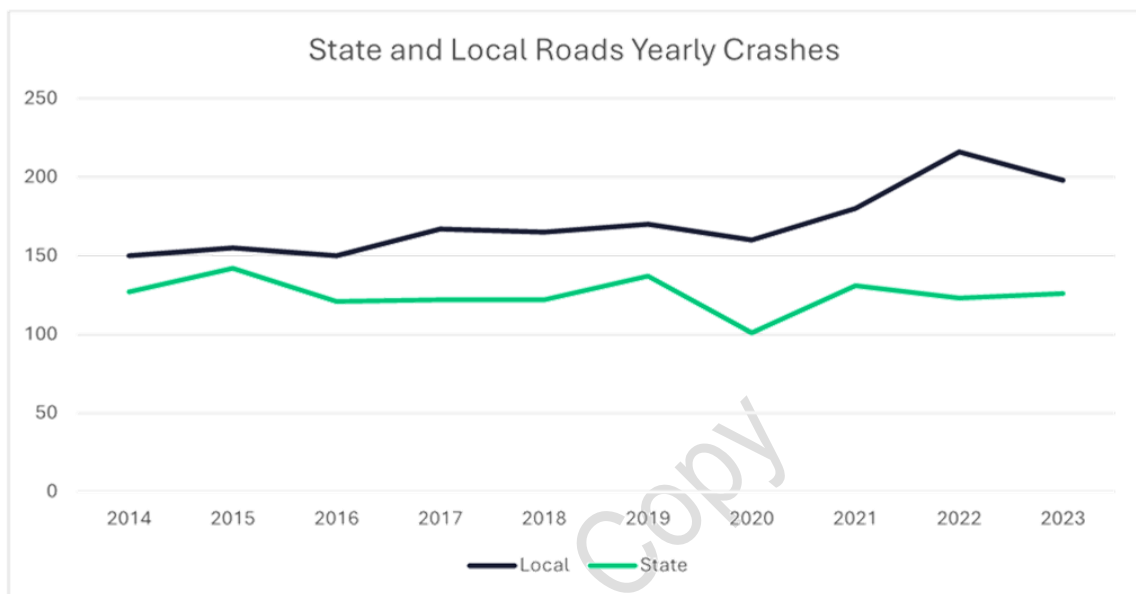


Figure 5: State and Local Roads Yearly Crashes 2014 – 2023

Figure 5 illustrates a comparison of road crashes on state-controlled and Council (Local) controlled roads from 2014 to 2023. While both state and local crashes experienced fluctuations over the decade, there are notable trends. Local crashes generally exhibited more volatility, with a significant post-COVID increase between 2020 and 2023. State crashes, on the other hand, have remained relatively consistent, with a gradual increase from 2014 to 2022 and a slight decrease in 2023. Overall, the data suggests a need for ongoing efforts to improve road safety at both state and local levels.

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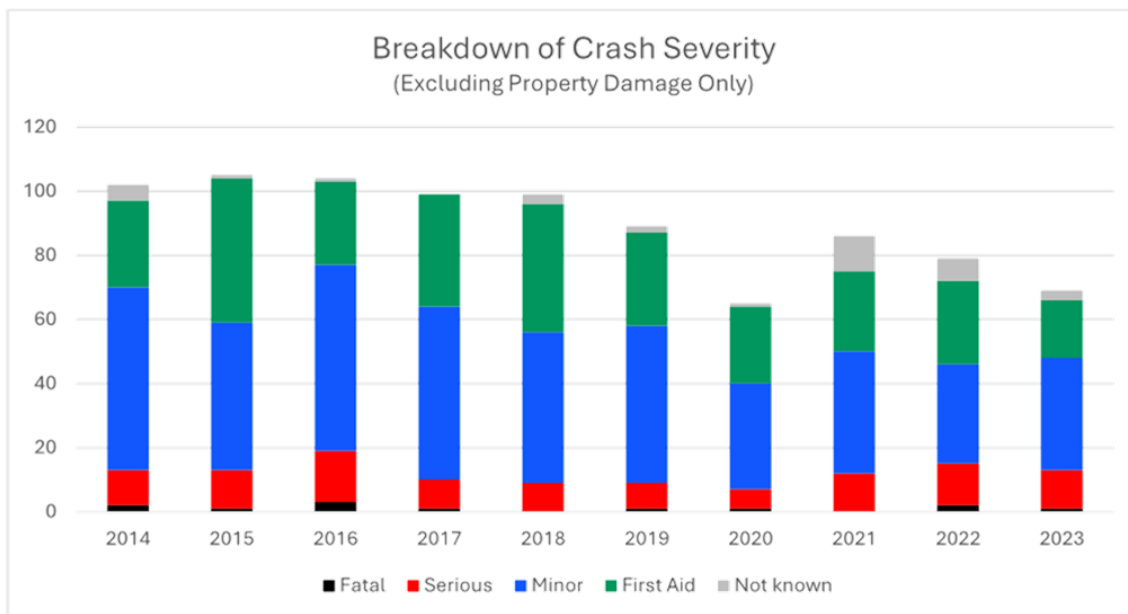
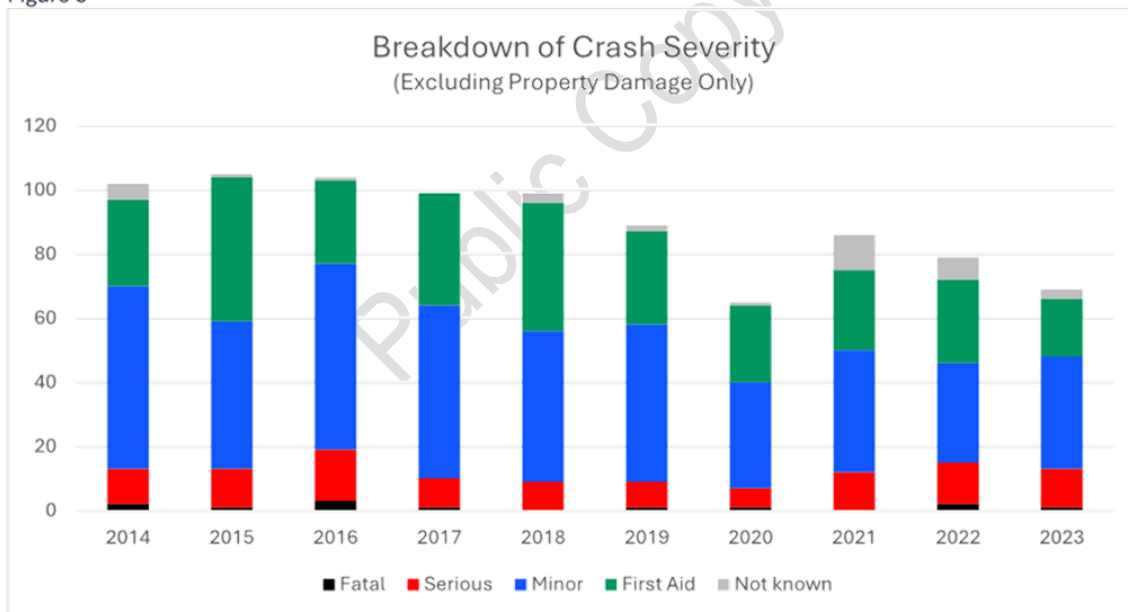


Figure 6: Breakdown of Crash Severity per Year (2014 - 2023)

Figure 6



illustrates the breakdown of crash severity per year in Kingborough from 2014 to 2023 for both State and Local roads.

**Key Trends and Findings:**

- **Overall Decrease in injury crashes:** A notable trend is a general decline in the overall number of injury-related crashes, despite an increasing trend for fatal and serious crashes (shown in Figure 6)
- **Fluctuations:** While there is a general downward trend, year-to-year fluctuations are evident. The 2017-2020 period showed a reduction in fatal and serious crashes but 2021-2023 have seen an increase in serious crashes.

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- **COVID-19 Impact:** The years 2019 and 2020 saw a decrease in total crashes, likely due to reduced traffic volumes during the COVID-19 pandemic as more people worked from home. However, as restrictions eased in subsequent years and less people were working from home, crash rates have begun an upward trend though the 10-year trend is still downward.
- **2023:** A significant decrease was seen in 2023, notably in the first aid and minor categories, which could be contributed to improved safety on local roads, attributed to Council's safe system approach.

The analysis reveals a complex picture of crash severity trends in Kingborough. The figures show that despite an increase in overall crash figures, there is generally a downward trend in the number of road crash related injuries perhaps related to safe systems approaches taken in safer speed limits and safety projects. Additional measures may be required to reduce the number of overall crashes and fatal and serious injury crashes in particular.

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## Car Ownership Rates

The 2021 ABS Census provides valuable data on car ownership patterns within Kingborough. Understanding these patterns is essential for informing transport planning and policy decisions.

Table 4: Motor vehicles per household (ABS Census 2021)

| Number of registered motor vehicles<br><i>Occupied private dwellings</i> | Kingborough | %    | Tasmania | %    |
|--|-------------|------|----------|------|
| No motor vehicles  | 529         | 3.5  | 13,015   | 6.0  |
| One motor vehicle  | 4,934       | 32.7 | 75,697   | 34.7 |
| Two motor vehicles   | 5,951       | 39.4 | 77,289   | 35.4 |
| Three motor vehicles   | 3,523       | 23.4 | 49,047   | 22.5 |
| Number of motor vehicles not stated                                      | 1,346       | 1.0  | 3,365    | 1.5  |

Note: Motor vehicles exclude motorbikes, motor scooters and heavy motor vehicles.

The data reveals several key comparators in car ownership within Kingborough. Firstly, a relatively low proportion of households (3.5%) do not own a registered motor vehicle. This figure is lower than both the Tasmanian (6.0%) and Australian (7.3%) averages, suggesting a higher level of car dependency in the municipality, and likely a more car dependent mode split compared to the state and nation.

While the data does not explicitly show the number of vehicles per household, the high proportion of two and three or more vehicle households suggests a relatively high level of car ownership overall. This trend has implications for traffic congestion, parking demand, and the need for alternative transport options. It should be noted, that while car ownership is higher than average within the Kingborough community, there are still individuals within car-owning households that may be experiencing transport disadvantage, due to age or disability.

The mode shift towards more sustainable, green modes will, however, not occur until there is an improvement in active transport infrastructure, such as increased number of footpaths in less populated areas or increased segregated cycleways connecting to major work hubs such as Kingston and Hobart. Likewise, public transport is not saving commuters to work time on their journeys, with rapid transit buses yet to enter the network and no train or metro services throughout the state.

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## Stakeholder Engagement

As part of this refresh, Kingborough Council engaged with key stakeholders to understand the opportunities and challenges faced by the community, in addition to ensuring that alignment occurs between the themes and common goals for transport at a regional level. It was imperative for Kingborough Council's that the KITS was revised in a way which is consistent with transport goals of the community and stakeholders, as the transport network is broader than our municipal boundary.

Engagement occurred with:

- **Internal** - Kingborough Councillors, internal department officers
- **State Government** - Department of State Growth, including State Roads, Infrastructure Tasmania and Passenger Transport
- **Neighbouring municipalities** - City of Hobart and Huon Valley Council
- **Transport operators** - MetroTAS, Tassie Link and SeaLink
- **Community groups** - Kingborough Disability Inclusion and Access Committee, Kingborough Community Safety Committee and Kingborough Bicycle Advisory Committee.

The following key findings based on the proposed KITS Objectives were discussed across the engagement with internal and external stakeholders throughout the creation of the KITS:

### Accessibility

Many groups outlined this as the most important element of the KITS, including transport disadvantage and a lack of alternatives to private vehicle travel with infrequent public transport services outside peak periods and the difficulties faced with active transport associated with the terrain, low density and lack of pathways.

Congestion on the Southern Outlet was also raised as an issue in multiple meetings with people outlining the desire to travel outside peak periods.

### Health and Safety

Health was associated with active transport in several consultations. The health benefits of connected societies was raised in the disability inclusion and access committee, while the Bicycle Advisory committee also highlighted the health benefits of active transport.

### People

The idea of providing extra choice for residents was raised in a number of consultations. Council, state and private transport operator engagements all focused on the role of the ITS in encouraging and promoting options other than private vehicle access. The need to travel to Hobart for vital services was also raised as an impediment for some people.

Lack of amenity at public transport interchanges and bus stops was also raised in a number of meetings.

### Collaboration

Collaboration with various stakeholders is crucial for the success of the strategy. This includes working closely with DSG, transport operators, neighbouring councils, and community organisations. There is a history of engagement between Council and DSG which has been identified as requiring more effective two-way communication for more collaborative working relationship. The KITS and DSG and operators' objectives are generally aligned but greater collaboration from the officer to political level may achieve better overall outcomes.

### Systems

Systems are not generally raised during consultation processes, but with consultations with those involved in systems within Council and the State Government, the need for better systems of engagement and interaction became evident.

### Economy

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The economy was raised in relation to tourism, commercial precincts and freight but not as a high-rating concern. Delays and difficulties around the Bruny Island Ferry terminal were raised as well as concerns about the impact on commercial vehicles with pedestrianisations of towns.

Those consulted did understand the impact the transport network had upon the economy and accessibility to jobs, but did not necessarily express the opinions on the transport network in economic terms.

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## 4. Challenges

Kingborough Council has identified the following challenges which will influence the way people move in the community in the coming decade. Addressing these challenges is essential for ensuring the well-being of our residents, protecting the environment, promoting economic vitality, and preserving Kingborough's identity.

### Accessibility

The Council area is generally spread north-south along a coastal strip constrained by the River Derwent and North West Bay to the east and mountainous ranges to the west. This results in a linear transport network focused on the north-south running Channel Highway and Southern Outlet. Development is also focused along this corridor which provides access to educational, employment and social activities in Greater Hobart to the north.

Accessibility to many services is reliant on this network to provide access to the main townships along the corridor, including Kingston as the largest development within the municipality. There is also limited public transport availability outside this corridor with low-density and rural settings not justifying public transport services.

This limits most accessibility to those with the capacity to use private vehicles (reflected in census, Household travel survey data and stakeholder consultation). But for those without private vehicle, accessibility is limited.

Accessibility to the Greater Hobart area is beginning to become limited by expanding congestion on the Southern Outlet. With limited ability for the Hobart network to accept more traffic it is likely that peak spreading will occur if traffic growth continues, and congestion will continue to exacerbate problems with accessibility for those within Kingborough looking to access the Greater Hobart Area.

### Health and Safety

The number of crashes occurring on Kingborough Council roads has seen an increase in the past 3 years. The overall number of injury-related crashes has not increased, however the number of fatal and serious (requiring hospitalisation) crashes has increased. The safety of Council roads should remain an ongoing concern to be addressed.

The extent of car reliance due to accessibility constraints caused by terrain and town layouts also restricts the ability of residents to realise the benefits of active transport. Not only for the residents who might choose active transport if given the opportunity, but also for the broader societal benefits of increased numbers of walking and cycling in commercial and tourism areas.

Stakeholder engagement indicated that the level of education around healthy travel habits was not well known.

### People

Younger people and older people who have less access to private vehicles are the most likely to suffer transport disadvantage in the municipality.

Many young people face challenges accessing recreation, education, employment, services, and social activities as they typically have lower car ownership rates and, therefore, rely more on public or active transport options. Access to a range of affordable, accessible, consistent, integrated, and reliable transport options is essential to enabling their participation as active and engaged community members.

Transport independence is a key step for young people and to many this remains private vehicle access and a drivers' licence. Greater connectivity and accessibility via other modes would increase transport independence for those who cannot or prefer not to own and/or drive a car.

The median age of Kingborough residents is increasing, which is consistent with the broader Tasmanian population. With an aging population, there is likely to be an increased number of people in the community experiencing mobility challenges. These challenges increase the need to improve accessibility, infrastructure and provide suitable travel options for all people of all abilities (also referenced in KITS 2010).

Current public transport options are focused on feeder networks to the Hobart-Kingston routes with limited accessibility-focused options which provide a minimum level of service to residents.

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**Collaboration**

While steps have been made to advance public transport and traffic performance by the Department of State Growth, there remains a perceived gap in alignment between Council and DSG execution of projects. This may lead to projects being undertaken in partnership not reaching their full potential.

**Systems**

Addressing challenges in the system tends to be undertaken in a reactive manner without systems in place to guide outcomes in a co-ordinated way. There do not appear to be strong systems in place for the delivery of projects between authorities or with independent stakeholders.

Systemic approaches can be difficult to implement at the Council level, but Council can make use of previously developed systems, such as the Systems-based approach to Road Safety and a systemic approach to integrated transport to address problems with system-wide approaches rather than direct analytic or design approaches to a problem when presented.

**Economy**

Without ongoing enhancement and maintenance of the transport networks, the ongoing growth in personal vehicle traffic will exacerbate problems to do with parking and road congestion. In the short and medium term this may not have significant economic impact, but without long-term commitment to long-term behaviour change, the impact will be felt earlier and more broadly.

There are currently limited options for tourists to the area to visit during off-peak periods with infrequent bus services during weekends and off-peak periods identified during stakeholder engagement and discussions with Councillors.

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## 5. Opportunities

The KITS identifies opportunities to improve the municipality's transport system. By utilising these opportunities, Council aims to create a more sustainable, accessible, and equitable transport network that benefits all residents.

### Accessibility

There is off peak capacity in the existing transport networks. Private vehicle congestion is only occurring in peak periods for a relatively defined period. There is latent capacity throughout most of the day on the transport network which could be taken up by additional demand.

Existing Tracks and Trails and Cycling Strategies have already identified priorities for upgrades. These documents should be used to advocate for increased funding and for Council's own investment decisions.

Likewise, bus demand was not reported to exceed capacity in any of the services so any additional demand or connectivity to services would not require additional services.

Greater density in infill developments around activity centres will enable more sustainable travel behaviours to occur with improved accessibility without greater relative investment in infrastructure.

Enhancements and continued expansion of interchange areas for transport should be considered for either investment, advocacy or influence actions. This includes parking interchanges being well-placed to facilitate multiple purposes without needing to relocate (i.e. good pedestrianisation of busy areas to prevent the need to move a car from one area of Kingston to another).

### Health and Safety

The increased number of crashes observed in the post-COVID period presents an opportunity to review current road safety strategies and road safety data to examine what might be causing the increase and how best to address it. With Tasmania's Towards Zero Strategy, it is imperative that Council does not just arrest the increase in crashes but works either directly or in partnership with other agencies to reduce the number of crashes and further reduce the severity of crashes. Speed management and behavioural programs could also be considered in lieu of significant infrastructure investment to develop an overall safer system.

Reduced car dependence will have benefits for all transport network users by enabling competitiveness of alternative modes.

### People

Additional active transport and public transport information and education could help with behaviour change and getting younger or elderly people more engaged with the community and reduce transport disadvantage.

Greater support and better understanding of transport disadvantage within Council and the broader community will enhance opportunities to collaborate at grass-roots level to reduce the level of disadvantage.

Compliance with accessibility guidelines and regulations is an ongoing challenge which should consider partnership with other systems to provide end-to-end solutions as a priority to smaller isolated improvements.

Social equity should consider Council's role in providing better connectivity and services for those who are most disadvantaged and dedicate relatively increased resources to those people.

### Collaboration

There is scope for the transport team to work more closely, or expand upon, the Kingborough Volunteer Program which currently caters to people aged over 65 and is focused on independent living.

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Partnerships with schools and other community organisations to develop or enhance existing programs which are in operation elsewhere (such as Safe Routes to Schools<sup>2</sup>) which not only teaches children good travel behaviours, but also engages parents in the process.

Public-Private partnerships might also become potential options for the delivery of community-based transport with existing service providers or for new event or regular-use services.

## Systems

Undertaking planning changes which are based on transport network capacity and accessibility would make planning changes more responsive to transport availability and embed transport within the planning system framework.

Systems for engaging individually and collectively as either Kingborough Council, or as part of the Greater Hobart Strategic Partnership are effective and should be expanded to more formally recognise transport issues. The system is already in place but could be used more effectively.

Systems should be put in place for the enabling of new and emerging technologies such as electric-powered personal travel devices (scooters and bicycles) in a safe and efficient manner. Likewise for electric vehicles and other not-yet-identified technologies, Council should take a systemic approach to assessing how it will facilitate and enable the positive benefits of such innovations without compromising other objectives.

Adopting Movement and Place strategies in Council projects and other developments occurring within the municipality would ensure that the development of the transport networks considers all factors and users. DSG has recently developed a Network Operating Plan for central Hobart with Hobart City Council. The expansion of this program into Kingborough in busy areas could provide an opportunity for Council to plan and prioritise network upgrades in busy areas.

## Economy

The benefits of increased active transport through busy commercial areas of the municipality will create ongoing benefits to customers and businesses. While the long-term economic benefits of sustainable travel modes such as direct health outcomes for users and reduced pollution, the other short and medium term economic benefits such as greater footfall and increased dwell times in commercial areas is less well understood.

Continuing to manage freight vehicle access, ferry services and managing parking and seasonal travel requirements will continue to sustain the economic viability of the region.

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<sup>2</sup> <https://transport.vic.gov.au/news-and-resources/education-resources/safe-routes-to-schools-program>

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## 6. Action Plan

The Action Plan has been broken into Objective categories of:

- Accessibility
- Health and Safety
- People
- Collaboration
- Systems
- Economy

The action plan does not call for specific locations for investment or advocacy with specific locations identified in the relevant strategies and plans developed external to this ITS. The purpose of this categorisation is so that if a specific issue is raised, Council or other users of this Strategy can reference the tables and understand the range of options available to solve their specific issue.

The action plan outlines Council's role in:

- Control;
- Advocate; or
- Influence

By using this method, users of the strategy can look at other ways of achieving objectives beyond direct investment.

The timeframes outline which actions can be undertaken immediately or may require medium or long term planning and development to achieve. Ongoing items are those which are generally business-as-usual actions for Council which should not be discounted or discontinued.

The price of each option is generally aligned with the type of project. For infrastructure projects, the cost is dependent on the scope of the project. For advocacy and influence projects, the cost is generally associated with the time required for Council to undertake the action such as updating a Council webpage or engaging with the media or other stakeholders.

Users of this Action Plan should consider the sequence in which projects are undertaken and the prospective benefits of sequencing. For example, where immediate action is required, influence and advocacy actions could be undertaken in the short term to win funding for large-scale infrastructure investment.

Where large scale infrastructure investment is made, stakeholders should consider other actions which could enhance the effectiveness of the investment such as active transport promotions and education coinciding with opening new cycling paths or public transport promotion and education in conjunction with opening new routes, services or interchange facilities.

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## Accessibility

The KITS is committed to creating a municipality that is accessible to all residents, regardless of their physical abilities. This includes ensuring that public infrastructure, services, and information are accessible to people with disabilities. The strategy focuses on improving accessibility in several key areas, including private, public and active transport modes. By investing in accessible infrastructure and supporting sustainable practices in private vehicle use and sustainable modes, the Actions aim to maintain performance across networks and improve accessibility for all residents and businesses.

| Action   | Description  | Outcome   | Role      | Timeframe  |
|--|--|---|-----------|------------|
| Enhance road network                                   | As responsible road manager, Council should ensure its network is fit for purpose to provide safe and convenient access. Includes network upgrades such as Gormley Drive Upgrade and the Spring Farm to Kingston View Drive Connector. | Safe and convenient access for private vehicle users, freight and public transport. Should be undertaken in conjunction with a Road Network Plan. | Control   | Long       |
| Advocate for network enhancements from DSG.            | Advocate for improvements to state road network (e.g. Leslie Road/Huon Highway junction upgrade, Sandfly Road/Channel Highway junction upgrade).   | Safe and convenient access for private vehicle users, freight and public transport on the state road network.                                     | Advocate  | Long       |
| Road Network Plan                                      | Prepare plan for future road network requirements within Kingborough.  | Efficient staged road network investment.   | Control   | Medium     |
| Increase Active Transport with investment in networks. | Enhance cycling and walking routes with a focus on journeys to work and education (non-recreational). Routes are outlined in Kingborough Cycling Strategy.   | Improved physical, mental, social, and environmental well-being of residents and tourists.  | Control   | Medium     |
| Easy access in commercial precincts                    | Provide upgrades throughout commercial precincts for more connected parking, path connections and amenity.   | Encourage parking on the periphery and promote walking within commercial and tourist areas.   | Influence | Long       |
| Road Safety Plan                                       | Work with relevant stakeholders to periodically review and act on crash trends.  | Identify and address key road safety issues.  | Control   | Medium     |
| Road safety improvements                               | Implement safety treatments on local Council roads. Pursue funding opportunities   | Safer roads and reduced crash rates.  | Control   | Short-Long |

Choose a building block.

| Action                   | Description   | Outcome                   | Role     | Timeframe  |
|--------------------------|---|---------------------------|----------|------------|
|                          | such as Blackspot and Safer Rural Roads Programs or any other State or Federal grant funding sources. |                           |          |            |
| Advocate for safer roads | Work with DSG to provide safer roads in Kingborough which are out of Council's control.               | Road safety improvements. | Advocate | Short-Long |

\* Carried over from KITS 2010

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## Health and Safety

Promoting active transport and sustainable travel is a key focus of the strategy. Initiatives like the Kingborough Cycling Strategy aim to create safer road conditions for cyclists and pedestrians, thereby encouraging more people to choose these healthier and more sustainable modes of transport. The strategy also includes measures to improve road safety, such as better signage, traffic calming measures, and educational campaigns to raise awareness about safe travel practices. These efforts are designed to reduce accidents and injuries, making the municipality a safer place for everyone. The actions outlined below are aimed at improving safety on the network as well as the general health and wellbeing of the region.

| Action  | Description   | Outcome   | Role                  | Timeframe |
|---|---|---|-----------------------|-----------|
| Increase Active Transport                       | Infrastructure upgrades and promotion in accordance with existing strategies. Focus on recreational and local accessibility projects such as those in Kingborough Tracks and Trails Strategic Action Plan. Pursue source funding from state and government grant programs were available. | Improved physical, mental, social, and environmental well-being of residents and tourists.      | Control               | Medium    |
| Active health promotion                         | Educate and promote active transport including the individual and collective health benefits.   | Increased active transport to events within the region.   | Influence             | Medium    |
| Active Transport requirement for event planning | Events planned in the Council area which require approval or traffic management should also include active transport considerations.  | Council works with event planners to ensure active transport is a viable option where possible. | Control               | Medium    |
| Safe Routes to School                           | Work with schools to investigate and develop safe walking routes to school for more remote parking and for longer walking routes.   | Increase number and distances of children walking to school and creating healthy travel habits. | Control and Influence | Medium    |
| Reduce car dependence                           | Creates congestion and amenity impacts.   | Reduce traffic congestion and improve air quality.  | Influence             | Long      |
| Education about travel options                  | Provide easily accessed links or transport summaries for residents.   | Maps and links on website to enable greater use of active and public transport                  | Control               | Short     |

Choose a building block.

| Action  | Description   | Outcome  | Role      | Timeframe |
|---|---|--|-----------|-----------|
|   |   | options as alternatives.   |           |           |
| Youth programs (E.g. an Active School Travel Program) * | Programs and events with youth and school groups to introduce public and active transport options.                                | More use of active transport to access social areas.                                       | Influence | Medium    |
| Road safety promotion                                   | Promote safe road behaviour on Council's roads.   | Safer behaviours and reduced crash rates.  | Influence | Long      |
| Improve liveability                                     | Improved sociability within areas of the transport network including footpaths and trails   | Enhance the quality of life for residents and promote a sense of community.                | Influence | Medium    |
| Increase security measures                              | Install surveillance cameras and implement crime prevention strategies.   | Reduce crime rates on public transport and improve passenger safety.                       | Control   | Medium    |
| Local Service Provision                                 | Encourage and enable temporary or permanent provision of health services locally (i.e. dental vans, health checks).               | Reduce the need for residents to travel further distances, or not able to access services. | Influence | Medium    |
| Improve air quality                                     | Install air filtration systems in public transport vehicles and reduce overall traffic in busy commercial and recreational areas. | Reduce the health risks associated with air pollution for public transport passengers.     | Advocate  | Medium    |

\* Carried over from KITS 2010

Choose a building block.

## People

The KITS places a strong emphasis on ensuring that all public infrastructure is compliant with the Disability Discrimination Act (DDA). This includes significant upgrades to bus stops, footpaths, and other public amenities to make them accessible to people with disabilities. The goal is to create an inclusive environment where everyone, regardless of physical ability, can navigate the municipality with ease. This also involves regular audits and updates to existing infrastructure to meet current accessibility standards.

The KITS stresses the importance of prioritising footpath installations and other infrastructure projects in areas with high demand. This approach ensures that the needs and preferences of the residents are at the forefront of planning and implementation. The strategy also highlights the importance of creating public spaces that encourage social interaction and community cohesion.

People are the focus of all movements on the network, including freight which is aimed at providing economic support and goods and services to people. The actions outlined below are aimed at providing for all people within the municipality.

| Action   | Description  | Outcome   | Role                  | Timeframe |
|--|--|---|-----------------------|-----------|
| Reduce Transport disadvantage  | Access to health and recreational services.  | Improve access to essential services for all residents.   | Control               | Medium    |
| Improved network compliance  | Improve compliance for all users.  | Ensure that all users comply with traffic laws and regulations.                                 | Control               | Medium    |
| Multimodal Options   | Promote the use of multiple modes of transport.  | Encourage people to choose more sustainable and efficient modes.                                | Influence             | Long      |
| Implement customer satisfaction surveys                                  | Distribute surveys to passengers and analyse the results to identify areas for improvement.                          | Identify areas for improvement in public transport services and increase customer satisfaction. | Control and Influence | Short     |
| Organise community forums  | Conduct regular meetings with community members to discuss public transport issues and gather feedback.              | Increase community involvement in public transport planning and decision-making.                | Influence             | Short     |
| Promote diversity and inclusion  | Develop policies and programs to ensure that public transport staff reflect the diversity of the community.          | Create a more inclusive and welcoming public transport environment for all passengers.          | Control               | Medium    |
| Prioritise sustainable transport infrastructure at key activity centres* | Invest in infrastructure that supports walking, cycling, and public transport in areas with high levels of activity. | Reduce car dependency and create healthier and more liveable communities.                       | Control               | Medium    |
| Address gaps in cycle and walking access for schools                     | Targeted improvements at major destinations which support access by walking and cycling                              | Improve safety and accessibility for pedestrians and cyclists, encouraging                      | Control               | Medium    |



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|                         |   |
|-------------------------|---|
| and activity centres. * | people to choose active modes of transport. |
|-------------------------|---|

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\* Carried over from KITS 2010

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## Collaboration

By fostering strong partnerships and open communication, the strategy aims to ensure that all voices are heard and that projects are implemented smoothly and effectively. This collaborative approach also extends to seeking funding and resources from state and federal governments to support the municipality’s transport initiatives.

The collaborative actions outlined below are aimed at creating formal and informal partnerships to achieve the best outcomes in all areas. Where other actions might be falling down, if stakeholder co-operation is a root cause of failing to meet KPIs, the actions below will assist, particularly in the medium and long term with achieving lasting outcomes.

| Action  | Description   | Outcome   | Role      | Timeframe |
|---|---|---|-----------|-----------|
| Greater collaboration with service providers  | Improve coordination and efficiency of transport services.  | Enhance the effectiveness of transport services and improve customer satisfaction.                    | Advocate  | Medium    |
| School and youth group programs               | Improve information sharing and communication.  | Educate young people about the benefits of public transport and promote sustainable transport habits. | Influence | Medium    |
| Programs with aged and elderly care providers | Improve coordination of transport planning.   | Ensure that the needs of aged and elderly residents are met through the transport system.             | Advocate  | Medium    |
| Strengthen partnerships                       | Establish formal agreements with other government agencies and private sector organisations to collaborate on public transport initiatives. | Improve coordination and efficiency in public transport planning and implementation.                  | Advocate  | Short     |
| Improve data sharing                          | Develop a centralised data platform to collect and share data between nearby councils and transport agencies.                               | Enable better decision-making and resource allocation in public transport.                            | Control   | Medium    |
| Coordinate transport policies                 | Create a transport planning committee to develop and implement coordinated policies at the local, regional, and national levels.            | Effective advocacy group for a more integrated and efficient transport system.                        | Advocate  | Long      |

Choose a building block.

## Systems

The strategy aims to align closely with State Government policies and regional plans, such as the Greater Hobart Plan. This involves a coordinated approach to transport planning that integrates various modes of transport, including public transit, cycling, and walking. By working in tandem with neighbouring councils and state departments, the strategy seeks to create a seamless and efficient transport network that meets the needs of all users. This integrated approach also includes leveraging technology and data to optimise transport systems and improve user experience.

How the Council works with internal and external systems matters to the outcomes achieved. The Safe Systems approach to road safety is being reflected in the number of crashes increasing while the overall number of injuries is decreasing. Developing and following a systems approach to integrated transport planning by following the actions below will improve the performance of all parts of the network.

| Action                                      | Description   | Outcome   | Role                   | Timeframe |
|---|---|---|------------------------|-----------|
| Integration with other systems              | Integrate public transport systems with other modes of transport, such as cycling and walking.  | Improve the efficiency and reliability of the transport network.                            | Advocate and Control   | Long      |
|   | Integrate transport systems with other services, such as ticketing (links) and information systems.   | Make it easier for users to access and use public transport.                                | Advocate               | Medium    |
|   | Integrate transport systems with sustainable energy sources and infrastructure.   | Reduce the environmental impact of public transport and promote sustainable transportation. | Advocate               | Long      |
| Improve integration                         | Advocate for a unified ticketing system that allows passengers to use a single ticket for multiple modes of public transport and perhaps local event integration. | Increase the convenience and accessibility of public transport for passengers.              | Advocate               | Medium    |
| Network Operating Plans                     | Utilise emerging DSG NOP Framework to develop similar frameworks for Kingborough.   | Strategic management of transport networks to set a progressive vision.                     | Control                | Long      |
| Movement and Place                          | Adopt Movement and Place principles for internal, external and other development projects.  | Enhanced outcomes for transport network upgrades on surrounding places.                     | Control                | Long      |
| Improve state government engagement systems | Work with other Greater Hobart LGAs on multi-level engagement strategy with DSG and other state agencies for systemic engagement                                  | Greater outcomes from engagement with DSG and joint outcomes.                               | Advocate and Influence | Long      |

Choose a building block.

|   |  |   |                        |        |
|---|--|---|------------------------|--------|
| Improve DSG engagement                              | Foster and deepen technical engagement at officer level.   | Greater outcomes from engagement with DSG and joint outcomes.   | Advocate and Influence | Long   |
| Invest in new technologies                          | Advocate and enable the use of technologies such as real-time information systems, and mobile apps.  | Improve the efficiency, reliability, and sustainability of public transport.  | Advocate               | Medium |
| Develop a parking plan for Kingborough*             | Provides for park-and-ride and car and cycle parking based on parking strategy aims and principles and community needs.  | Ensures adequate parking facilities are available to meet the needs of residents and visitors, reducing traffic congestion and promoting sustainable transport. | Control                | Medium |
| Develop a promotional Walking Plan for Kingborough* | Develop a comprehensive plan to promote walking as a sustainable and healthy mode of transport. (in addition to tracks and trails and footpath provision policy) | Encourage more people to walk for short trips, improving health and reducing traffic congestion. Help focus path building.                                      | Control                | Medium |

\* Carried over from KITS 2010

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## Economy

The KITS considers the impact of economic development projects on transport infrastructure and travel demand. For example, developments like the Huntingfield subdivision are expected to increase traffic and require corresponding upgrades to transport infrastructure. By planning ahead and integrating these projects into the overall transport strategy, the municipality aims to support economic growth while minimising congestion and ensuring efficient movement of people and goods. This also includes fostering partnerships with local businesses to support economic vitality and job creation.

Following the actions below will contribute to enhancing the economic performance not only of residents and businesses within Kingborough, but also the performance of Greater Hobart where Kingborough’s residents and businesses play an important role.

| Action                                      | Description   | Outcome   | Role                  | Timeframe |
|---|---|---|-----------------------|-----------|
| Improved economic potential                 | Greater access for residents to jobs / services.  | Stimulate economic growth and job creation.                                     | Control and Influence | Medium    |
|   | Vibrant retail and tourism precincts.   | Attract businesses and visitors, creating jobs and economic opportunities.      | Control               | Long      |
| Freight efficiency                          | Improved freight accessibility.   | Enhance the efficiency of freight transport and support local businesses        | Control               | Long      |
| Improved economic activity                  | Vibrant retail and tourism precincts.   | Attract businesses and visitors, creating jobs and economic opportunities.      | Control               | Long      |
| Support economic development                | Improve public transport access to key areas such as business districts, hospitals, and universities. | Stimulate economic growth and job creation in areas served by public transport. | Influence             | Long      |
| Enhance Commercial Areas                    | Create active and vibrant streetscapes.   | Improved amenity and activity in commercial areas.                              | Influence             | Long      |
| Improve freight efficiency                  | Enable heavy vehicle movements between industry and state road network.                               | Prosperous industrial areas with reduced supply chain costs.                    | Influence             | Long      |
| Plan expanded networks for growth           | Expand networks to allow sustainable residential, commercial growth.                                  | Growth does not lead to reduced transport network performance.                  | Control and Influence | Long      |
| Positive sustainable transport provisioning | Allow sustainable transport options in lieu of private vehicle provision in infill areas.             | Sustainable transport provided on infill developments.                          | Control and influence | Long      |

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|  |   |  |                                 |           |
|--|---|--|---------------------------------|-----------|
| Promote tourism                                    | Develop public transport routes that connect to popular tourist destinations and provide accessible information for visitors. | Increase tourism revenue and visitor satisfaction.                 | Influence                       | Medium    |
| Provide amenity at tourism related transport nodes | Provide amenity for active and public transport nodes.  | Increased satisfaction and tourism numbers.                        | Control and Advocate            | Medium    |
| Create jobs  | Invest in transport infrastructure to create jobs in the construction, maintenance, and operations sectors.                   | Reduce unemployment and improve the local economy.                 | Control                         | Medium    |
| Support job creation                               | Ensure transport elements of planning scheme enable sustainable transport for commercial developments including parking.      | Ease of doing business locally resulting in more local work trips. | Control, Advocacy and Influence | Long term |

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## 7. Key Performance Indicators

The KPIs outlined below are aligned to the objectives of the strategy. Council should use these KPIs to monitor overall performance and trends in the network and, where KPIs may not be being met, or are falling behind, should refer back to the relevant action plan for actions to take which align with the relevant KPI.

It is envisaged that Council develops measurements for each of the KPIs and keeps regular review of the KPIs throughout the life of the KITS to adjust focus onto areas which are under-performing and to highlight success stories where action has had tangible impact.

The regularity of reviewing KPI performance should be aligned with the resources available within Council to monitor them, as well as the availability of data to measure them.

The upcoming release of a new Greater Hobart Household Travel Survey is an opportunity to further investigate emerging trends in travel types, distances and purposes. To measure how this has changed post-COVID and how this might impact actions to be undertaken.

| Objective                            | Purpose   | KPI   | Nominal Target  |
|--------------------------------------|---|---|---|
| <b>Accessibility</b>                 |   |   |   |
| Improved access to jobs and services | Enhance economic opportunities and quality of life for residents  | Travel time to key destinations (e.g., employment centres, healthcare facilities) | Decrease in average travel time in Census Journey to Work data  |
| Reduced transport barriers           | Create a more inclusive and equitable transport system for all residents  | Accessibility index for disadvantaged groups                                      | Increase in accessibility index   |
|                                      | Create a more inclusive and equitable transport system for residents and tourists   | Percentage of residents living within a 5-minute walk of bus stops                | Increase in percentage of people who live within 5-minutes to public transport stops  |
| Enhanced network connectivity        | Improve accessibility and convenience for residents, reduce reliance on private vehicles, and promote sustainable transport | Route frequency and coverage  | Increase in route frequency and expansion of service areas. Increased mode share of active and public transport in Greater Hobart Travel Survey (GHTS). |
|                                      | Improve accessibility and convenience for residents, reduce reliance on private vehicles, and promote sustainable transport | Infrastructure quality  | Improve pavement condition and increase number of footpaths, cycle paths and shared paths.  |
| <b>Health and Safety</b>             |   |   |   |
| Increase Active Transport            | Improved health outcomes  | Increased number of Active Transport users  | Increase in mode share for walking and cycling and increased cyclists and walkers on key routes and in GHTS.  |
| Reduce car dependence                | Creates congestion and amenity impacts  | Private vehicle mode share  | Decrease in private vehicle mode share from GHTS for non-work-related travel  |

Choose a building block.

| Objective                                     | Purpose  | KPI  | Nominal Target  |
|---|--|--|---|
| Reduce transport injuries                     | Reduce fatal, serious and other injuries on transport networks | Accident rate  | Decrease in crash rates on Council roads and State roads.                           |
| Improve liveability                           | Improved sociability   | Community satisfaction surveys   | Increase in public satisfaction with transport options and public spaces            |
| Air quality                                   | Improve air quality in busy areas                              | Air Quality measures including fine particulate matter and nitrogen dioxide (NO2) in areas where pedestrians and traffic are present | Reduce PM2.5 and NO2 quantities   |
| <b>People</b>                                 |  |  |   |
| Reduce Transport disadvantage                 | Access to health and recreational services                     | Accessibility index for disadvantaged groups   | Increase in accessibility index for disadvantaged groups                            |
| Improved network compliance                   | Improve compliance for all users                               | Accessibility audits   | Increase in the number of infrastructure elements that meet accessibility standards |
|   | Improve compliance for all users                               | Complaints related to accessibility  | Decrease in number of accessibility complaints                                      |
| Multimodal Options                            | Promote the use of multiple modes of transport                 | Mode share for different modes   | Increase in mode share for walking, cycling, and public transport in GHTS           |
| <b>Collaboration</b>                          |  |  |   |
| Greater collaboration with service providers  | Improve coordination and efficiency of transport services      | Number of partnerships formed  | Increase in number of partnerships with transport providers                         |
| School and youth group programs               | Improve information sharing and communication                  | Number of interactions between groups and transport providers  | Increase in uptake of youth programs due to enhanced accessibility                  |
| Programs with aged and elderly care providers | Improve coordination of transport planning                     | Alignment of transport plans with other relevant plans   | Increase in program adoption by aged and elderly care providers                     |
| <b>Systems</b>                                |  |  |   |
| Integration with other systems                | Improve efficiency and connectivity of the transport network   | Percentage of transport infrastructure that is intermodal compatible   | Increase in percentage of transport infrastructure that is intermodal compatible    |
|   | Improve accessibility and convenience for users                | Travel time for multimodal journeys  | Decrease in travel time for multimodal journeys                                     |
|   | Promote sustainable transport                                  | Mode share for public transport and active transport   | Increase in mode share for public transport and active transport                    |
| <b>Economy</b>                                |  |  |   |



Choose a building block.

| Objective                   | Purpose   | KPI  | Nominal Target   |
|-----------------------------|---|--|--|
| Improved economic potential | Greater access for residents to jobs / services | Employment rate  | Increase in employment rate figures including increased participation rate and reduction in underemployment. |
|                             | Vibrant retail and tourism precincts            | Visitor satisfaction surveys                                     | Increase in visitor satisfaction with transport options  |
| Freight efficiency          | Improved freight accessibility                  | Freight transport delays   | Improved average freight travel times  |
| Improved economic activity  | Vibrant retail and tourism precincts            | Economic activity in key areas (e.g., CBD, tourist destinations) | Increase in economic activity in key areas as measured by sales, employment, or property values              |

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## Appendix A – Overview of roles

| Stakeholder                            | Role  | Kingborough Council's Role  |
|--|---|---|
| <b>Federal (Australian) Government</b> | <ul style="list-style-type: none"> <li>Provide strategic direction and funding for transport network and community infrastructure</li> </ul>  | <ul style="list-style-type: none"> <li>Partner to support delivery of infrastructure</li> </ul>   |
| <b>State (Tasmanian) Government</b>    | <ul style="list-style-type: none"> <li>Provide strategic direction and policy relating to all modes of transport and freight</li> <li>Provide major road and public transport infrastructure</li> <li>Fund public transport service provision</li> <li>Set regulations to transport and infrastructure use</li> <li></li> </ul> | <ul style="list-style-type: none"> <li>Support state road safety initiatives and programs</li> <li>Integrate with state road infrastructure with connections to the local road network</li> <li>Undertake studies at a street, neighbourhood and suburban level</li> <li>Contribute to regional transport studies</li> <li>Provide and maintain bus stop and active transport infrastructure</li> </ul> |
| <b>Developers</b>                      | <ul style="list-style-type: none"> <li>Fund and deliver infrastructure to support major developments</li> </ul>   | <ul style="list-style-type: none"> <li>Provision of consistent and transparent approach to infrastructure requirements</li> </ul>   |
| <b>Industry</b>                        | <ul style="list-style-type: none"> <li>Provide public transport services on behalf of the State Government</li> </ul>   | <ul style="list-style-type: none"> <li>Collaborate with industry to share learnings, address challenges and capitalise on opportunities to improve user experiences</li> </ul>  |
| <b>Community</b>                       | <ul style="list-style-type: none"> <li>Share local knowledge</li> <li>Engage in safe travel behaviour</li> <li>Undertake actions to improve environmental sustainability of transport</li> </ul>  | <ul style="list-style-type: none"> <li>Engage with the community relating to local challenges and opportunities on the transport network</li> <li>Share information on emerging trends and challenges facing Tasmania relating to transport</li> </ul>  |

# Kingborough

## Kingborough Council

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## 15.4 COUNCIL MEETINGS AND COUNCILLORS WORKSHOPS AUDIO RECORDING GUIDELINES POLICY

**File Number:** 12.204

**Author:** Daniel Smee, Director Governance, Recreation & Property Services

**Authoriser:** Dave Stewart, Chief Executive Officer

### Strategic Plan Reference

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.1 A Council that engages with and enables its community.

### 1. PURPOSE

- 1.1 The purpose of this report is to review Council's policy in relation to the audio recording of Council meetings and workshops.

### 2. BACKGROUND

- 2.1 Council has recorded open meetings of Council since 2012 and made these available to the public via its web site.
- 2.2 Council also separately records the closed session component of Council meetings and more recently, Councillor workshops. These recordings are not publicly available.

### 3. STATUTORY REQUIREMENTS

- 3.1 The *Local Government (Meeting Procedures) Regulations 2015* outline the statutory requirements relating to the audio recording of meetings:

*33. Audio recording of meetings*

- (1) *A council may determine that an audio recording is to be made of any meeting or part of a meeting.*
- (2) *If the council so determines, the audio recording of a meeting or part of a meeting that is not closed to the public is to be –*
- (a) retained by the council for at least 6 months; and*
- (b) made available for listening on written request by any person.*
- (3) *If after the minutes of a meeting have been confirmed as a true record a discrepancy between the minutes and an audio recording of that meeting or part of that meeting is noticed, the council, at the next appropriate meeting, is to review the audio recording and either confirm that the minutes are a true record or amend the minutes to reflect the audio recording and then confirm the minutes as amended to be a true record.*
- (4) *A council may determine any other procedures relating to audio recording of meetings it considers appropriate.*

- 3.2 The *Local Government (Meeting Procedures) Regulations 2015*, s37 provides that:

- (1) *A council may determine any other procedures relating to meetings it considers appropriate.*

(2) Despite [sub regulation \(1\)](#), a council may not determine that a councillor may attend a meeting in any manner that does not consist of the person attending the meeting in person.

- 3.3 The *Local Government (Meeting Procedures) Regulations 2015*, s15 (9) provides that a council:

*“Subject to the [Right to Information Act 2009](#), any discussions, decisions, reports or documents relating to a closed meeting are to be kept confidential unless the council or council committee, after considering privacy and confidentiality issues, authorises their release to the public.”*

#### **4. DISCUSSION**

- 4.1 The policy has been reviewed and updated to reflect changes to responsible officers and titles.
- 4.2 No other amendments to the policy are considered necessary.

#### **5. FINANCE**

- 5.1 There are no financial implications associated with this report.

#### **6. ENVIRONMENT**

- 6.1 There are no environmental considerations associated with this report.

#### **7. COMMUNICATION AND CONSULTATION**

- 7.1 In addition to the live streaming of Council meetings, making available the audio recording of open session Council meetings provides the community with another means of accessing meeting content and debate.
- 7.2 The recording of closed session Council meetings provides an avenue for authorised persons to review the decision making process undertaken in closed session meetings of Council.

#### **8. RISK**

- 8.1 The audio recording of Council meetings may increase exposure to civil action resulting from statements, questions and answers made. Unlike Parliament, Council meetings are not subject to parliamentary privilege, and both Council and the individual may be liable for things that are said that may be regarded as offensive or defamatory.
- 8.2 Conversely, audio recording also provides a mechanism to establish what was said at a Council meeting. This may assist in countering any false statements and potentially reduce the likelihood of false accusations being made against the speaker (there being an accurate recording of what was said and the context in which it was said).
- 8.3 There is a small risk that unauthorised disclosure of the contents of closed session recordings may occur. However, the application of this policy, in conjunction with information management controls and staff training/induction, reduce the likelihood of a breach occurring.

#### **9. CONCLUSION**

- 9.1 The Council Meetings and Councillor Workshops Audio Recording Guidelines Policy as attached, is recommended to Council for adoption.

**10. RECOMMENDATION**

That the updated Council Meetings and Councillor Workshops Audio Recording Guidelines Policy 1.10 as attached to this report be approved.

**ATTACHMENTS**

1. **Policy 1.10 - Tracked Changes**
2. **Policy 1.10 - Updated**

Public Copy

EXISTING POLICY WITH TRACK CHANGES



Council Meetings & Councillor Workshops  
Audio Recording Guidelines Policy

Public Copy

|                                  |   |
|----------------------------------|---|
| <b>Policy No:</b>                | 1.10  |
| <b>Approved by Council:</b>      | December 202 <del>24</del>  |
| <b>New Review Date:</b>          | <del>December 2024</del> <u>December 2029</u>   |
| <b>Minute No:</b>                | <del>C499/24-2022</del> <u>TBA</u>  |
| <b>ECM File No:</b>              | 12.204  |
| <b>Version:</b>                  | <del>32</del> .0  |
| <b>Responsible Officer:</b>      | <del>Chief Information Officer</del> <u>Director Governance,<br/>Recreation &amp; Property Services</u> |
| <b>Strategic Plan Reference:</b> | 1.1 A Council that engages with and enables its community   |

**1. POLICY STATEMENTS**

- 1.1 This policy provides the Council adopted guidelines for the transparent management of the audio recording of Council meetings and Councillor workshops.

**2. DEFINITIONS**

- 2.1 **“Audio Recording”** for the purposes of these guidelines refers to a digital audio file.
- 2.2 **“Author”** the creator of a report to Council who is currently employed by Council.
- 2.3 **“Council”** means Kingborough Council.
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**3. OBJECTIVE**

- 3.1 The objective of this policy is to enable greater transparency, accountability and efficiency in relation to Council meetings and Councillor workshops.
- 3.2 Audio recording of meetings is another tool which can facilitate community access to, and involvement in, Council meetings and enable greater public awareness of the decision making processes.
- 3.3 Audio recording of Council meetings can be used to assist in the preparation of complete and accurate minutes.

**4. SCOPE**

- 4.1 This policy applies to all formal Council meetings (including special meetings) and Councillor workshops held in the Council Chambers at 15 Channel Highway, Kingston and/or on-line.
- 4.2 For the purposes of this policy, Councillor workshop audio recording procedures shall be treated in the same manner as the audio recordings of the closed session of Council meetings.
- 4.3 This policy does not apply to any other meetings at Council.

**5. PROCEDURE (POLICY DETAIL)**

- 5.1 In accordance with Regulation 33 of the *Local Government (Meeting Procedures) Regulations 2015*, audio recordings will be made of all Council meeting proceedings.
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- 5.6 The Chairperson has the discretion and authority at any time to direct the termination of the audio recording of the meeting. Such a direction however, shall only be given in exceptional circumstances (eg if a person’s safety may be placed at risk by the continuation of the audio recording).



- 5.7 The audio file of the open session meeting of Council will be made available on Council's website within two business days following the meeting.
- 5.8 The audio file of the closed session meeting of Council will remain confidential and be kept in a secure location at the Civic Centre where access is strictly limited to authorised person/s on a case by case basis. (refer Guidelines in this policy)
- 5.9 The original recording of an open meeting of Council is to remain unmodified and stored for a period of not less than 6 months from the date of recording. A compressed version of the original audio recording of the open session of the meeting shall be created (preserving adequate voice quality) and made accessible from Council's web site and also archived in Council's record keeping system as the authoritative published version.
- 5.10 The audio recording of a closed session Council meeting is to be kept unmodified for a period of 12 months from the date of the recording for the purposes of preparation and confirmation of minutes, and restricted access in accordance with this policy after which the recording and any copies will be permanently destroyed.
- 5.11 There may be situations where, due to technical difficulties, audio recordings will not be available. If such circumstances occur the Chairperson will advise those present that audio recording is not available. In the event that an audio recording of an open meeting of Council becomes corrupt for any reason and is therefore not available in Council's archives, this information will be displayed on the website

## 6. GUIDELINES

- 6.1 The audio recording of a meeting (refer 4.1) may be used by staff in the preparation of minutes or by Council (at the discretion of the Chairperson) during the 'Confirmation of Minutes' section of a subsequent meeting to clarify a matter relating to the minutes being confirmed.
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- 6.5 Access to recordings of closed session meetings of Council requested under s6.4 may be granted by the [General Manager/Chief Executive Officer](#) for the following reasons:
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    - i. Access to a recording under Section 6.5 (i) is not permitted where the absence from the meeting was due to a declaration of interest at that meeting or where absence due to a declaration of interest would have occurred at that meeting if the Councillor was not absent for other reasons.
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- 6.6 The ~~General Manager~~Chief Executive Officer may access the recordings of closed session Council meetings for any other purpose deemed necessary in the performance of their duties.
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- 7. COMMUNICATION**
- 7.1 The availability of audio recordings of open session Council meetings will be prominently displayed on the home page of Council's website.
- 8. LEGISLATION**
- 8.1 *Local Government Act 1993*
- 8.2 *Local Government (Meeting Procedures) Regulations 2015 s15 and 33.*
- 9. RELATED DOCUMENTS**
- 9.1 Councillor Workshop Policy 1.19
- 10. AUDIENCE**
- 10.1 This Policy is intended for Council Employees and Councillors.
- 10.2 The policy is publicly accessible via Council's website.

UPDATED POLICY FOR APPROVAL



Council Meetings & Councillor Workshops  
Audio Recording Guidelines Policy

Public Copy

|                                  |   |
|----------------------------------|---|
| <b>Policy No:</b>                | 1.10  |
| <b>Approved by Council:</b>      | December 2024   |
| <b>New Review Date:</b>          | December 2029   |
| <b>Minute No:</b>                | TBA   |
| <b>ECM File No:</b>              | 12.204  |
| <b>Version:</b>                  | 3.0   |
| <b>Responsible Officer:</b>      | Director Governance, Recreation & Property Services       |
| <b>Strategic Plan Reference:</b> | 1.1 A Council that engages with and enables its community |

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  - 6.5.5 In response to a formal request from an appropriate authority (ie Ombudsman, Tasmania Police, Integrity Commission, Code of Conduct Panel) providing such requests are permissible under the laws of the State of Tasmania

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- 6.11 Access to recordings of closed session meetings of Council by authorised persons will be by appointment at the Civic Centre.

## 7. COMMUNICATION

- 7.1 The availability of audio recordings of open session Council meetings will be prominently displayed on the home page of Council's website.

## 8. LEGISLATION

- 8.1 *Local Government Act 1993*
- 8.2 *Local Government (Meeting Procedures) Regulations 2015 s15 and 33.*

## 9. RELATED DOCUMENTS

- 9.1 Councillor Workshop Policy 1.19

## 10. AUDIENCE

- 10.1 This Policy is intended for Council Employees and Councillors.
- 10.2 The policy is publicly accessible via Council's website.

## 15.5 APPENDICES

### RECOMMENDATION

That the Appendices attached to the Agenda be received and noted.

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## 16 NOTICES OF MOTION

At the time the Agenda was compiled there were no Notices of Motion received.

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## 17 CONFIRMATION OF ITEMS TO BE DEALT WITH IN CLOSED SESSION

### RECOMMENDATION

That in accordance with the *Local Government (Meeting Procedures) Regulations 2015* Council, by absolute majority, move into closed session to consider the following items:

#### Confirmation of Minutes

Regulation 34(6) *In confirming the minutes of a meeting, debate is allowed only in respect of the accuracy of the minutes.*

#### Applications for Leave of Absence

Regulation 15(2)(h) *applications by councillors for a leave of absence*

#### Tender Assessment - AB2422 Kingston Beach LATM construction works

Regulation 15(2)(b), and (2)(d) *information that, if disclosed, is likely to confer a commercial advantage on a person with whom the Council is conducting, or proposes to conduct business, and contracts, and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal.*

#### Tender Assessment - AB2421 Pelverata Road (Vic 609) Reconstruction

Regulation 15(2)(b), and (2)(d) *information that, if disclosed, is likely to confer a commercial advantage on a person with whom the Council is conducting, or proposes to conduct business, and contracts, and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal.*

#### Tender for Replacement of Two Medium Tip Trucks

Regulation 15(2)(d) *contracts, and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal.*

#### Shared Procurement Contract for Energy Supply

Regulation 15(2)(d) *contracts, and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal.*

In accordance with the Kingborough Council *Meetings Audio Recording Guidelines Policy*, recording of the open session of the meeting will now cease.

Open Session of Council adjourned at

**OPEN SESSION ADJOURNS**

**OPEN SESSION RESUMES**

**RECOMMENDATION**

The Closed Session of Council having met and dealt with its business resolves to report that it has determined the following:

| Item   | Decision |
|--|----------|
| Confirmation of Minutes  |          |
| Applications for Leave of Absence                                  |          |
| Tender Assessment - AB2422 Kingston Beach LATM construction works  |          |
| Tender Assessment - AB2421 Pelverata Road (Vic 609) Reconstruction |          |
| Tender for Replacement of Two Medium Tip Trucks                    |          |
| Shared Procurement Contract for Energy Supply                      |          |

**CLOSURE**

Public Copy



# APPENDICES

- A Kingborough Waste Services Board minutes
- B TasWaste South Forum minutes
- C Calendar
- D Forward Agenda

Public Copy

**A KINGBOROUGH WASTE SERVICES BOARD MINUTES**



**MINUTES**

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**KINGBOROUGH WASTE SERVICES PTY LTD**

**MINUTES  
DIRECTORS MEETING NO. 79  
Friday 27 September 2024**

Public Copy

*Kingborough Waste Services Pty Ltd acting as Trustee for Kingborough Waste Services Unit Trust*

ABN 42151309563



MINUTES

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MINUTES.....

AGENDA.....

BOARD ACTION LIST.....

FINANCIAL REPORT.....

OPERATIONAL REPORT.....

SERVICE LEVEL AGREEMENT REPORT.....

KWS MEETING DATES.....

MEDIA REPORT.....

Public Copy



## MINUTES

### 1. Opening

A Meeting of the Directors of Kingborough Waste Services Pty Ltd was held on Friday 27 September 2024 at the Company Offices 15 Channel Highway, Kingston commencing at 9.00 a.m.

### 2. Acknowledgement of Traditional Custodians

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

### 3. Attendance

- a. Present: Bob Calvert – Chairperson/Director; Tim Jones – Director; Debra Mackeen – Director; David Reeve – Director.
- b. Apologies:
- c. Non-Director Attendees: Stuart Baldwin; Dean Street

### 4. Declarations of Interest

Pursuant to Clause 22.10 of the Constitution, Directors are invited, where applicable, to declare an interest in any matter listed on the Agenda, nominating the specific item(s) in which the Director declares interest. The following Standing Declarations are noted:

- a. David Reeve, in his position as Director Engineering Services with the Kingborough Council; and
- b. Tim Jones, in his position as Manager Finance with the Kingborough Council.

### 5. Approval of the Agenda

Director's attending are invited to nominate items of General Business for discussion and/or decision and to request changes to the Order of Business for the meeting.

### 6. Previous Minutes

The Minutes of Board Meeting No. 78 of Friday 26 July 2024 were attached.

**The Board Resolved:** *That the Minutes of Board Meeting No. 78 of Friday 26 July 2024 be confirmed.*

### 7. Business Arising from the Minutes

The Board Action List was attached.

- A visit by the Board to the Bruny Island Transfer Station has been scheduled for 30 October 2024.
- Signage on the Public Place bin trucks has been completed.
- The FOGO processing contractor has offered a 12-month extension.
- Details regarding WMRR Corporate membership, including what is included and the cost, will be sent to the Board.
- The Councillor workshop has been rescheduled from 30 September 2024 to 24 February 2025.



## MINUTES

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### 8. General Business

#### 8.1. Financial Reports for Kingborough Waste Services Pty Ltd

The July 2024 and August 2024 Profit and Loss Financial Reports, Balance Sheet and the Budget Forecast were discussed Year-to-date, KWS made a \$10k profit, +\$48k better than expected. Barretta Operations had a (\$15k) loss, but the Mainland Public Waste Bin contract made a \$10k profit, and the Bruny Public Waste Bin contract made a profit of +\$15k. Barretta Operations are doing better than expected due to higher Reuse Shop Sales, lower Disposal Costs, and higher expenses in August due to annual insurance costs. The Mainland Public Waste Bin contract is performing better than expected due to lower Employee Costs. The Bruny Public Waste Bin contract is also exceeding expectations due to lower Employee Costs, lower MV/Plant Fuel costs, and a timing difference in the Maintenance-Mechanical budget.

**The Board Resolved:** That the Profit and Loss Financial reports for Kingborough Waste Services Pty Ltd for July 2024 and August 2024, the Balance Sheet as of 31 August 2024 and the Budget Forecast for the period be received and noted.

#### 8.2. Operational Report

The July 2024 and August 2024 operational report from the Manager KWS was attached for discussion.

- The walking floor rams have been identified as needing replacement, estimated cost of \$15k.
- Manager KWS meeting next week with the project manager to discuss a timeline for the capex projects.
- Kerbside contract needs to be reviewed in the coming months in preparation for the new contract.
- KWS Strategic plan was discussed. Manager KWS to send the TasWaste South Strategy and the State Wide Tasmanian Waste and Resource Recovery Strategy to Director Reeve to identify dot points to help form the KWS Strategic plan for further discussion at the next KWS Board meeting.
- Communications plan was also discussed that encompasses the use of council communications and external resources as required. Director Mackeen to draft.

**The Board Resolved:** That the July 2024 and August 2024 operational report of the Manager Kingborough Waste Services be received and noted.

#### 8.3. Service Level Agreement Report

The July 2024 and August 2024 Service Level Agreement Report from the Manager KWS was attached for discussion noted that the 2024/25 year to be added to the Waste Management Strategy Progress Report

**The Board Resolved:** That the July 2024 and August 2024 Service Level Agreement Report of the Manager Kingborough Waste Services be received and noted.



MINUTES

**8.4. Update on Regional State Initiatives**

The states Litter Management Plan still under review

**8.5. Waste Levy and Container Refund Scheme**

The Container Refund Scheme has progressed with TOMRA's Reverse Vending Machines to be rolled out from mid-2025.

**9. Other Business**

**9.1. Communication Plan Presentation**

Presentation and explanation of the communications plan was given by the Media and Communications Advisor.

**9.2. Kerbside Audit Report**

The Kerbside Audit Report was discussed and how the report could be utilised from a communications perspective, the board were asked to identify positive findings and areas of concern out of session and forward to Manager KWS that could be considered for inclusion in the communications plan. Further discussion in the next meeting to develop specific messages and strategies to address both the positive findings and areas of concern was noted.

**9.3. KWS Constitution**

Progress update discussed as part of the workshop 20 September 2024 nothing further discussed.

**9.4. Enterprise Agreement**

Nothing further still awaiting the lawyers.

**10. Items to be dealt with in Closed Session**

**11. Date and Place of Next Meeting**

The arrangements for the next meeting are 9.00am Friday 29 November 2024.

**12. Closure**

There being no further business the chair declared the meeting closed at 11:13am.

.....  
(Confirmed)

.....  
(Date)



Operational Report

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**KINGBOROUGH WASTE SERVICES PTY LTD**

**OPERATIONAL REPORT**

July – August 2024

Public Copy



## Operational Report

### Site and Plant Management

- The machinery building went out for tender with tenders closing on 15 July 2024. Only one tender received which was considered excessive by the Project Management team with separate quotes to be sought for concrete hardstand, the building and utilities over the next six weeks with construction not expected to commence until January 2025.
- The annual service carried out on walking floor and compactor identified wearing rams on the walking floor that need to be replaced.
- The submission made to the Tasmanian Waste and Resource Recovery Board's High Priority Infrastructure Grant for purchasing of shelving and pallet racking for the Re-Use shop is still currently being assessed.
- Repairs to locking mechanism on #3 compaction trailer.
- Welding repairs to compactor chute to address worn metal plates.
- 12 Monthly weighbridge certifications carried out during August.

### Advertising

- July and August Re-Use shop adverts in the Chronicle.
- Social media posts on the Recycle Coach app, battery safety, Plastic free July, compostable dog bags, recycling and the Re-use shop.

The full media report is attached to the operational report

### Recycle Coach

| Period           | Web App Usage | Mobil App Subscribers | Calendar Downloads |
|------------------|---------------|-----------------------|--------------------|
| 2024-25          | 868           | 33                    | 17                 |
| July-August 2024 | 868           | 33                    | 17                 |





## Operational Report

### Waste Management Activities

The following table is the status and current expenditure of the 2023-24 Waste Management projects.

| Project                               | Budget    | Expenditure | Status  |
|---------------------------------------|-----------|-------------|---|
| Difficult to Recycle Items Unit       | \$16,000  | \$1,127     | Ongoing   |
| Wastewise Community Education Program | \$16,000  | \$4,000     | Ongoing   |
| Communication Plan                    | \$20,000  | \$200       | Ongoing   |
| Waste Services Guide                  | \$7,000   | \$0         | Quote received for \$2,742 with 3,000 copies currently being printed. |
| KWS Strategic Plan                    | \$25,000  | \$0         | Not commenced   |
| Community Assistance Program          | \$6,000   | \$0         | Ongoing   |
| Kerbside Bin Audits                   | No Budget | \$5,560     | Carried over from 2023-24 with the Final Report being prepared.       |



## Operational Report

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### Environmental Management

**Marine Flares** - The Barretta Waste Transfer Station is registered as a collection point for expired marine flares.

**Civic Centre Recycling Unit** – The follow quantities of items have been collected and recycled through the recycling unit at the Civic Centre over the past 12 months.

Coffee Pods – 820kg  
Books & magazines 204kg  
Household Batteries – 230kg  
Light Globes – 37kg  
Small E-Waste – 233kg  
Printer Cartridges – 128kg  
X-rays – 100kg  
Mobile Phones – 39kg  
Office Stationery – 24kg

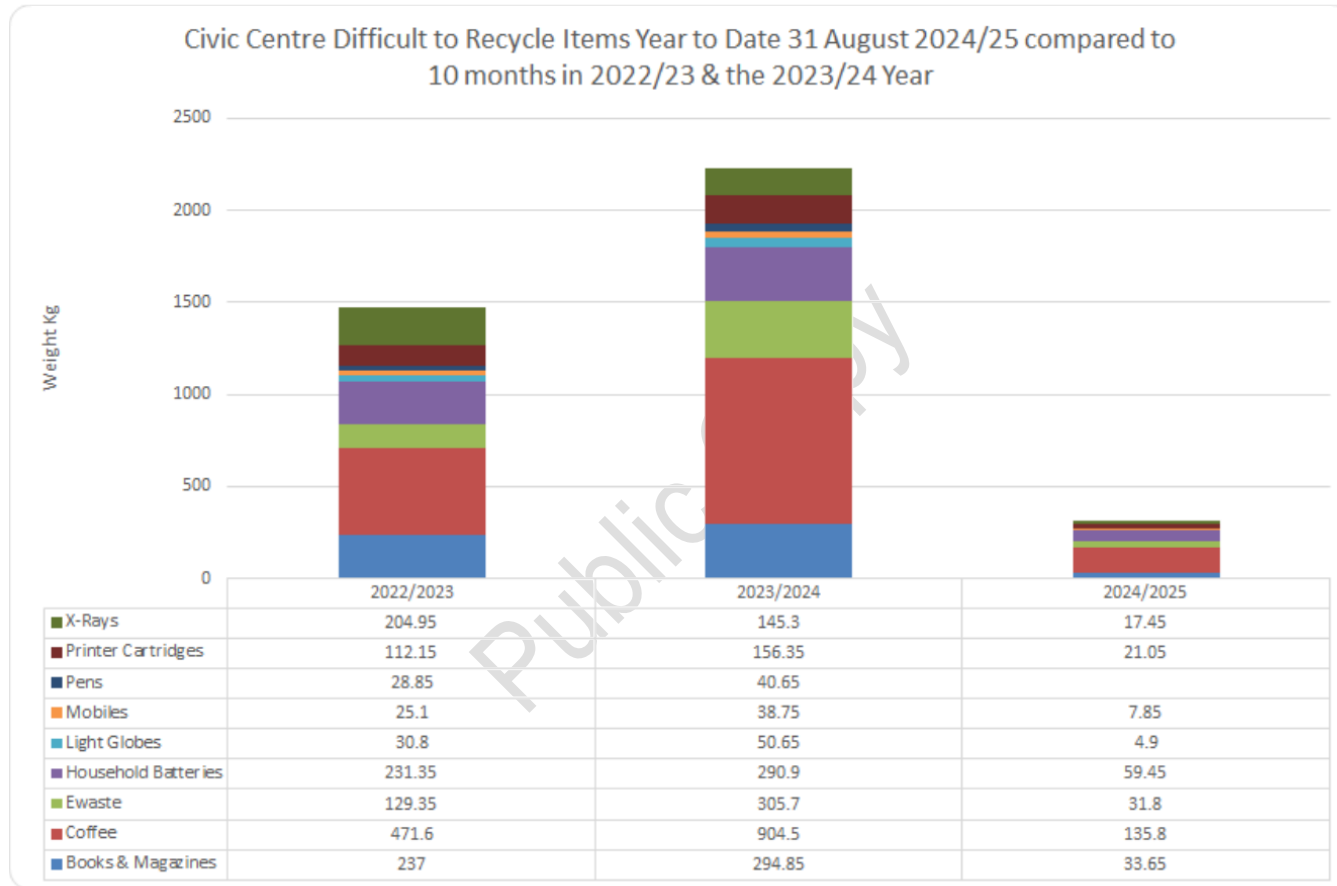
**Paintback** - Collections of unwanted paint through the Paintback stewardship scheme continued with 830kg collected during July and a further 360kg collected during June for a total of 17,860kg over the past 12 months enabling a saving of \$98,230 over the previous arrangement. The KWS agreement with Paintback has now been extended until 31 July 2031.

**E-Waste** - The Tech Collect E-Waste stewardship program continued with a total of 3,410kg collected during July and a further 540kg during August for a total of 36,530kg over the past 12 months.

**Metal Waste** – Expression of Interests for scrap metal collections were sought during August with Onestop Metal Recycling being the successful contractor. Collections will commence in September.



### Operational Report





## Operational Report

### Waste Received and Diverted Statistics

|                                | Jul       | Aug       | Sep       | Oct       | Nov       | Dec       | Jan       | Feb       | Mar       | Apr       | May       | Jun       | Totals    |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Product Received               | Tonnes In | Tonnes In | Tonnes In | Tonnes In | Tonnes In | Tonnes In | Tonnes In | Tonnes In | Tonnes In | Tonnes In | Tonnes In | Tonnes In | Tonnes In |
| General Waste                  | 436.23    | 427.01    | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 863.24    |
| Kerbside General Waste         | 463.45    | 433.34    | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 896.79    |
| Kerbside Recycling             | 169.50    | 148.22    | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 317.72    |
| Kerbside FOGO                  | 156.25    | 189.35    | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 345.60    |
| Weight from Sawtooth           | 99.68     | 99.06     | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 198.74    |
| Shop In                        | 26.53     | 33.17     | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 59.70     |
| Green Waste                    | 135.49    | 142.13    | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 277.62    |
| Timber Waste                   | 6.87      | 3.22      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 10.09     |
| Diverted X-Ray/L-Glo/H-Bat/Mob | 0.51      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.51      |
| Diverted Non Ferrous           | 6.93      | 6.63      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 13.56     |
| Diverted Oil                   | 3.10      | 2.45      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 5.55      |
| Diverted Paint                 | 0.83      | 2.08      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 2.91      |
| Diverted Tyre                  | 0.39      | 0.31      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.70      |
| Diverted E-Waste               | 3.41      | 2.38      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 5.79      |
| Monthly Total In               | 1509.17   | 1489.35   | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 2998.52   |
| To Copping                     | 858.45    | 851.70    | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 0.00      | 1710.15   |



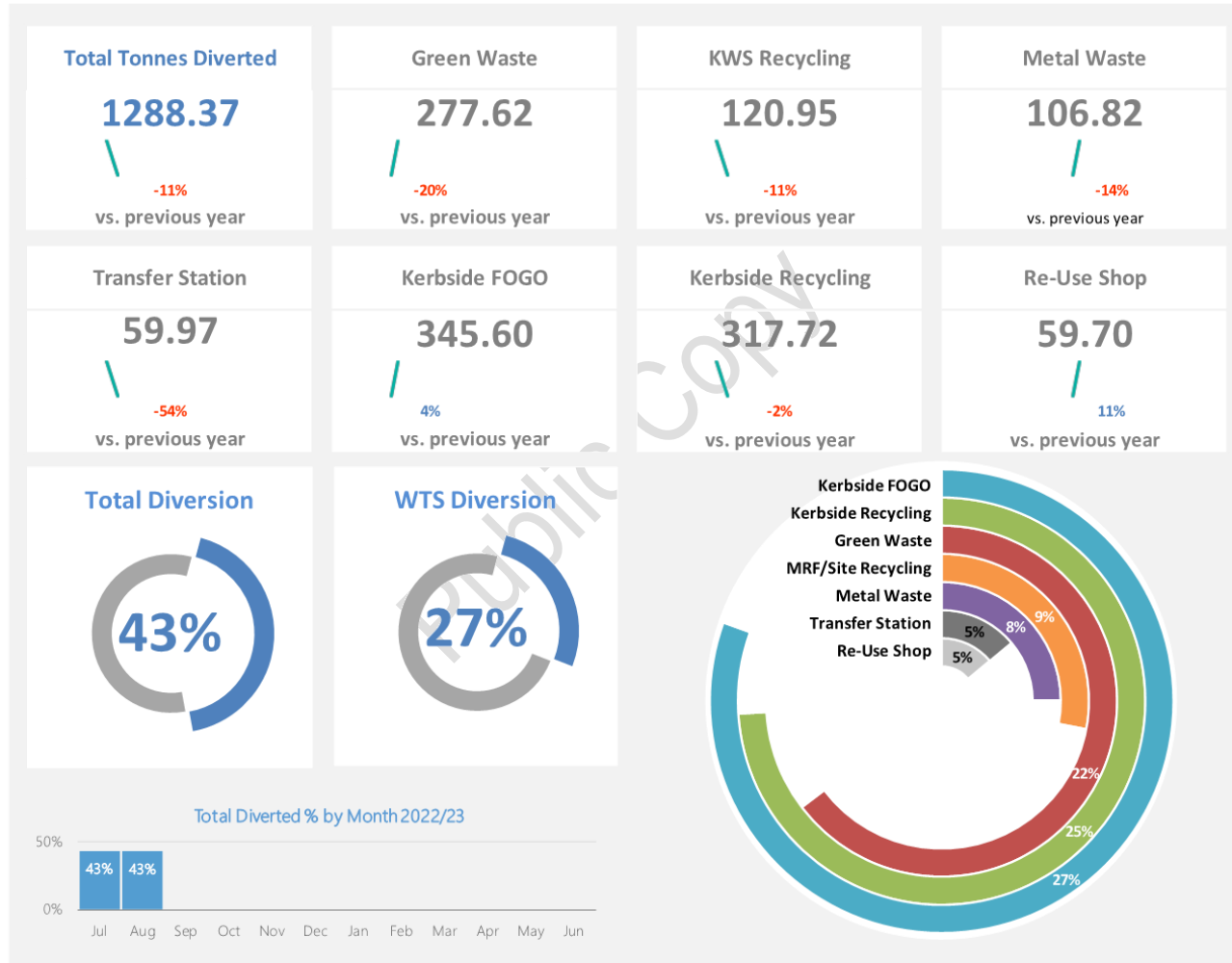
### Operational Report

|                                | Jul           | Aug           | Sep         | Oct         | Nov         | Dec         | Jan         | Feb         | Mar         | Apr         | May         | Jun         | Totals         |
|--------------------------------|---------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
|                                | Tonnes In     | Tonnes In     | Tonnes In   | Tonnes In   | Tonnes In   | Tonnes In   | Tonnes In   | Tonnes In   | Tonnes In   | Tonnes In   | Tonnes In   | Tonnes In   | Tonnes In      |
| Product Diverted               |               |               |             |             |             |             |             |             |             |             |             |             |                |
| Kerbside Recycling             | 169.50        | 148.22        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 317.72         |
| Kerbside FOGO                  | 156.25        | 189.35        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 345.60         |
| Diverted WTS                   | 48.10         | 11.87         | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 59.97          |
| Diverted Metal                 | 52.50         | 54.32         | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 106.82         |
| Diverted MRF                   | 34.79         | 33.24         | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 68.03          |
| Diverted Glass                 | 12.39         | 11.50         | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 23.89          |
| Diverted Shop                  | 26.53         | 33.17         | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 59.70          |
| Diverted Green Waste           | 135.49        | 142.13        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 277.62         |
| Diverted X-Ray/L-Glo/H-Bat/Mob | 0.51          | 0.00          | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.51           |
| Diverted Non Ferrous           | 6.93          | 6.63          | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 13.56          |
| Diverted Oil                   | 3.10          | 2.45          | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 5.55           |
| Diverted Paint                 | 0.83          | 2.08          | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 2.91           |
| Diverted Tyre                  | 0.39          | 0.31          | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.70           |
| Diverted E-Waste               | 3.41          | 2.38          | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 5.79           |
| <b>Total Diverted</b>          | <b>650.72</b> | <b>637.65</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>1288.37</b> |
| <b>Diverted (%)</b>            | <b>43%</b>    | <b>43%</b>    | <b>0%</b>   | <b>0%</b>   | <b>0%</b>   | <b>0%</b>   | <b>0%</b>   | <b>0%</b>   | <b>0%</b>   | <b>0%</b>   | <b>0%</b>   | <b>0%</b>   | <b>43%</b>     |



# Operational Report

DIVERSION STATISTICS YTD AUGUST 2024





## Operational Report

### Waste Transfer Station Statistics

July's diversion from the WTS area of steel, non-ferrous metals, Re-Use Shop items and the sawtooth area items along with the diversion from the MRF and metal heap was 324.97 tonnes which is around 27% diversion.

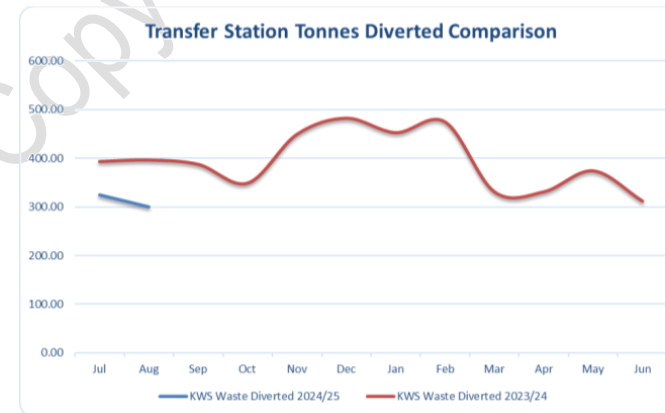
August's diversion from the WTS area of steel, non-ferrous metals, Re-Use Shop items and the sawtooth area items along with the diversion from the MRF and metal heap was 300.08 tonnes which is around 26% diversion.

*WTS Diverted Statistics are all Diversion figures less Kerbside Recycling & Kerbside Green Waste*

#### 1.1. Waste Handled Statistics

| Product Handled        | Jul Tonnes     | Aug Tonnes     |
|------------------------|----------------|----------------|
| General Waste          | 436.23         | 427.01         |
| Kerbside General Waste | 463.45         | 433.34         |
| Timber Waste           | 6.87           | 3.22           |
| Green Waste            | 135.49         | 142.13         |
| <b>Total</b>           | <b>1042.04</b> | <b>1005.70</b> |

| Product Sent             | Jul    | Aug    |
|--------------------------|--------|--------|
| Tonnes to Copping        | 858.45 | 851.70 |
| Average Tonnage per Load | 17.17  | 16.70  |



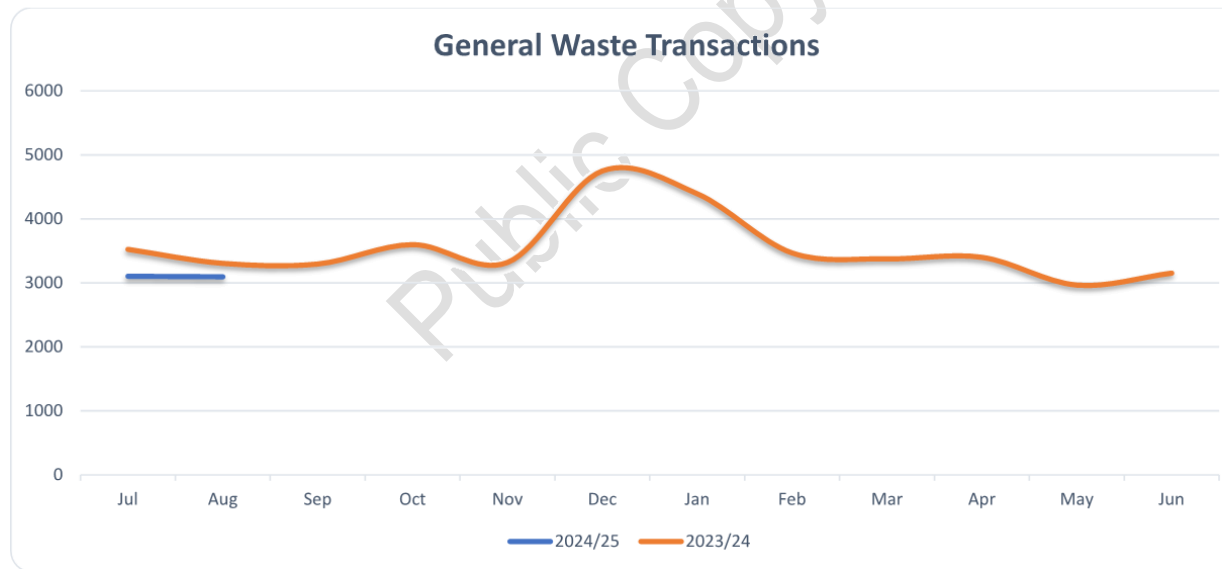


## Operational Report

### General Waste Transaction Statistics

2024/25 General Waste Transactions Compared to 2023/24 Transactions

| Month    | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Jan  | Feb  | Mar  | Apr  | May  | Jun  | YTD Total |
|----------|------|------|------|------|------|------|------|------|------|------|------|------|-----------|
| 2024/25  | 3104 | 3095 |      |      |      |      |      |      |      |      |      |      | 6199      |
| 2023/24  | 3524 | 3305 | 3295 | 3598 | 3320 | 4750 | 4392 | 3468 | 3376 | 3400 | 2966 | 3153 | 6829      |
| Variance | -420 | -210 |      |      |      |      |      |      |      |      |      |      | -630      |





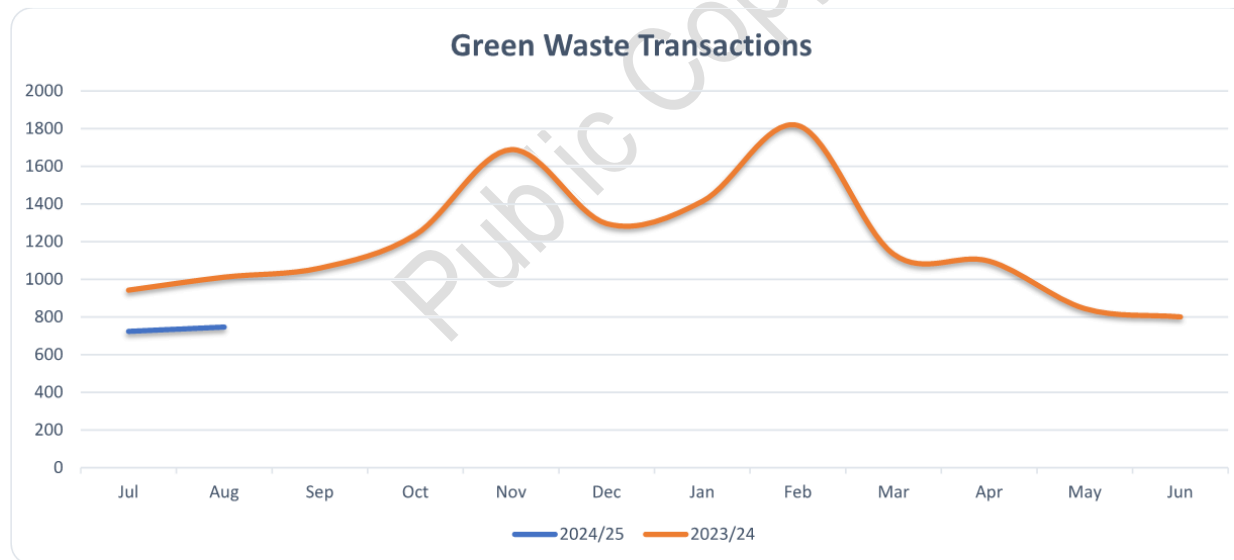


## Operational Report

### 1.2. Green Waste Transaction Statistics

2024/25 Green Waste Transactions Compared to 2023/24 Transactions

| Month    | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Jan  | Feb  | Mar  | Apr  | May | Jun | YTD Total |
|----------|------|------|------|------|------|------|------|------|------|------|-----|-----|-----------|
| 2024/25  | 724  | 747  |      |      |      |      |      |      |      |      |     |     | 1471      |
| 2023/24  | 943  | 1012 | 1060 | 1237 | 1689 | 1296 | 1414 | 1817 | 1134 | 1097 | 845 | 801 | 1955      |
| Variance | -219 | -265 |      |      |      |      |      |      |      |      |     |     | -484      |

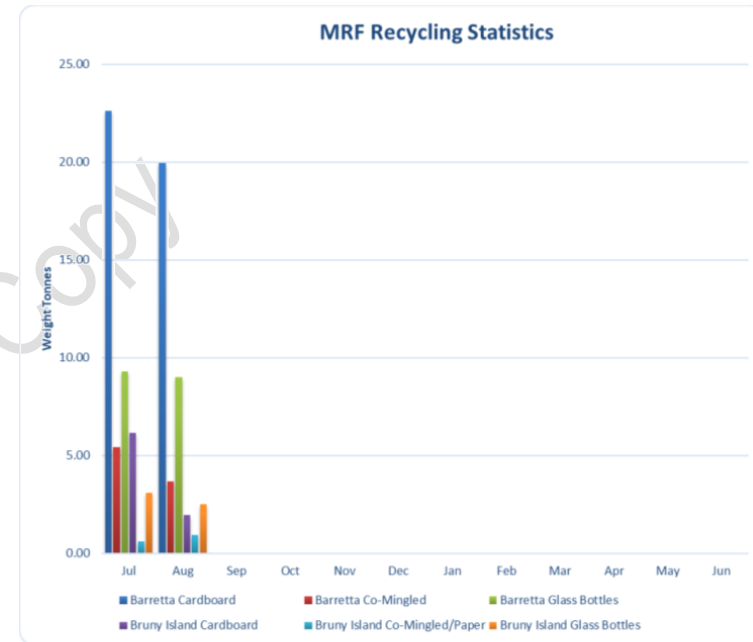




## Operational Report

### 1.3. MRF Recycling Statistics

| Product                       | Month | Loads | Weight tonnes |
|-------------------------------|-------|-------|---------------|
| Barretta Cardboard            | Jul   | 17    | 22.60         |
| Barretta Paper                | Jul   | 0     | 0.00          |
| Barretta Co-Mingled           | Jul   | 5     | 5.42          |
| Barretta Glass Bottles        | Jul   | 1     | 9.31          |
| Bruny Island Cardboard        | Jul   | 7     | 6.17          |
| Bruny Island Co-Mingled/Paper | Jul   | 1     | 0.6           |
| Bruny Island Glass Bottles    | Jul   | 1     | 3.08          |
| Barretta Cardboard            | Aug   | 17    | 19.97         |
| Barretta Paper                | Aug   | 1     | 6.70          |
| Barretta Co-Mingled           | Aug   | 4     | 3.674         |
| Barretta Glass Bottles        | Aug   | 1     | 9.01          |
| Bruny Island Cardboard        | Aug   | 4     | 1.96          |
| Bruny Island Co-Mingled/Paper | Aug   | 1     | 0.94          |
| Bruny Island Glass Bottles    | Aug   | 1     | 2.49          |





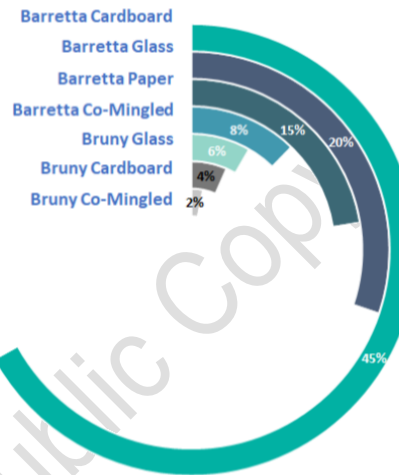
# Operational Report

## MRF Tonnage Year to Date August 2024

### Barretta MRF

|  |   |
|--|---|
| <b>Cardboard</b>                                     | <b>Cardboard Avg Load</b>                           |
| <b>42.57</b><br><small>15% vs previous year</small>  | <b>1.25</b><br><small>19% vs previous year</small>  |
| <b>Paper</b>   | <b>Paper Avg Load</b>                               |
| <b>6.70</b><br><small>-10% vs previous year</small>  | <b>6.70</b><br><small>-10% vs previous year</small> |
| <b>Co-Mingled</b>                                    | <b>Co-Mingled Avg Load</b>                          |
| <b>9.09</b><br><small>-17% vs previous year</small>  | <b>1.00</b><br><small>-8% vs previous year</small>  |
| <b>Glass</b>   | <b>Glass Avg Load</b>                               |
| <b>18.32</b><br><small>-60% vs previous year</small> | <b>9.16</b><br><small>-20% vs previous year</small> |

### Tonnage Breakdown



MRF Tonnage Variance 2022/23 vs 2021/22



### Bruny Island MRF

|   |  |
|---|--|
| <b>Cardboard</b>                                    | <b>Cardboard Avg Load</b>                          |
| <b>8.13</b><br><small>42% vs previous year</small>  | <b>0.69</b><br><small>19% vs previous year</small> |
| <b>Co-Mingled</b>                                   | <b>Co-Mingled Avg Load</b>                         |
| <b>1.54</b><br><small>144% vs previous year</small> | <b>0.77</b><br><small>22% vs previous year</small> |
| <b>Glass</b>  | <b>Glass Avg Load</b>                              |
| <b>5.57</b><br><small>5% vs previous year</small>   | <b>2.79</b><br><small>5% vs previous year</small>  |



## Operational Report

### Re-Use Shop Business Activity

July resulted in 2,915 transactions through the shop with sales of \$41,161 which is \$2,661 above budget and a \$1,416 decrease on July 2023/24. August resulted in 3,062 transactions with sales of \$40,657 which is \$2,157 above budget and a \$3,144 increase on August 2023/24. The Re-Use shop from July to August sent 8.94 tonnes of unsalable stock and general rubbish to landfill.

#### 2024/25 Sales Compared to Budget

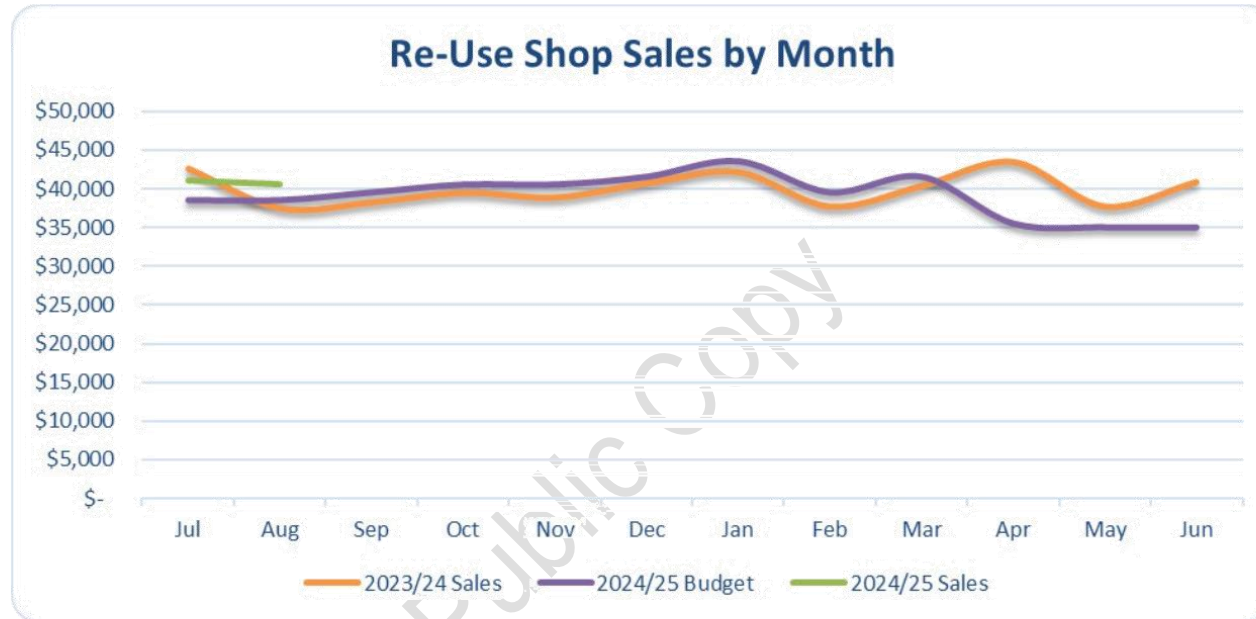
| Month           | Jul       | Aug       | Sep       | Oct       | Nov       | Dec       | Jan       | Feb       | Mar       | Apr       | May       | Jun       | YTD Comp Total |
|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|
| <b>Sales</b>    | \$ 41,161 | \$ 40,657 |           |           |           |           |           |           |           |           |           |           | \$ 81,818      |
| <b>Budget</b>   | \$ 38,500 | \$ 38,500 | \$ 39,500 | \$ 40,500 | \$ 40,500 | \$ 41,500 | \$ 43,500 | \$ 39,500 | \$ 41,500 | \$ 35,500 | \$ 35,000 | \$ 35,000 | \$ 77,000      |
| <b>Variance</b> | \$ 2,661  | \$ 2,157  |           |           |           |           |           |           |           |           |           |           | \$ 4,818       |

#### 2024/25 Sales Compared to 2023/24 Sales

| Month           | Jul       | Aug       | Sep       | Oct       | Nov       | Dec       | Jan       | Feb       | Mar       | Apr       | May       | Jun       | YTD Comp Total |
|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|
| <b>2024/25</b>  | \$ 41,161 | \$ 40,657 |           |           |           |           |           |           |           |           |           |           | \$ 81,818      |
| <b>2023/24</b>  | \$ 42,576 | \$ 37,513 | \$ 38,264 | \$ 39,509 | \$ 38,895 | \$ 40,721 | \$ 42,139 | \$ 37,740 | \$ 40,360 | \$ 43,435 | \$ 37,740 | \$ 40,859 | \$ 80,090      |
| <b>Variance</b> | -\$ 1,416 | \$ 3,144  |           |           |           |           |           |           |           |           |           |           | \$ 1,728       |



### Operational Report

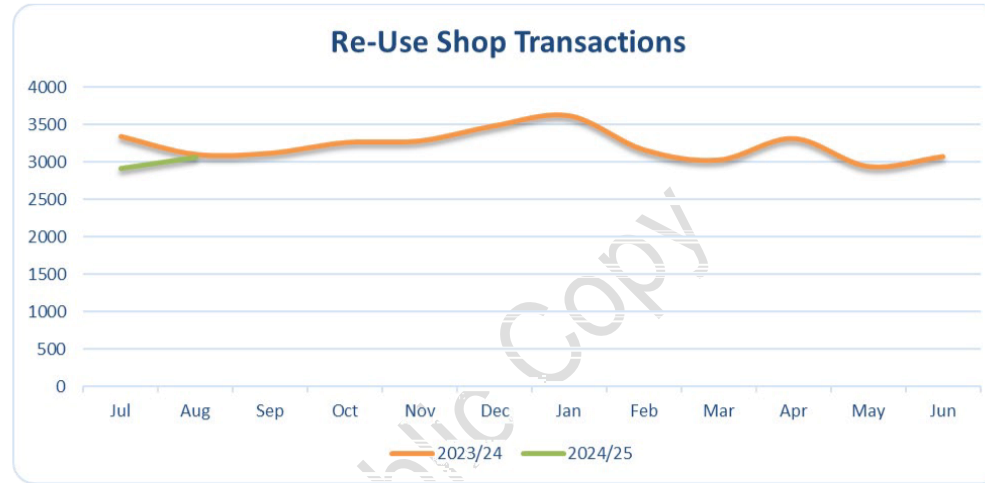


The above graph highlights the Re-Use Shop sales by month for the 2024-25 financial year compared to the same period for 2023-24 year and the 2024-25 Budget.



## Operational Report

### 1.4. Re-Use Shop Transaction Statistics

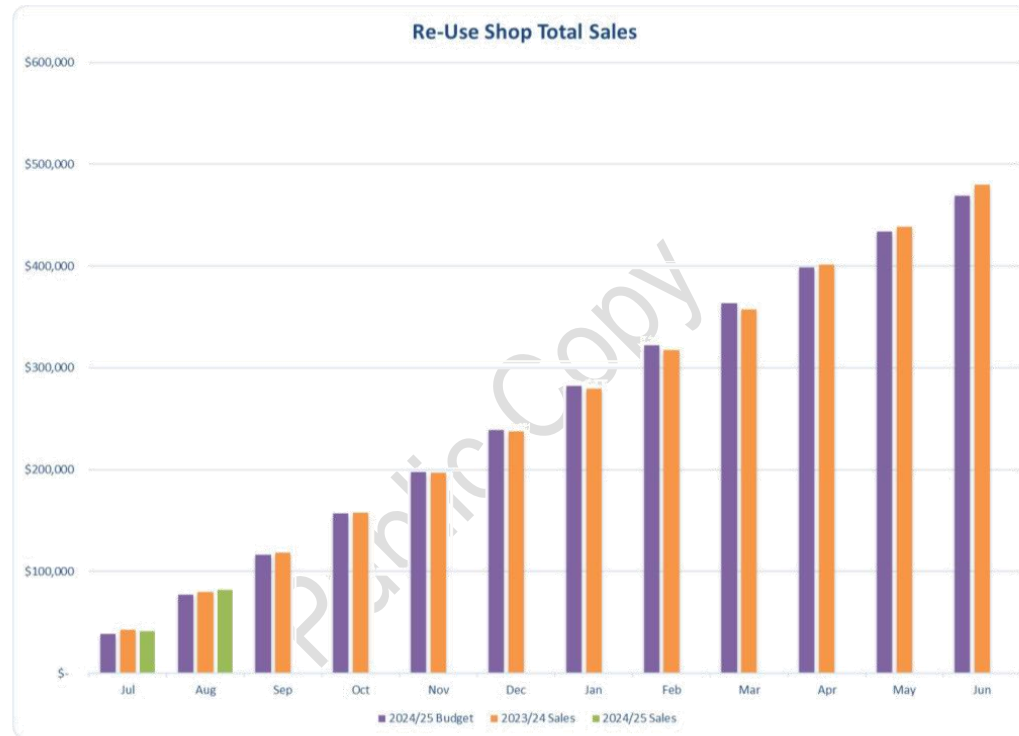


2024/25 Transactions Compared to 2023/24 Transactions

| Month    | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Jan  | Feb  | Mar  | Apr  | May  | Jun  | YTD Comp Total |
|----------|------|------|------|------|------|------|------|------|------|------|------|------|----------------|
| 2024/25  | 2915 | 3062 |      |      |      |      |      |      |      |      |      |      | 5977           |
| 2023/24  | 3339 | 3100 | 3116 | 3257 | 3280 | 3482 | 3615 | 3159 | 3025 | 3311 | 2939 | 3071 | 6439           |
| Variance | -424 | -38  |      |      |      |      |      |      |      |      |      |      | -462           |



## Operational Report



The above graph highlights the total Re-Use Shop sales for the period ending 31 August 2024 compared to the 2024-25 Budget and the 2023-24 sales result for the same period. The graph shows a result of \$4,818 above budget and an increase of sales by \$1,728 over the same period in 2023-24



## Financial Reports

COMMERCIAL IN CONFIDENCE

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### **KINGBOROUGH WASTE SERVICES PTY LTD**

### **FINANCIAL REPORTS**

July – August 2024

Public Copy





## Financial Reports

COMMERCIAL IN CONFIDENCE

### KINGBOROUGH WASTE SERVICES PTY LTD CONSOLIDATED PROFIT & LOSS REPORT For the period ended July 24

|                                   | JULY 2024      |                |                 | YTD July 24    |                |                 | Annual           | Forecast         |
|-----------------------------------|----------------|----------------|-----------------|----------------|----------------|-----------------|------------------|------------------|
|                                   | Actual         | Budget         | Var             | Actual         | Budget         | Var             | Budget           |                  |
| <b>REVENUE</b>                    |                |                |                 |                |                |                 |                  |                  |
| Waste Transfer Barretta and Bruny | 288,107        | 311,330        | (23,223)        | 288,107        | 311,330        | (23,223)        | 3,861,940        | 3,861,940        |
| Public Waste Bins - Mainland      | 25,989         | 25,989         | 0               | 25,989         | 25,989         | 0               | 306,000          | 306,000          |
| Public Waste Bins - Bruny         | 22,811         | 22,523         | 288             | 22,811         | 22,523         | 288             | 269,800          | 269,800          |
| <b>TOTAL REVENUE</b>              | <b>336,907</b> | <b>359,842</b> | <b>(22,935)</b> | <b>336,907</b> | <b>359,842</b> | <b>(22,935)</b> | <b>4,437,740</b> | <b>4,437,740</b> |
| <b>EXPENSES</b>                   |                |                |                 |                |                |                 |                  |                  |
| Waste Transfer Barretta and Bruny | 271,713        | 297,812        | 26,099          | 271,713        | 297,812        | 26,099          | 3,737,286        | 3,737,286        |
| Public Waste Bins - Mainland      | 19,561         | 23,817         | 4,256           | 19,561         | 23,817         | 4,256           | 264,868          | 264,868          |
| Public Waste Bins - Bruny         | 13,772         | 22,362         | 8,590           | 13,772         | 22,362         | 8,590           | 235,418          | 235,418          |
| <b>TOTAL EXPENSES</b>             | <b>305,046</b> | <b>343,991</b> | <b>38,945</b>   | <b>305,046</b> | <b>343,991</b> | <b>38,945</b>   | <b>4,237,572</b> | <b>4,237,572</b> |
| <b>NET PROFIT/(LOSS)</b>          |                |                |                 |                |                |                 |                  |                  |
| Waste Transfer Barretta and Bruny | 16,394         | 13,518         | 2,876           | 16,394         | 13,518         | 2,876           | 124,654          | 124,654          |
| Public Waste Bins - Mainland      | 6,428          | 2,172          | 4,256           | 6,428          | 2,172          | 4,256           | 41,132           | 41,132           |
| Public Waste Bins - Bruny         | 9,039          | 161            | 8,878           | 9,039          | 161            | 8,878           | 34,382           | 34,382           |
| <b>TOTAL NET PROFIT/(LOSS)</b>    | <b>31,861</b>  | <b>15,851</b>  | <b>16,010</b>   | <b>31,861</b>  | <b>15,851</b>  | <b>16,010</b>   | <b>200,168</b>   | <b>200,168</b>   |

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**KINGBOROUGH WASTE SERVICES  
NOTES TO JULY 2024 FINANCIALS**

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**SUMMARY**

The Consolidated KWS Result for July was a profit of +\$32k which was +\$16k better than budget. This was made up of Barretta Operations +\$16k profit, Mainland Public Waste Bin contract +\$6k profit and Bruny Public Waste Bin Contract +\$9k profit.

**BARRETTA OPERATIONS****Month**

The Barretta Operations made a profit of +\$16k for the month, which was above budget of \$13k.

Income was below budget for the month (\$23k) due to lower General Waste (\$5k), Green Waste (\$3k) and Bruny Island Disposal Charges (\$4k). There is also a timing difference in Metal Sales (\$20k).

Expenses were below budget for the month +\$26k due to lower Green Waste Costs based on estimate of stockpile at Barretta +\$16k. Also, there is a timing difference in the Waste Management Activities Budget +\$6k.

**DETAILED ANALYSIS**

The detailed variances are:

1. USER CHARGES  
User charges are below budget for the month (\$12k) due to lower General Waste (\$5k), Green Waste (\$3k) and Timber (\$3k) received in July.
2. RECYCLING SALES  
Recycling sales are below budget for the month due to a timing difference in Metal Sales (\$20k).
3. COUNCIL RECHARGES  
Council recharges are above budget for the month +\$6k due to higher Kerbside Collection Charges, offset by lower Bruny Island Disposal Charges (\$4k).
4. SUNDRY CHARGES  
Sundry Charges are close to budget for the month.
5. EMPLOYEE COSTS  
Employee costs are close to budget for the month.
6. DISPOSAL COSTS  
Disposal Costs are below budget for the month +\$5k due to a timing difference in Tyre Disposal Costs +\$1k and Hazardous Waste Disposal +\$2k.

7. GREEN WASTE COSTS

Green Waste Disposal Costs are estimated to be below budget for the month +\$16k based on the current stockpiles at Barretta. The amounts accrued are expected to cover the costs of disposal for the stockpile on hand.

8. HIRE AND MAINTENANCE

Hire and Maintenance costs are close to budget for the month.

9. OTHER EXPENSES

Other expenses are below budget for the month +\$7k mainly due to timing differences within the Waste Management Activities budget.

**PUBLIC WASTE BINS CONTRACT - MAINLAND**

During July, the Mainland Public Waste Bins Contract made a profit of \$6k, which was \$4k better than budget. The detailed variances are:

1. EMPLOYEE COSTS

Employee costs are below budget for the month +\$2k due to lower Staff Costs for the month and timing differences in Protective Clothing and Staff Training.

2. HIRE & MAINTENANCE

Hire & Maintenance Costs are below budget +\$2k due to a timing difference in the Maintenance (Mechanical) budget.

3. OTHER EXPENSES

Other expenses are close to budget for the month.

**PUBLIC WASTE BINS CONTRACT - BRUNY**

During July, the Bruny Public Waste Bins Contract made a profit of \$9k, which was \$9k better than budget. The detailed variances are:

1. EMPLOYEE COSTS

Employee costs are below budget for the month +\$3k due to lower Staff Costs for the month and timing differences in Protective Clothing and Staff Training.

2. HIRE & MAINTENANCE

Hire & Maintenance Costs are below budget by +\$4k due to a timing difference in the Maintenance (Mechanical) budget +\$3k and lower MV/Plant Fuel Costs in July +\$1k.

3. OTHER EXPENSES

Other expenses are below budget for the month +\$2k. This is due to a timing difference in Consumables.

**KINGBOROUGH WASTE SERVICES PTY LTD**  
**PROFIT & LOSS REPORT**  
 For the period ended July 24

|                                     | JULY 2024      |                |                 | YTD July 24    |                |                 | Annual Budget    |
|-------------------------------------|----------------|----------------|-----------------|----------------|----------------|-----------------|------------------|
|                                     | Actual         | Budget         | Var             | Actual         | Budget         | Var             |                  |
| <b>REVENUE</b>                      |                |                |                 |                |                |                 |                  |
| <b>USER CHARGES</b>                 |                |                |                 |                |                |                 |                  |
| General Waste                       | 88,179         | 93,268         | (5,089)         | 88,179         | 93,268         | (5,089)         | 1,225,600        |
| Tyres / Gas Bottles                 | 1,287          | 1,420          | (133)           | 1,287          | 1,420          | (133)           | 17,040           |
| Green Waste                         | 16,263         | 19,530         | (3,267)         | 16,263         | 19,530         | (3,267)         | 315,000          |
| Timber                              | 1,342          | 4,000          | (2,658)         | 1,342          | 4,000          | (2,658)         | 48,000           |
| Metal                               | 3,740          | 5,000          | (1,260)         | 3,740          | 5,000          | (1,260)         | 60,000           |
|                                     | <b>110,811</b> | <b>123,218</b> | <b>(12,407)</b> | <b>110,811</b> | <b>123,218</b> | <b>(12,407)</b> | <b>1,665,640</b> |
| <b>RECYCLING SALES</b>              |                |                |                 |                |                |                 |                  |
| Reuse Shop Sales                    | 41,159         | 38,500         | 2,659           | 41,159         | 38,500         | 2,659           | 469,000          |
| Non Ferrous Metal Sales             | 3,068          | 3,000          | 68              | 3,068          | 3,000          | 68              | 36,000           |
| Metal Sales                         | 2,311          | 22,500         | (20,189)        | 2,311          | 22,500         | (20,189)        | 90,000           |
| Recycling Sales                     | 0              | 0              | 0               | 0              | 0              | 0               | 0                |
|                                     | <b>46,538</b>  | <b>64,000</b>  | <b>(17,462)</b> | <b>46,538</b>  | <b>64,000</b>  | <b>(17,462)</b> | <b>595,000</b>   |
| <b>COUNCIL RECHARGES</b>            |                |                |                 |                |                |                 |                  |
| Kerbside Collection Charges         | 88,486         | 78,842         | 9,644           | 88,486         | 78,842         | 9,644           | 1,031,000        |
| Bruny Island Disposal Charges       | 17,026         | 21,000         | (3,974)         | 17,026         | 21,000         | (3,974)         | 257,000          |
| Bruny Island Operational Revenue    | 14,079         | 14,079         | 0               | 14,079         | 14,079         | 0               | 169,000          |
| Free G/Waste - Foregone Revenue     | 0              | 0              | 0               | 0              | 0              | 0               | 22,000           |
| Waste Management                    | 7,792          | 7,791          | 1               | 7,792          | 7,791          | 1               | 93,500           |
|                                     | <b>127,382</b> | <b>121,712</b> | <b>5,670</b>    | <b>127,382</b> | <b>121,712</b> | <b>5,670</b>    | <b>1,572,500</b> |
| <b>GRANTS</b>                       | 0              | 0              | 0               | 0              | 0              | 0               | 0                |
| <b>SUNDRY CHARGES</b>               | 3,375          | 2,400          | 975             | 3,375          | 2,400          | 975             | 28,800           |
| <b>TOTAL REVENUE</b>                | <b>288,107</b> | <b>311,330</b> | <b>(23,223)</b> | <b>288,107</b> | <b>311,330</b> | <b>(23,223)</b> | <b>3,861,940</b> |
| <b>EXPENSES</b>                     |                |                |                 |                |                |                 |                  |
| <b>EMPLOYEE COSTS</b>               |                |                |                 |                |                |                 |                  |
| Salaries                            | 83,535         | 85,064         | 1,529           | 83,535         | 85,064         | 1,529           | 1,013,665        |
| Agency Staff                        | 19,740         | 13,488         | (6,252)         | 19,740         | 13,488         | (6,252)         | 161,857          |
| Sundry Staff Expenses               | 256            | 475            | 219             | 256            | 475            | 219             | 5,700            |
| Staff Training                      | 1,440          | 1,833          | 393             | 1,440          | 1,833          | 393             | 11,000           |
| Seminars & Conferences              | 0              | 0              | 0               | 0              | 0              | 0               | 4,000            |
| Protective Clothing                 | 1,360          | 4,000          | 2,640           | 1,360          | 4,000          | 2,640           | 9,000            |
|                                     | <b>106,332</b> | <b>104,860</b> | <b>(1,472)</b>  | <b>106,332</b> | <b>104,860</b> | <b>(1,472)</b>  | <b>1,205,222</b> |
| <b>DISPOSAL COSTS</b>               |                |                |                 |                |                |                 |                  |
| Disposal Costs - Copping            | 41,460         | 40,909         | (551)           | 41,460         | 40,909         | (551)           | 537,570          |
| Disposal Costs - Waste Levy         | 38,381         | 39,379         | 998             | 38,381         | 39,379         | 998             | 517,466          |
| Transport Costs - Copping           | 22,399         | 22,259         | (140)           | 22,399         | 22,259         | (140)           | 292,500          |
| Disposal Costs - Recycling          | 1,240          | 1,100          | (140)           | 1,240          | 1,100          | (140)           | 13,200           |
| Disposal Costs - Glass/Bottles      | 319            | 665            | 346             | 319            | 665            | 346             | 8,000            |
| Disposal Costs - Cardboard          | 0              | 1,000          | 1,000           | 0              | 1,000          | 1,000           | 12,000           |
| Disposal Costs - Tyres/Gas Bottles  | 0              | 1,200          | 1,200           | 0              | 1,200          | 1,200           | 14,400           |
| Disposal Costs - Concrete/Cleanfill | 0              | 0              | 0               | 0              | 0              | 0               | 0                |
| Disposal Costs - Metal              | 0              | 0              | 0               | 0              | 0              | 0               | 0                |
| Disposal Costs - Hazardous Waste    | 1,800          | 4,000          | 2,200           | 1,800          | 4,000          | 2,200           | 48,000           |
|                                     | <b>105,599</b> | <b>110,512</b> | <b>4,913</b>    | <b>105,599</b> | <b>110,512</b> | <b>4,913</b>    | <b>1,443,136</b> |
| <b>GREEN WASTE COSTS</b>            |                |                |                 |                |                |                 |                  |
| Green Waste Mulching                | 5,000          | 20,000         | 15,000          | 5,000          | 20,000         | 15,000          | 240,000          |
| Timber Mulching                     | 536            | 2,100          | 1,564           | 536            | 2,100          | 1,564           | 25,200           |
|                                     | <b>5,536</b>   | <b>22,100</b>  | <b>16,564</b>   | <b>5,536</b>   | <b>22,100</b>  | <b>16,564</b>   | <b>265,200</b>   |
| <b>HIRE &amp; MAINTENANCE</b>       |                |                |                 |                |                |                 |                  |
| Barretta Bin Hire and Movement      | 6,156          | 6,800          | 644             | 6,156          | 6,800          | 644             | 89,400           |
| Bruny Bin Movement & Sundry         | 14,198         | 12,860         | (1,338)         | 14,198         | 12,860         | (1,338)         | 188,620          |
| Plant Hire (Council)                | 8,160          | 8,160          | 0               | 8,160          | 8,160          | 0               | 97,920           |
| Plant Hire External                 | 1,731          | 1,870          | 139             | 1,731          | 1,870          | 139             | 22,440           |
| Maintenance                         | 2,858          | 800            | (2,058)         | 2,858          | 800            | (2,058)         | 24,600           |
| MV/Plant Fuel & Registration        | 2,804          | 4,200          | 1,396           | 2,804          | 4,200          | 1,396           | 39,400           |
|                                     | <b>35,906</b>  | <b>34,690</b>  | <b>(1,216)</b>  | <b>35,906</b>  | <b>34,690</b>  | <b>(1,216)</b>  | <b>462,380</b>   |
| <b>OTHER EXPENSES</b>               |                |                |                 |                |                |                 |                  |
| Office Expenses                     | 8,477          | 9,260          | 783             | 8,477          | 9,260          | 783             | 97,420           |
| Advertising                         | 109            | 300            | 191             | 109            | 300            | 191             | 3,600            |
| Insurance - Public Liability        | 0              | 0              | 0               | 0              | 0              | 0               | 24,000           |
| Insurance - Workers Comp            | 0              | 0              | 0               | 0              | 0              | 0               | 25,420           |
| Board Expenses                      | 0              | 0              | 0               | 0              | 0              | 0               | 18,000           |
| Corporate Services Overhead         | 8,533          | 8,534          | 1               | 8,533          | 8,534          | 1               | 102,408          |
| Waste Management Activities         | 1,164          | 7,500          | 6,336           | 1,164          | 7,500          | 6,336           | 90,000           |
| Grant Expenditure                   | 0              | 0              | 0               | 0              | 0              | 0               | 0                |
| Doubtful Debts Expense              | 0              | 0              | 0               | 0              | 0              | 0               | 0                |
| Depreciation                        | 56             | 56             | (0)             | 56             | 56             | (0)             | 500              |
|                                     | <b>18,339</b>  | <b>25,650</b>  | <b>7,311</b>    | <b>18,339</b>  | <b>25,650</b>  | <b>7,311</b>    | <b>361,348</b>   |
| <b>TOTAL EXPENSES</b>               | <b>271,713</b> | <b>297,812</b> | <b>26,099</b>   | <b>271,713</b> | <b>297,812</b> | <b>26,099</b>   | <b>3,737,286</b> |
| <b>NET PROFIT/(LOSS)</b>            | <b>16,394</b>  | <b>13,518</b>  | <b>2,876</b>    | <b>16,394</b>  | <b>13,518</b>  | <b>2,876</b>    | <b>124,654</b>   |

**KWS PUBLIC WASTE BIN CONTRACT - MAINLAND  
PROFIT & LOSS REPORT  
For the period ended July 24**

|                               | JULY 2024     |               |              | YTD July 24   |               |              | Annual         |
|-------------------------------|---------------|---------------|--------------|---------------|---------------|--------------|----------------|
|                               | Actual        | Budget        | Var          | Actual        | Budget        | Var          | Budget         |
| <b>REVENUE</b>                |               |               |              |               |               |              |                |
| <b>COUNCIL RECHARGES</b>      |               |               |              |               |               |              |                |
| Public Waste Bins Contract    | 25,989        | 25,989        | 0            | 25,989        | 25,989        | 0            | 306,000        |
|                               | <b>25,989</b> | <b>25,989</b> | <b>0</b>     | <b>25,989</b> | <b>25,989</b> | <b>0</b>     | <b>306,000</b> |
| <b>TOTAL REVENUE</b>          | <b>25,989</b> | <b>25,989</b> | <b>0</b>     | <b>25,989</b> | <b>25,989</b> | <b>0</b>     | <b>306,000</b> |
| <b>EXPENSES</b>               |               |               |              |               |               |              |                |
| <b>EMPLOYEE COSTS</b>         |               |               |              |               |               |              |                |
| Staff Costs                   | 10,422        | 11,256        | 834          | 10,422        | 11,256        | 834          | 134,074        |
| Sundry Staff Expenses         | 0             | 100           | 100          | 0             | 100           | 100          | 1,200          |
| Staff Training                | 0             | 100           | 100          | 0             | 100           | 100          | 1,200          |
| Protective Clothing           | 0             | 500           | 500          | 0             | 500           | 500          | 500            |
|                               | <b>10,422</b> | <b>11,956</b> | <b>1,534</b> | <b>10,422</b> | <b>11,956</b> | <b>1,534</b> | <b>136,974</b> |
| <b>HIRE &amp; MAINTENANCE</b> |               |               |              |               |               |              |                |
| Maintenance (Mechanical)      | 0             | 2,500         | 2,500        | 0             | 2,500         | 2,500        | 10,000         |
| Plant Hire - KC fleet         | 300           | 46            | (254)        | 300           | 46            | (254)        | 1,658          |
| Leased Trucks                 | 6,233         | 6,232         | (1)          | 6,233         | 6,232         | (1)          | 74,236         |
| Insurance - Vehicle           | 0             | 0             | 0            | 0             | 0             | 0            | 800            |
| MV/Plant Fuel                 | 1,996         | 1,800         | (196)        | 1,996         | 1,800         | (196)        | 21,600         |
|                               | <b>8,529</b>  | <b>10,578</b> | <b>2,049</b> | <b>8,529</b>  | <b>10,578</b> | <b>2,049</b> | <b>108,294</b> |
| <b>OTHER EXPENSES</b>         |               |               |              |               |               |              |                |
| Consumables                   | 0             | 0             | 0            | 0             | 0             | 0            | 0              |
| Cleaning                      | 611           | 833           | 222          | 611           | 833           | 222          | 10,000         |
| Other Expenses                | 0             | 450           | 450          | 0             | 450           | 450          | 9,600          |
|                               | <b>611</b>    | <b>1,283</b>  | <b>672</b>   | <b>611</b>    | <b>1,283</b>  | <b>672</b>   | <b>19,600</b>  |
| <b>TOTAL EXPENSES</b>         | <b>19,561</b> | <b>23,817</b> | <b>4,256</b> | <b>19,561</b> | <b>23,817</b> | <b>4,256</b> | <b>264,868</b> |
| <b>NET PROFIT/(LOSS)</b>      | <b>6,428</b>  | <b>2,172</b>  | <b>4,256</b> | <b>6,428</b>  | <b>2,172</b>  | <b>4,256</b> | <b>41,132</b>  |

**KWS PUBLIC WASTE BIN CONTRACT - BRUNY ISLAND  
PROFIT & LOSS REPORT  
For the period ended July 24**

|                               | JULY 2024     |               |              | YTD July 24   |               |              | Annual         |
|-------------------------------|---------------|---------------|--------------|---------------|---------------|--------------|----------------|
|                               | Actual        | Budget        | Var          | Actual        | Budget        | Var          | Budget         |
| <b>REVENUE</b>                |               |               |              |               |               |              |                |
| <b>COUNCIL RECHARGES</b>      |               |               |              |               |               |              |                |
| Public Place Bins Contract    | 20,723        | 20,723        | 0            | 20,723        | 20,723        | 0            | 244,000        |
| Private Bin Collections       | 2,088         | 1,800         | 288          | 2,088         | 1,800         | 288          | 25,800         |
|                               | <b>22,811</b> | <b>22,523</b> | <b>288</b>   | <b>22,811</b> | <b>22,523</b> | <b>288</b>   | <b>269,800</b> |
| <b>TOTAL REVENUE</b>          | <b>22,811</b> | <b>22,523</b> | <b>288</b>   | <b>22,811</b> | <b>22,523</b> | <b>288</b>   | <b>269,800</b> |
| <b>EXPENSES</b>               |               |               |              |               |               |              |                |
| <b>EMPLOYEE COSTS</b>         |               |               |              |               |               |              |                |
| Staff Costs                   | 5,481         | 7,595         | 2,114        | 5,481         | 7,595         | 2,114        | 90,615         |
| Sundry Staff Expenses         | 0             | 100           | 100          | 0             | 100           | 100          | 1,200          |
| Staff Training                | 0             | 100           | 100          | 0             | 100           | 100          | 1,200          |
| Protective Clothing           | 0             | 500           | 500          | 0             | 500           | 500          | 500            |
|                               | <b>5,481</b>  | <b>8,295</b>  | <b>2,814</b> | <b>5,481</b>  | <b>8,295</b>  | <b>2,814</b> | <b>93,515</b>  |
| <b>HIRE &amp; MAINTENANCE</b> |               |               |              |               |               |              |                |
| Maintenance (Mechanical)      | 0             | 2,500         | 2,500        | 0             | 2,500         | 2,500        | 10,000         |
| Plant Hire                    | 0             | 0             | 0            | 0             | 0             | 0            | 0              |
| Leased Trucks                 | 6,302         | 6,302         | 0            | 6,302         | 6,302         | 0            | 75,066         |
| Insurance - Vehicle           | 0             | 0             | 0            | 0             | 0             | 0            | 800            |
| MV/Plant Fuel                 | 1,197         | 2,200         | 1,003        | 1,197         | 2,200         | 1,003        | 26,400         |
|                               | <b>7,498</b>  | <b>11,002</b> | <b>3,504</b> | <b>7,498</b>  | <b>11,002</b> | <b>3,504</b> | <b>112,266</b> |
| <b>OTHER EXPENSES</b>         |               |               |              |               |               |              |                |
| Consumables                   | 0             | 1,250         | 1,250        | 0             | 1,250         | 1,250        | 5,000          |
| Cleaning                      | 0             | 415           | 415          | 0             | 415           | 415          | 5,000          |
| Ferry Expenses                | 793           | 950           | 157          | 793           | 950           | 157          | 11,402         |
| Other Expenses                | 0             | 450           | 450          | 0             | 450           | 450          | 8,235          |
|                               | <b>793</b>    | <b>3,065</b>  | <b>2,272</b> | <b>793</b>    | <b>3,065</b>  | <b>2,272</b> | <b>29,637</b>  |
| <b>TOTAL EXPENSES</b>         | <b>13,772</b> | <b>22,362</b> | <b>8,590</b> | <b>13,772</b> | <b>22,362</b> | <b>8,590</b> | <b>235,418</b> |
| <b>NET PROFIT/(LOSS)</b>      | <b>9,039</b>  | <b>161</b>    | <b>8,878</b> | <b>9,039</b>  | <b>161</b>    | <b>8,878</b> | <b>34,382</b>  |

**KINGBOROUGH WASTE SERVICES PTY LTD  
CONSOLIDATED PROFIT & LOSS REPORT  
For the period ended August 24**

|                                   | AUGUST 2024     |                 |               | YTD August 24  |                 |                 | Annual Budget    | Forecast         |
|-----------------------------------|-----------------|-----------------|---------------|----------------|-----------------|-----------------|------------------|------------------|
|                                   | Actual          | Budget          | Var           | Actual         | Budget          | Var             |                  |                  |
| <b>REVENUE</b>                    |                 |                 |               |                |                 |                 |                  |                  |
| Waste Transfer Barretta and Bruny | 304,801         | 296,844         | 7,957         | 592,907        | 608,174         | (15,267)        | 3,861,940        | 3,851,940        |
| Public Waste Bins - Mainland      | 25,989          | 25,989          | 0             | 51,978         | 51,978          | 0               | 306,000          | 306,000          |
| Public Waste Bins - Bruny         | 23,248          | 22,523          | 725           | 46,060         | 45,046          | 1,014           | 269,800          | 269,800          |
| <b>TOTAL REVENUE</b>              | <b>354,038</b>  | <b>345,356</b>  | <b>8,682</b>  | <b>690,945</b> | <b>705,198</b>  | <b>(14,253)</b> | <b>4,437,740</b> | <b>4,427,740</b> |
| <b>EXPENSES</b>                   |                 |                 |               |                |                 |                 |                  |                  |
| Waste Transfer Barretta and Bruny | 336,070         | 351,032         | 14,962        | 607,782        | 648,844         | 41,062          | 3,737,286        | 3,732,286        |
| Public Waste Bins - Mainland      | 22,043          | 25,825          | 3,782         | 41,604         | 49,642          | 8,038           | 264,868          | 264,868          |
| Public Waste Bins - Bruny         | 17,574          | 21,739          | 4,165         | 31,347         | 44,101          | 12,754          | 235,418          | 235,418          |
| <b>TOTAL EXPENSES</b>             | <b>375,687</b>  | <b>398,596</b>  | <b>22,909</b> | <b>680,733</b> | <b>742,587</b>  | <b>61,854</b>   | <b>4,237,572</b> | <b>4,232,572</b> |
| <b>NET PROFIT/(LOSS)</b>          |                 |                 |               |                |                 |                 |                  |                  |
| Waste Transfer Barretta and Bruny | (31,269)        | (54,188)        | 22,919        | (14,875)       | (40,670)        | 25,795          | 124,654          | 119,654          |
| Public Waste Bins - Mainland      | 3,946           | 164             | 3,782         | 10,374         | 2,336           | 8,038           | 41,132           | 41,132           |
| Public Waste Bins - Bruny         | 5,674           | 784             | 4,890         | 14,713         | 945             | 13,768          | 34,382           | 34,382           |
| <b>TOTAL NET PROFIT/(LOSS)</b>    | <b>(21,649)</b> | <b>(53,240)</b> | <b>31,591</b> | <b>10,212</b>  | <b>(37,389)</b> | <b>47,601</b>   | <b>200,168</b>   | <b>195,168</b>   |

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**KINGBOROUGH WASTE SERVICES  
NOTES TO AUGUST 2024 FINANCIALS**

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**SUMMARY**

The Consolidated KWS Result for August was a loss of (\$22k) which was +\$32k better than budget. This was made up of Barretta Operations (\$31k) loss, Mainland Public Waste Bin contract +\$4k profit and Bruny Public Waste Bins contract +\$5k profit. Please note, the August budget is negative due to annual expenditures paid in August and seasonality of revenue.

YTD the Consolidated Result was a profit of \$10k which was +\$48k better than budget. This was made up of a loss of (\$15k) for Barretta Operations, a profit of \$10k from the Mainland Public Waste Bin contract and a profit of +\$15k from the Bruny Public Waste Bin contract.

Barretta Operations are running better than budget due to higher Reuse Shop Sales, lower Disposal Costs, including Green Waste Disposal and timing differences in Other Expenses. The annual insurance costs are also included in August, which significantly increases expenses for the month.

The Mainland Public Waste Bin contract is performing better than budget due to lower Employee Costs.

The Bruny Public Waste Bin contract is performing better than budget due to lower Employee Costs, lower MV/Plant Fuel and a timing difference in Maintenance-Mechanical budget.

**BARRETTA OPERATIONS**

For the period between July and August 2024, KWS made a loss of (\$15k), which is better than budget of (\$41k) loss.

The main reasons for the YTD variances are:

- General Waste, -\$10k
- Reuse Shop Sales, +5k
- Kerbside Collections, +\$5k
- Green Waste, -\$5k
- Employee Costs, -\$6k
- Disposal Costs, +\$5k
- Green Waste Costs, \$+23k
- Other Expenses, +\$16k

**Month**

The Barretta/Bruny operations made a loss of (\$31k) for the month, +\$23k better than budget. Income was above budget for the month +\$8k; mainly due to General Waste (\$6k), Green Waste (\$3k), offset by Metal Sales +\$21k. Expenses were below budget for the month +\$15k due to Green Waste Costs +\$7k and Other Expenses +\$9k.



**DETAILED ANALYSIS**

The detailed variances are:

**10. USER CHARGES**

User Charges are below budget for the month (\$13k) and year (\$25k) due to lower volumes of General Waste, Green Waste and Timber received.

**11. RECYCLING SALES**

Recycling Sales are above budget for the month +\$25k mainly due to a timing difference in Metal Sales. For the year, Recycling Sales are above budget +\$8k due to Reuse Shop Sales +\$5k and Non-Ferrous Metal Sales +\$3k.

**12. COUNCIL RECHARGES**

Council Recharges are below budget for August (\$6k) due to Kerbside Collection (\$4k) and Bruny Island Disposal Charges (\$2k). For the year, Council recharges are close to budget.

**13. SUNDRY CHARGES**

Sundry Charges are above budget for the month and year due to bank interest and fuel tax credits received.

**14. EMPLOYEE COSTS**

Employee Costs are above budget for the month (\$4k) and for the year (\$6k) due to use of Agency Staff to cover employees on leave.

**15. DISPOSAL COSTS**

Disposal Costs are close to budget for the month and below budget for the year +\$6k due a timing difference in the Tyre Disposal and Hazardous Waste budgets.

**16. GREEN WASTE COSTS**

Green Waste Disposal Costs are estimated to be below budget for the month +\$7k based on the current stockpiles at Barretta. The amounts accrued are expected to cover the costs of disposal for the stockpile on hand.

**17. HIRE AND MAINTENANCE**

Hire and Maintenance costs are below budget for the month +\$2k due to lower Bruny Bin Movements. For the year, Hire & Maintenance costs are close to budget.

**18. OTHER EXPENSES**

Other expenses are below budget for the month +\$9k, and year +\$16k due to a timing difference within the Waste Management Activities budget and Office Expenses. Public Liability Insurance was also lower than budgeted.

**MAINLAND PUBLIC WASTE BINS CONTRACT**

For the month of August, the Mainland Public Waste Bins Contract made a profit of +\$4k, and for the year, a profit of +\$10k which is better than budget of +2k profit. The main reason for this is lower Employee Costs +\$3k and lower Hire & Maintenance costs +\$3k.

The detailed variances are:

4. EMPLOYEE COSTS  
Employee costs are below budget for the month and year +\$3k.
5. HIRE & MAINTENANCE  
Hire and Maintenance costs are close to budget for the month and below budget for the year +\$3k due to a timing difference in the Maintenance (Mechanical) budget.
6. OTHER EXPENSES  
Other expenses are below budget for the month and year +\$2k due to lower cleaning expenses.

**BRUNY PUBLIC WASTE BINS CONTRACT**

For the month of August, the Bruny Public Waste Bins Contract made a profit of +\$6k, and for the year, a profit of +\$15k which is better than budget. The main reason for this is lower Employee Costs and Hire & Maintenance costs.

The detailed variances are:

1. EMPLOYEE COSTS  
Employee costs are below budget for the month +\$2k and year +\$4k.
2. HIRE & MAINTENANCE  
Hire and Maintenance costs are close to budget for the month and below budget for the year +\$5k due to a timing difference in the Maintenance (Mechanical) budget and lower MV/Plant Fuel.
3. OTHER EXPENSES  
Other expenses are below budget for the month +\$1k and year +\$3k due a timing difference in Consumables.

**KINGBOROUGH WASTE SERVICES PTY LTD  
PROFIT & LOSS REPORT  
For the period ended August 24**

|                                     | AUGUST 2024     |                 |                 | YTD August 24   |                 |                 | Annual Budget    |
|-------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
|                                     | Actual          | Budget          | Var             | Actual          | Budget          | Var             |                  |
| <b>REVENUE</b>                      |                 |                 |                 |                 |                 |                 |                  |
| <b>USER CHARGES</b>                 |                 |                 |                 |                 |                 |                 |                  |
| General Waste                       | 87,742          | 93,268          | (5,526)         | 175,921         | 186,536         | (10,615)        | 1,225,600        |
| Tyres / Gas Bottles                 | 669             | 1,420           | (751)           | 1,956           | 2,840           | (884)           | 17,040           |
| Green Waste                         | 17,405          | 19,908          | (2,503)         | 33,668          | 39,438          | (5,770)         | 315,000          |
| Timber                              | 637             | 4,000           | (3,363)         | 1,979           | 8,000           | (6,021)         | 48,000           |
| Metal                               | 4,149           | 5,000           | (851)           | 7,889           | 10,000          | (2,111)         | 60,000           |
|                                     | <b>110,602</b>  | <b>123,596</b>  | <b>(12,994)</b> | <b>221,413</b>  | <b>246,814</b>  | <b>(25,401)</b> | <b>1,665,640</b> |
| <b>RECYCLING SALES</b>              |                 |                 |                 |                 |                 |                 |                  |
| Reuse Shop Sales                    | 40,655          | 38,500          | 2,155           | 81,814          | 77,000          | 4,814           | 469,000          |
| Non Ferrous Metal Sales             | 5,786           | 3,000           | 2,786           | 8,854           | 6,000           | 2,854           | 36,000           |
| Metal Sales                         | 20,982          | 0               | 20,982          | 23,293          | 22,500          | 793             | 90,000           |
| Recycling Sales                     | 0               | 0               | 0               | 0               | 0               | 0               | 0                |
|                                     | <b>67,423</b>   | <b>41,500</b>   | <b>25,923</b>   | <b>113,962</b>  | <b>105,500</b>  | <b>8,462</b>    | <b>595,000</b>   |
| <b>COUNCIL RECHARGES</b>            |                 |                 |                 |                 |                 |                 |                  |
| Kerbside Collection Charges         | 82,709          | 86,478          | (3,769)         | 171,195         | 165,320         | 5,875           | 1,031,000        |
| Bruny Island Disposal Charges       | 18,806          | 21,000          | (2,194)         | 35,832          | 42,000          | (6,168)         | 257,000          |
| Bruny Island Operational Revenue    | 14,079          | 14,079          | 0               | 28,159          | 28,158          | 1               | 169,000          |
| Free G/Waste - Foregone Revenue     | 0               | 0               | 0               | 0               | 0               | 0               | 22,000           |
| Waste Management                    | 7,792           | 7,791           | 1               | 15,583          | 15,582          | 1               | 93,500           |
|                                     | <b>123,386</b>  | <b>129,348</b>  | <b>(5,962)</b>  | <b>250,768</b>  | <b>251,060</b>  | <b>(292)</b>    | <b>1,572,500</b> |
| <b>GRANTS</b>                       | <b>0</b>        | <b>0</b>        | <b>0</b>        | <b>0</b>        | <b>0</b>        | <b>0</b>        | <b>0</b>         |
| <b>SUNDRY CHARGES</b>               | <b>3,389</b>    | <b>2,400</b>    | <b>989</b>      | <b>6,764</b>    | <b>4,800</b>    | <b>1,964</b>    | <b>28,800</b>    |
| <b>TOTAL REVENUE</b>                | <b>304,801</b>  | <b>296,844</b>  | <b>7,957</b>    | <b>592,907</b>  | <b>608,174</b>  | <b>(15,267)</b> | <b>3,861,940</b> |
| <b>EXPENSES</b>                     |                 |                 |                 |                 |                 |                 |                  |
| <b>EMPLOYEE COSTS</b>               |                 |                 |                 |                 |                 |                 |                  |
| Salaries                            | 76,956          | 85,064          | 8,108           | 160,491         | 170,128         | 9,637           | 1,013,665        |
| Agency Staff                        | 25,966          | 13,488          | (12,478)        | 45,705          | 26,976          | (18,729)        | 161,857          |
| Sundry Staff Expenses               | 676             | 475             | (201)           | 932             | 950             | 18              | 5,700            |
| Staff Training                      | 0               | 833             | 833             | 1,440           | 2,666           | 1,226           | 11,000           |
| Seminars & Conferences              | 0               | 0               | 0               | 0               | 0               | 0               | 4,000            |
| Protective Clothing                 | 517             | 100             | (417)           | 1,877           | 4,100           | 2,223           | 9,000            |
|                                     | <b>104,115</b>  | <b>99,960</b>   | <b>(4,155)</b>  | <b>210,446</b>  | <b>204,820</b>  | <b>(5,626)</b>  | <b>1,205,222</b> |
| <b>DISPOSAL COSTS</b>               |                 |                 |                 |                 |                 |                 |                  |
| Disposal Costs - Copping            | 42,057          | 40,909          | (1,148)         | 83,516          | 81,818          | (1,698)         | 537,570          |
| Disposal Costs - Waste Levy         | 38,585          | 39,379          | 794             | 76,967          | 78,758          | 1,791           | 517,466          |
| Transport Costs - Copping           | 23,606          | 22,259          | (1,347)         | 46,005          | 44,518          | (1,487)         | 292,500          |
| Disposal Costs - Recycling          | 865             | 1,100           | 235             | 2,106           | 2,200           | 94              | 13,200           |
| Disposal Costs - Glass/Bottles      | 614             | 665             | 51              | 933             | 1,330           | 397             | 8,000            |
| Disposal Costs - Cardboard          | 469             | 1,000           | 531             | 469             | 2,000           | 1,531           | 12,000           |
| Disposal Costs - Tyres/Gas Bottles  | 0               | 1,200           | 1,200           | 0               | 2,400           | 2,400           | 14,400           |
| Disposal Costs - Concrete/Cleanfill | 0               | 0               | 0               | 0               | 0               | 0               | 0                |
| Disposal Costs - Metal              | 0               | 0               | 0               | 0               | 0               | 0               | 0                |
| Disposal Costs - Hazardous Waste    | 3,710           | 4,000           | 290             | 5,510           | 8,000           | 2,490           | 48,000           |
|                                     | <b>109,906</b>  | <b>110,512</b>  | <b>606</b>      | <b>215,505</b>  | <b>221,024</b>  | <b>5,519</b>    | <b>1,443,136</b> |
| <b>GREEN WASTE COSTS</b>            |                 |                 |                 |                 |                 |                 |                  |
| Green Waste Mulching                | 15,001          | 20,000          | 5,000           | 20,001          | 40,000          | 20,000          | 240,000          |
| Timber Mulching                     | 245             | 2,100           | 1,855           | 781             | 4,200           | 3,419           | 25,200           |
|                                     | <b>15,246</b>   | <b>22,100</b>   | <b>6,854</b>    | <b>20,782</b>   | <b>44,200</b>   | <b>23,418</b>   | <b>265,200</b>   |
| <b>HIRE &amp; MAINTENANCE</b>       |                 |                 |                 |                 |                 |                 |                  |
| Barretta Bin Hire and Movement      | 6,893           | 6,900           | 7               | 13,049          | 13,700          | 652             | 89,400           |
| Bruny Bin Movement & Sundry         | 12,064          | 13,660          | 1,596           | 26,261          | 26,520          | 259             | 188,620          |
| Plant Hire (Council)                | 8,160           | 8,160           | 0               | 16,320          | 16,320          | 0               | 97,920           |
| Plant Hire External                 | 1,730           | 1,870           | 140             | 3,461           | 3,740           | 279             | 22,440           |
| Maintenance                         | 5,207           | 5,800           | 594             | 8,064           | 6,600           | (1,464)         | 24,600           |
| MV/Plant Fuel & Registration        | 3,047           | 3,200           | 153             | 5,852           | 7,400           | 1,548           | 39,400           |
|                                     | <b>37,100</b>   | <b>39,590</b>   | <b>2,490</b>    | <b>73,006</b>   | <b>74,280</b>   | <b>1,274</b>    | <b>462,380</b>   |
| <b>OTHER EXPENSES</b>               |                 |                 |                 |                 |                 |                 |                  |
| Office Expenses                     | 7,217           | 13,060          | 5,843           | 15,694          | 22,320          | 6,626           | 97,420           |
| Advertising                         | 109             | 300             | 191             | 218             | 600             | 382             | 3,600            |
| Insurance - Public Liability        | 18,671          | 24,000          | 5,329           | 18,671          | 24,000          | 5,329           | 24,000           |
| Insurance - Workers Comp            | 25,416          | 25,420          | 4               | 25,416          | 25,420          | 4               | 25,420           |
| Board Expenses                      | 0               | 0               | 0               | 0               | 0               | 0               | 18,000           |
| Corporate Services Overhead         | 8,533           | 8,534           | 1               | 17,067          | 17,068          | 1               | 102,408          |
| Waste Management Activities         | 9,701           | 7,500           | (2,201)         | 10,865          | 15,000          | 4,135           | 90,000           |
| Grant Expenditure                   | 0               | 0               | 0               | 0               | 0               | 0               | 0                |
| Doubtful Debts Expense              | 0               | 0               | 0               | 0               | 0               | 0               | 0                |
| Depreciation                        | 56              | 56              | (0)             | 112             | 112             | (0)             | 500              |
|                                     | <b>69,704</b>   | <b>78,870</b>   | <b>9,166</b>    | <b>88,043</b>   | <b>104,520</b>  | <b>16,477</b>   | <b>361,348</b>   |
| <b>TOTAL EXPENSES</b>               | <b>336,070</b>  | <b>351,032</b>  | <b>14,962</b>   | <b>607,782</b>  | <b>648,844</b>  | <b>41,062</b>   | <b>3,737,286</b> |
| <b>NET PROFIT/(LOSS)</b>            | <b>(31,269)</b> | <b>(54,188)</b> | <b>22,919</b>   | <b>(14,875)</b> | <b>(40,670)</b> | <b>25,795</b>   | <b>124,654</b>   |

**KWS PUBLIC WASTE BIN CONTRACT - MAINLAND  
PROFIT & LOSS REPORT  
For the period ended August 24**

|                               | AUGUST 2024   |               |              | YTD August 24 |               |              | Annual         |
|-------------------------------|---------------|---------------|--------------|---------------|---------------|--------------|----------------|
|                               | Actual        | Budget        | Var          | Actual        | Budget        | Var          | Budget         |
| <b>REVENUE</b>                |               |               |              |               |               |              |                |
| <b>COUNCIL RECHARGES</b>      |               |               |              |               |               |              |                |
| Public Waste Bins Contract    | 25,989        | 25,989        | 0            | 51,978        | 51,978        | 0            | 306,000        |
|                               | <b>25,989</b> | <b>25,989</b> | <b>0</b>     | <b>51,978</b> | <b>51,978</b> | <b>0</b>     | <b>306,000</b> |
| <b>TOTAL REVENUE</b>          | <b>25,989</b> | <b>25,989</b> | <b>0</b>     | <b>51,978</b> | <b>51,978</b> | <b>0</b>     | <b>306,000</b> |
| <b>EXPENSES</b>               |               |               |              |               |               |              |                |
| <b>EMPLOYEE COSTS</b>         |               |               |              |               |               |              |                |
| Staff Costs                   | 9,558         | 11,256        | 1,698        | 19,980        | 22,512        | 2,532        | 134,074        |
| Sundry Staff Expenses         | 0             | 100           | 100          | 0             | 200           | 200          | 1,200          |
| Staff Training                | 0             | 100           | 100          | 0             | 200           | 200          | 1,200          |
| Protective Clothing           | 0             | 0             | 0            | 0             | 500           | 500          | 500            |
|                               | <b>9,558</b>  | <b>11,456</b> | <b>1,898</b> | <b>19,980</b> | <b>23,412</b> | <b>3,432</b> | <b>136,974</b> |
| <b>HIRE &amp; MAINTENANCE</b> |               |               |              |               |               |              |                |
| Maintenance (Mechanical)      | 0             | 0             | 0            | 0             | 2,500         | 2,500        | 10,000         |
| Plant Hire - KC fleet         | 300           | 62            | (238)        | 600           | 108           | (492)        | 1,658          |
| Leased Trucks                 | 6,224         | 6,224         | (0)          | 12,457        | 12,456        | (1)          | 74,236         |
| Insurance - Vehicle           | 0             | 800           | 800          | 0             | 800           | 800          | 800            |
| MV/Plant Fuel                 | 1,580         | 1,800         | 220          | 3,576         | 3,600         | 24           | 21,600         |
|                               | <b>8,104</b>  | <b>8,886</b>  | <b>782</b>   | <b>16,633</b> | <b>19,464</b> | <b>2,831</b> | <b>108,294</b> |
| <b>OTHER EXPENSES</b>         |               |               |              |               |               |              |                |
| Consumables                   | 0             | 0             | 0            | 0             | 0             | 0            | 0              |
| Cleaning                      | 611           | 833           | 222          | 1,221         | 1,666         | 445          | 10,000         |
| Other Expenses                | 3,770         | 4,650         | 880          | 3,770         | 5,100         | 1,330        | 9,600          |
|                               | <b>4,381</b>  | <b>5,483</b>  | <b>1,102</b> | <b>4,991</b>  | <b>6,766</b>  | <b>1,775</b> | <b>19,600</b>  |
| <b>TOTAL EXPENSES</b>         | <b>22,043</b> | <b>25,825</b> | <b>3,782</b> | <b>41,604</b> | <b>49,642</b> | <b>8,038</b> | <b>264,868</b> |
| <b>NET PROFIT/(LOSS)</b>      | <b>3,946</b>  | <b>164</b>    | <b>3,782</b> | <b>10,374</b> | <b>2,336</b>  | <b>8,038</b> | <b>41,132</b>  |

**KWS PUBLIC WASTE BIN CONTRACT - BRUNY ISLAND  
PROFIT & LOSS REPORT  
For the period ended August 24**

|                               | AUGUST 2024   |               |              | YTD August 24 |               |               | Annual         |
|-------------------------------|---------------|---------------|--------------|---------------|---------------|---------------|----------------|
|                               | Actual        | Budget        | Var          | Actual        | Budget        | Var           | Budget         |
| <b>REVENUE</b>                |               |               |              |               |               |               |                |
| <b>COUNCIL RECHARGES</b>      |               |               |              |               |               |               |                |
| Public Place Bins Contract    | 20,723        | 20,723        | 0            | 41,447        | 41,446        | 1             | 244,000        |
| Private Bin Collections       | 2,525         | 1,800         | 725          | 4,613         | 3,600         | 1,013         | 25,800         |
|                               | <b>23,248</b> | <b>22,523</b> | <b>725</b>   | <b>46,060</b> | <b>45,046</b> | <b>1,014</b>  | <b>269,800</b> |
| <b>TOTAL REVENUE</b>          | <b>23,248</b> | <b>22,523</b> | <b>725</b>   | <b>46,060</b> | <b>45,046</b> | <b>1,014</b>  | <b>269,800</b> |
| <b>EXPENSES</b>               |               |               |              |               |               |               |                |
| <b>EMPLOYEE COSTS</b>         |               |               |              |               |               |               |                |
| Staff Costs                   | 6,262         | 7,595         | 1,333        | 11,743        | 15,190        | 3,447         | 90,615         |
| Sundry Staff Expenses         | 0             | 100           | 100          | 0             | 200           | 200           | 1,200          |
| Staff Training                | 0             | 100           | 100          | 0             | 200           | 200           | 1,200          |
| Protective Clothing           | 0             | 0             | 0            | 0             | 500           | 500           | 500            |
|                               | <b>6,262</b>  | <b>7,795</b>  | <b>1,533</b> | <b>11,743</b> | <b>16,090</b> | <b>4,347</b>  | <b>93,515</b>  |
| <b>HIRE &amp; MAINTENANCE</b> |               |               |              |               |               |               |                |
| Maintenance (Mechanical)      | 0             | 0             | 0            | 0             | 2,500         | 2,500         | 10,000         |
| Plant Hire                    | 0             | 0             | 0            | 0             | 0             | 0             | 0              |
| Leased Trucks                 | 6,293         | 6,294         | 1            | 12,595        | 12,596        | 1             | 75,066         |
| Insurance - Vehicle           | 0             | 800           | 800          | 0             | 800           | 800           | 800            |
| MV/Plant Fuel                 | 1,580         | 2,200         | 620          | 2,777         | 4,400         | 1,623         | 26,400         |
|                               | <b>7,873</b>  | <b>9,294</b>  | <b>1,421</b> | <b>15,372</b> | <b>20,296</b> | <b>4,924</b>  | <b>112,266</b> |
| <b>OTHER EXPENSES</b>         |               |               |              |               |               |               |                |
| Consumables                   | 0             | 0             | 0            | 0             | 1,250         | 1,250         | 5,000          |
| Cleaning                      | 0             | 415           | 415          | 0             | 830           | 830           | 5,000          |
| Ferry Expenses                | 662           | 950           | 288          | 1,455         | 1,900         | 445           | 11,402         |
| Other Expenses                | 2,777         | 3,285         | 508          | 2,777         | 3,735         | 958           | 8,235          |
|                               | <b>3,439</b>  | <b>4,650</b>  | <b>1,211</b> | <b>4,232</b>  | <b>7,715</b>  | <b>3,483</b>  | <b>29,637</b>  |
| <b>TOTAL EXPENSES</b>         | <b>17,574</b> | <b>21,739</b> | <b>4,165</b> | <b>31,347</b> | <b>44,101</b> | <b>12,754</b> | <b>235,418</b> |
| <b>NET PROFIT/(LOSS)</b>      | <b>5,674</b>  | <b>784</b>    | <b>4,890</b> | <b>14,713</b> | <b>945</b>    | <b>13,768</b> | <b>34,382</b>  |

**KINGBOROUGH WASTE SERVICES PTY LTD**  
**SUMMARY FORECAST REPORTS**  
 For the period ended August 24

| YTD August 24 |        |     | ANNUAL | ref | FORECAST  | FORECAST |
|---------------|--------|-----|--------|-----|-----------|----------|
| ACTUAL        | BUDGET | VAR | BUDGET |     | VARIANCES |          |

| <b>TOTAL KWS</b>         |               |                 |               |                |              |                        |
|--------------------------|---------------|-----------------|---------------|----------------|--------------|------------------------|
| REVENUE                  | 690,945       | 705,198         | (14,253)      | 4,437,740      | <sup>1</sup> | (10,000) 4,427,740     |
| EXPENSES                 | 680,733       | 742,587         | 61,854        | 4,237,572      | <sup>2</sup> | (5,000) 4,232,572      |
| <b>NET PROFIT/(LOSS)</b> | <b>10,212</b> | <b>(37,389)</b> | <b>47,601</b> | <b>200,168</b> |              | <b>(5,000) 195,168</b> |

| <b>BARRETTA OPERATIONS</b> |                 |                 |                 |                  |              |                           |
|----------------------------|-----------------|-----------------|-----------------|------------------|--------------|---------------------------|
| REVENUE                    |                 |                 |                 |                  |              |                           |
| User Charges               | 221,413         | 246,814         | (25,401)        | 1,665,640        | <sup>1</sup> | (10,000) 1,655,640        |
| Recycling Sales            | 113,962         | 105,500         | 8,462           | 595,000          |              | 0 595,000                 |
| Council Recharges          | 250,768         | 251,060         | (292)           | 1,572,500        |              | 0 1,572,500               |
| Sundry Charges             | 6,764           | 4,800           | 1,964           | 28,800           |              | 0 28,800                  |
| Grants                     | 0               | 0               | 0               | 0                |              | 0 0                       |
| <b>TOTAL REVENUE</b>       | <b>592,907</b>  | <b>608,174</b>  | <b>(15,267)</b> | <b>3,861,940</b> |              | <b>(10,000) 3,851,940</b> |
| EXPENSES                   |                 |                 |                 |                  |              |                           |
| Employee costs             | 210,446         | 204,820         | (5,626)         | 1,205,222        |              | 0 1,205,222               |
| Disposal Costs             | 215,505         | 221,024         | 5,519           | 1,443,136        |              | 0 1,443,136               |
| Green Waste Costs          | 20,782          | 44,200          | 23,418          | 265,200          |              | 0 265,200                 |
| Hire & Maintenance         | 73,006          | 74,280          | 1,274           | 462,380          |              | 0 462,380                 |
| Other Expenses             | 88,043          | 104,520         | 16,477          | 361,348          | <sup>2</sup> | (5,000) 356,348           |
| Grant Expenditure          | 0               | 0               | 0               | 0                |              | 0 0                       |
| <b>TOTAL EXPENSES</b>      | <b>607,782</b>  | <b>648,844</b>  | <b>41,062</b>   | <b>3,737,286</b> |              | <b>(5,000) 3,732,286</b>  |
| <b>NET PROFIT/(LOSS)</b>   | <b>(14,875)</b> | <b>(40,670)</b> | <b>25,795</b>   | <b>124,654</b>   |              | <b>(5,000) 119,654</b>    |

| <b>PUBLIC PLACE BINS - MAINLAND</b> |               |               |              |                |  |                  |
|-------------------------------------|---------------|---------------|--------------|----------------|--|------------------|
| REVENUE                             | 51,978        | 51,978        | 0            | 306,000        |  | 0 306,000        |
| EXPENSES                            |               |               |              |                |  |                  |
| Employee costs                      | 19,980        | 23,412        | 3,432        | 136,974        |  | 0 136,974        |
| Hire & Maintenance                  | 16,633        | 19,464        | 2,831        | 108,294        |  | 0 108,294        |
| Other Expenses                      | 4,991         | 6,766         | 1,775        | 19,600         |  | 0 19,600         |
| <b>TOTAL EXPENSES</b>               | <b>41,604</b> | <b>49,642</b> | <b>8,038</b> | <b>264,868</b> |  | <b>0 264,868</b> |
| <b>NET PROFIT/(LOSS)</b>            | <b>10,374</b> | <b>2,336</b>  | <b>8,038</b> | <b>41,132</b>  |  | <b>0 41,132</b>  |

| <b>PUBLIC PLACE BINS - BRUNY</b> |               |               |               |                |  |                  |
|----------------------------------|---------------|---------------|---------------|----------------|--|------------------|
| REVENUE                          | 46,060        | 45,046        | 1,014         | 269,800        |  | 0 269,800        |
| EXPENSES                         |               |               |               |                |  |                  |
| Employee costs                   | 11,743        | 16,090        | 4,347         | 93,515         |  | 0 93,515         |
| Hire & Maintenance               | 15,372        | 20,296        | 4,924         | 112,266        |  | 0 112,266        |
| Other Expenses                   | 4,232         | 7,715         | 3,483         | 29,637         |  | 0 29,637         |
| <b>TOTAL EXPENSES</b>            | <b>31,347</b> | <b>44,101</b> | <b>12,754</b> | <b>235,418</b> |  | <b>0 235,418</b> |
| <b>NET PROFIT/(LOSS)</b>         | <b>14,713</b> | <b>945</b>    | <b>13,768</b> | <b>34,382</b>  |  | <b>0 34,382</b>  |

**1 USER CHARGES**

User Charges are below budget as a result of lower General Waste, Green Waste and Timber received.

**2 OTHER EXPENSES**

Public Liability Insurance expense was lower than budgeted.

**KINGBOROUGH WASTE SERVICES PTY LTD**  
**BALANCE SHEET**  
as at AUGUST 2024

|                                   | CURRENT<br>MONTH | JUNE<br>2024     |
|-----------------------------------|------------------|------------------|
| <b>Assets</b>                     |                  |                  |
| General Cheque Account            | 914,609          | 740,304          |
| Cash on Hand                      | 2,700            | 2,700            |
| Sundry Debtors                    | 145,376          | 194,131          |
| GST Receivable                    | 26,130           | (7,376)          |
| Plant and Equipment               | 6,733            | 6,733            |
| Accum Depr - Plant and Equip      | (2,132)          | (2,020)          |
| Right to Use Asset (Leased asset) | 703,131          | 703,131          |
| Accum Depr - Right to Use Asset   | (175,783)        | (152,345)        |
| <b>Total Assets</b>               | <u>1,620,764</u> | <u>1,485,258</u> |
| <b>Liabilities</b>                |                  |                  |
| Trade Creditors                   | 265,634          | 159,005          |
| GST Collected                     | 35,067           | 0                |
| Accrued Expenses                  | 145,272          | 141,135          |
| Payroll Liabilities               | 14,832           | 16,214           |
| Annual Leave Liability            | 100,048          | 89,916           |
| Long Service Leave Liability      | 85,985           | 92,385           |
| Lease Liability                   | 514,759          | 537,646          |
| <b>Total Liabilities</b>          | <u>1,161,597</u> | <u>1,036,301</u> |
| <b>Net Assets</b>                 | <u>459,167</u>   | <u>448,956</u>   |
| <b>Equity</b>                     |                  |                  |
| Retained Earnings                 | 448,954          | 298,819          |
| Current Earnings                  | 10,213           | 150,137          |
| <b>Total Equity</b>               | <u>459,167</u>   | <u>448,956</u>   |



**KINGBOROUGH WASTE SERVICES PTY LTD**

**SERVICE LEVEL AGREEMENT REPORT**

July – August 2024

Public Copy





## Service Level Agreement Report

### 1. Service Level Agreement Report

#### 1. Kerbside Collection Contract Administration July to August 2024

##### Kerbside Collection of Waste and Recyclable

>= 90% Green 80%-89% Yellow <= 79% Red



89%

| Criteria  | KPI   | Measure            | Jul | Aug |
|---|---|--------------------|-----|-----|
| Timely collection of Household Waste or Household Recycling | Collections to occur within agreed times on the scheduled collection day  | None               | 0   | 0   |
| Reliability of Services                                     | Number of missed collections  | < 40 Per Month     | 44  | 41  |
| Level of Service  | Number of complaints received from Tenement occupants   | < 2 Per Month      | 0   | 0   |
| Quality and Reliability of Collection Vehicles              | Number of breakdowns, fluid leakage or adverse emissions reports  | < 2 Per Month      | 0   | 0   |
| Provision of Vehicle and Operator Records                   | Timely provision of required reports and response to adhoc requests for Collection Vehicle and Operator records | < 10 Business Days | 0   | 0   |
| Planning of Changes to Services and Notifications           | Adequate notice of planned changes and notification to affected parties   | > 30 Business Days | 0   | 0   |
| Accuracy of progress claims                                 | Number and \$ Value of errors   | None               | 0   | 0   |
| Completeness of progress claims                             | Number of supporting records missing  | None               | 0   | 0   |
| Collaboration with Council and Council Employees            | Negative reports from internal feedback and questions   | None               | 0   | 0   |
| Courtesy shown to members of the public                     | Complaints and unsolicited negative feedback  | < 2 Per Month      | 0   | 0   |
| Work Health and Safety performance                          | Number of accidents, incidents reported and from random audits  | None               | 0   | 0   |
| Work Practices  | Compliance with best practice and legislative requirements  | Ongoing Always     | 0   | 0   |

##### Summary

In general, the contractor is performing to an acceptable standard in relation to reporting, invoicing, complaints, and service delivery. The current kerbside collection contracts were due to expire in October 2023 with the two-year extension clauses of the current contracts being taken up to extend the contracts to October 2025.

Missed collections for the period July to August, Council received 106 missed bin requests for kerbside collection 21 requests were reclassified as being Veolia not fault.



## Service Level Agreement Report

### 1.1. Collection Statistics

| Kerbside General Waste |        |        |      |     |     |     |     |     |     |     |     |     |         |
|------------------------|--------|--------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|
| Month                  | Jul    | Aug    | Sept | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total   |
| Bin Lifts              | 55196  | 52986  |      |     |     |     |     |     |     |     |     |     | 108,182 |
| Tonnage                | 459.89 | 432.18 |      |     |     |     |     |     |     |     |     |     | 892.07  |
| Avg Kg/Lift            | 8.3    | 8.2    |      |     |     |     |     |     |     |     |     |     | 8.2     |

| Kerbside Recycling |       |        |      |     |     |     |     |     |     |     |     |     |        |
|--------------------|-------|--------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| Month              | Jul   | Aug    | Sept | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total  |
| Bin Lifts          | 27368 | 24249  |      |     |     |     |     |     |     |     |     |     | 51,617 |
| Tonnage            | 169.5 | 148.22 |      |     |     |     |     |     |     |     |     |     | 317.72 |
| Avg Kg/Lift        | 6.2   | 6.1    |      |     |     |     |     |     |     |     |     |     | 6.2    |

| Kerbside FOGO |        |        |      |     |     |     |     |     |     |     |     |     |        |
|---------------|--------|--------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| Month         | Jul    | Aug    | Sept | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total  |
| Bin Lifts     | 8546   | 9371   |      |     |     |     |     |     |     |     |     |     | 17,917 |
| Tonnage       | 156.25 | 189.35 |      |     |     |     |     |     |     |     |     |     | 345.60 |
| Avg Kg/Lift   | 18.3   | 20.2   |      |     |     |     |     |     |     |     |     |     | 19.3   |

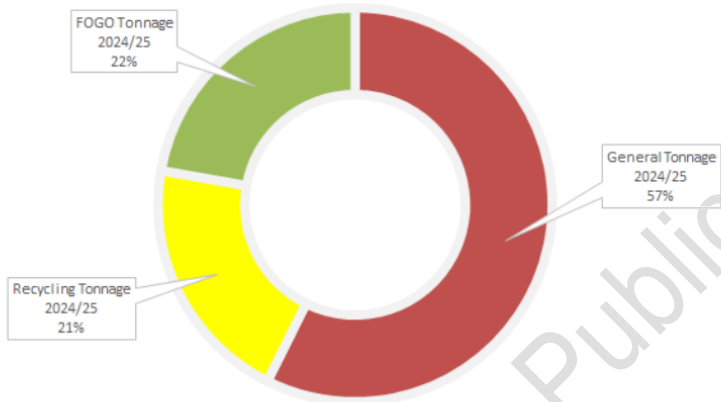
| Service Requests   |     |     |      |     |     |     |     |     |     |     |     |     |       |
|--------------------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| Month              | Jul | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total |
| New Service        | 30  | 38  |      |     |     |     |     |     |     |     |     |     | 68    |
| Damaged Bins       | 129 | 128 |      |     |     |     |     |     |     |     |     |     | 257   |
| Missed Collections | 44  | 41  |      |     |     |     |     |     |     |     |     |     | 85    |
| Upgrade Bin Size   | 18  | 12  |      |     |     |     |     |     |     |     |     |     | 30    |
| Missing Bin        | 82  | 53  |      |     |     |     |     |     |     |     |     |     | 135   |
| Total              | 370 | 313 |      |     |     |     |     |     |     |     |     |     | 683   |



### Service Level Agreement Report

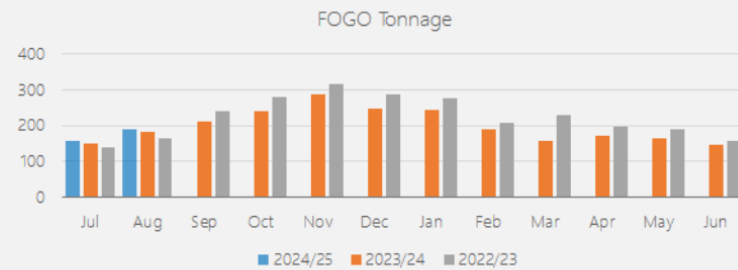
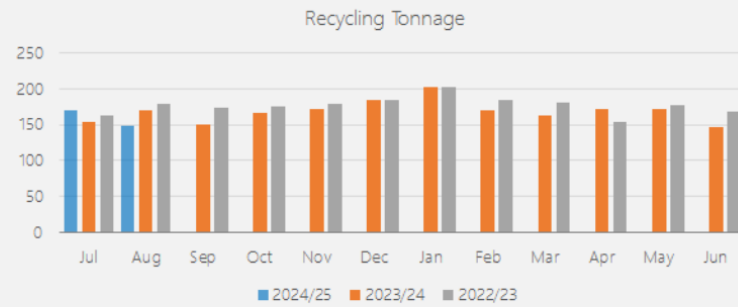
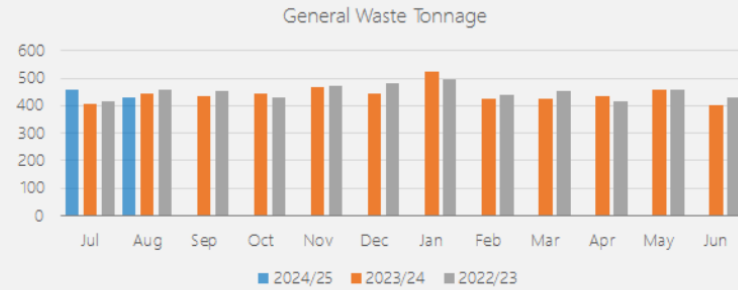
#### Kerbside Tonnage Year to Date August 2024

| General   | Recycling  | FOGO  |
|---|--|---|
| <b>892.07</b><br>5%<br><i>vs. previous year</i> | <b>317.72</b><br>-2%<br><i>vs. previous year</i> | <b>345.60</b><br>4%<br><i>vs. previous year</i> |



#### Average Bin Weigh Kg

| General                                      | Recycling                                     | FOGO  |
|--|---|---|
| <b>8.2</b><br>1%<br><i>vs. previous year</i> | <b>6.2</b><br>-3%<br><i>vs. previous year</i> | <b>19.2</b><br>8%<br><i>vs. previous year</i> |





## Service Level Agreement Report

### 2. Public Place Bin Contract Administration May to June 2024

#### 2.1. Mainland Public Place Bin Contract

>= 90% Green 80%-89% Yellow <= 79% Red



92%

| Criteria   | KPI   | Measure            | Jul | Aug |
|--|---|--------------------|-----|-----|
| Reliability of Services                          | Number of missed collections  | < 4 Per Month      | 0   | 0   |
| Level of Service                                 | Number of complaints received   | < 1 Per Month      | 2   | 1   |
| Quality and Reliability of Collection Vehicles   | Number of breakdowns, fluid leakage or adverse emissions reports  | < 2 Per Month      | 0   | 0   |
| Provision of Vehicle and Operator Records        | Timely provision of required reports and response to adhoc requests for Collection Vehicle and Operator records | < 10 Business Days | 0   | 0   |
| Accuracy of progress claims                      | Number and \$ Value of errors   | None               | 0   | 0   |
| Completeness of progress claims                  | Number of supporting records missing  | None               | 0   | 0   |
| Collaboration with Council and Council Employees | Negative reports from internal feedback and questions   | None               | 0   | 0   |
| Work Health and Safety performance               | Number of accidents, incidents reported and from random audits  | None               | 0   | 0   |

#### Summary

For the period July and August 2024, there were three complaints received. Two of empty dog bag dispensers and one of a damaged stand in Kingston.



## Service Level Agreement Report

### 2.2. Bruny Island Public Place Bin Contract

>= 90% Green 80%-89% Yellow <= 79% Red



100%

| Criteria   | KPI   | Measure            | Jul | Aug |
|--|---|--------------------|-----|-----|
| Reliability of Services                          | Number of missed collections  | < 4 Per Month      | 0   | 0   |
| Level of Service                                 | Number of complaints received   | < 1 Per Month      | 0   | 0   |
| Quality and Reliability of Collection Vehicles   | Number of breakdowns, fluid leakage or adverse emissions reports  | < 2 Per Month      | 0   | 0   |
| Provision of Vehicle and Operator Records        | Timely provision of required reports and response to adhoc requests for Collection Vehicle and Operator records | < 10 Business Days | 0   | 0   |
| Accuracy of progress claims                      | Number and \$ Value of errors   | None               | 0   | 0   |
| Completeness of progress claims                  | Number of supporting records missing  | None               | 0   | 0   |
| Collaboration with Council and Council Employees | Negative reports from internal feedback and questions   | None               | 0   | 0   |
| Work Health and Safety performance               | Number of accidents, incidents reported and from random audits  | None               | 0   | 0   |

**Summary**  
 KWS commenced servicing the public litter bins on Bruny Island on 1 July 2023. There have been no complaints reported by the public over the period. Four stand-alone dog bag bins and dispensers have been installed at Dennes Point, Adventure Bay, Alonnah and Lunawanna.



## Service Level Agreement Report

### 3. Provide Public Information

| SERVICES  | ACTION  | KPI  |
|---|---|--|
| Provide information on the kerbside collection service (to reduce waste levels and cross-contamination) and public place bins (to reduce littering and any cross-contamination in publicly available recycling bins). | Provide up-to-date information on the KWS website and regular newspaper and social media updates. | Number of website, newspaper and social media updates. |

### 4. Advertising

- July and August Re-Use shop adverts in the Chronicle.
- Social media posts on the Recycle Coach app, battery safety, Plastic free July, compostable dog bags, recycling and the Re-use shop.

The full media report is attached to the operational report.

### 5. Reports to Council

| SERVICES   | ACTION  | KPI  |
|--|---|--|
| Keep Council informed on any issues relating to the kerbside collection contract, any issues relating to public bin collection services (and related littering problems), the promotion of waste reduction, improved public engagement opportunities and efforts made to improve KWS business performance. | Provide regular reports to Council, including any contract breaches, efforts made to communicate waste services and to promote waste reduction and achievements made each year to better manage waste in Kingborough. | Quarterly reports provided to Council.<br>Annual Plan produced each year.<br>Annual Report produced each year. |
| <ul style="list-style-type: none"> <li>• Quarterly reports to Council</li> <li>• Two Service Level Agreement meetings with Council per year.</li> <li>• Councillor workshops</li> <li>• Council Reports</li> </ul>   |   |  |



## Service Level Agreement Report

### 6. Business Planning

| SERVICES   | ACTION  | KPI   |
|--|---|---|
| <p>Compile statistics that reflect the level of service provided contractors.</p> <p>Monitor and assess the overall performance of waste management in Kingborough.</p> <p>Ensure that there are optimum and efficient financial outcomes and best value for money is obtained.</p> <p>Proactively plan for future business improvements.</p>      | <p>Compile waste stream data relating to waste transfer station and contractor services.</p> <p>Compile a consolidated database and report on how the overall waste stream is dealt with.</p> <p>KWS Board to conduct an annual strategic/business planning workshop.</p> | <p>Up-to-date data available for public scrutiny.</p> <p>Waste data is compiled and made publicly available quarterly and annually.</p> <p>Clear strategic outcomes developed annually.</p> |
| <ul style="list-style-type: none"> <li>• Bi Monthly Board reports and report to Council.</li> <li>• Bi Monthly Service Level Agreement reports.</li> <li>• Annual Plan.</li> <li>• Annual Report.</li> <li>• Two Service Level Agreement meetings with Council per year.</li> <li>• Councillor workshops</li> <li>• KWS Board Workshops</li> </ul> |   |   |

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## Service Level Agreement Report

### 7. Waste Management Strategy Progress Report

| Actions   |  |  |  |  |  |  |  |  |  | Priority    | Status             |             |             |             |             |             |             |  |  |
|---|--|--|--|--|--|--|--|--|--|-------------|--------------------|-------------|-------------|-------------|-------------|-------------|-------------|--|--|
| <b>1. Increased waste avoidance and reduction</b> |  |  |  |  |  |  |  |  |  |             |                    |             |             |             |             |             |             |  |  |
|   |  |  |  |  |  |  |  |  |  | 2017 / 2018 | 2018 / 2019        | 2019 / 2020 | 2020 / 2021 | 2021 / 2022 | 2022 / 2023 | 2023 / 2024 | 2024 / 2025 |  |  |
| A   | Develop and deliver an awareness raising campaign to increase public understanding and engagement of waste avoidance |  |  |  |  |  |  |  |  | High        | Complete & Ongoing |             |             |             |             |             |             |  |  |

Summary

- Design, printing and distribution of Waste and Recycling Guides.
- Creation of a Waste Avoidance page on the website.
- Production of short film clips on waste avoidance and Home composting for the website.
- Design, printing and distribution of recycling and FOGO bin lid labels.
- kerbside waste, recycling and organics bin audits in 2020 and 2021.
- Launch and advertising of the Recyclemate app.
- kerbside bin audits for waste recycling and Organics in 2020 and 2021.
- Manufacture and installation of a “Difficult to Recycle” items unit at the Civic Centre.
- Participation in the 2023 Garage Sale Trail program.
- Participation in the 2024 Garage Sale Trail program.





### Service Level Agreement Report

| 1. Increased waste avoidance and reduction |  | 2017 / 2018 | 2018 / 2019 | 2019 / 2020 | 2020 / 2021 | 2021 / 2022 | 2022 / 2023 | 2023 / 2024 | 2024 / 2025 |        |         |
|--|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------|---------|
| B  | Implement a food waste avoidance program (e.g. Love Food Hate Waste) and target to specific sections of the community (e.g. schools) |             |             |             |             |             |             |             |             | Medium | Ongoing |

Summary

- School educational program on waste avoidance has been developed with presentations to Schools commencing in November 2021. The presentation has been delivered to classes at the following schools.
  - Illawarra Primary School
  - Taroon Primary School – 2 sessions
  - Calvin Christian School – 3 sessions
  - Margate Primary School
  - Kingston School for Seniors – 4 Sessions
  - Blackmans Bay Primary School.
  - St Aloysius Kingston – 2 Sessions
  - Blackmans Bay Child Care Centre
  - Bruny Island Primary School
  - Lady Gowrie Child Care Centre
- The program has now been delivered to a total of 1,300 participants. A survey has been created and delivered to all participating groups to receive feedback on the program and identify how KWS can assist with their waste minimisation goals.
- School tours of the Barretta transfer station and Re-Use Shop.
- Recycling support for school and community group run events.
- Transition to a kerbside FOGO service from 4 October 2021.
- School support for recycling to the Bruny Island Primary School with community assistance grant.
- Support to the Friends of North Bruny Island with the installation of Marine Debris bins to 8 locations on Bruny Island.
- Community group support for the 2024 Kingston Beach Surf Live Saving Club by the provision and emptying of waste and recycling bins.
- Community group support for the 2024 Youth Demolition Day BBQ held by the Kingston Neighbourhood House by the provision and emptying of waste, recycling and FOGO bins.
- FOGO bins and caddies provided to the Illawarra Primary School for their waste minimisation program.



### Service Level Agreement Report

| 1. Increased waste avoidance and reduction  |   | 2017 / 2018 | 2018 / 2019 | 2019 / 2020 | 2020 / 2021 | 2021 / 2022 | 2022 / 2023 | 2023 / 2024 | 2024 / 2025 |        |                    |
|---|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------|--------------------|
| C   | Support and promote community gardens and at home composting.   |             |             |             |             |             |             |             |             | Low    | Complete & Ongoing |
| <p>Summary</p> <ul style="list-style-type: none"> <li>• Home Composting workshops were held during September, October and November 2019. A Home Composting guide has been developed and printed with further workshops held in October 2020 and March 2021. The workshops were attended by a total of over 240 residents and a home composting page has been created for the Council website. Two short videos on Home Composting and Worm Farms have been developed for the Council website.</li> <li>• Consultation was undertaken during October 2019 with the Taroona, Kingston and Margate Community Gardens on a range of topics and how Council could best support and promote their gardens.</li> <li>• The construction of an educational concept garden at Barretta.</li> </ul> |   |             |             |             |             |             |             |             |             |        |                    |
| D   | Engage with businesses on waste avoidance and implement a business waste reduction program (e.g. Bin Trim3 , Halve Waste4 ) to assist businesses to reduce waste. |             |             |             |             |             |             |             |             | Medium | Ongoing            |
| <p>Summary</p> <ul style="list-style-type: none"> <li>• The Launch of the ASPIRE platform in Kingborough to connect businesses on waste avoidance and resource exchanges.</li> </ul>  |   |             |             |             |             |             |             |             |             |        |                    |



### Service Level Agreement Report

| 2. Increased Recycling Rates |   | 2017<br>/<br>2018 | 2018<br>/<br>2019 | 2019<br>/<br>2020 | 2020<br>/<br>2021 | 2021<br>/<br>2022 | 2022<br>/<br>2023 | 2023<br>/<br>2024 | 2024<br>/<br>2025 |  |  |      |          |
|------------------------------|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--|--|------|----------|
| A                            | Introduce new kerbside services: <ul style="list-style-type: none"> <li>Fortnightly 240l comingled recycling bin; and</li> <li>Fortnightly GO bin.</li> </ul> |                   |                   |                   |                   |                   |                   |                   |                   |  |  | High | Complete |

**Summary**

- The transition to a standard 240 litre recycling bin commenced on 1 July 2021. All future properties added to the kerbside collection service will be supplied with a 240 Litre Recycling bin.
- Investigations in to a 240 litre kerbside collection green waste service commenced during January 2019 with a Council workshop held on 15 July 2019 to clarify the potential service options available and the costs associated with these options. The kerbside green waste collection service commenced on 5 October 2020 with 1,936 tonnes of organics collected and processed in the first 12 months of the service. The service transitioned to a full FOGO service from 4 October 2021 with currently 8,400 properties registered for the service.

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### Service Level Agreement Report

| 2. Increased Recycling Rates |   | 2017 / 2018 | 2018 / 2019 | 2019 / 2020 | 2020 / 2021 | 2021 / 2022 | 2022 / 2023 | 2023 / 2024 | 2024 / 2025 |      |          |
|------------------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|----------|
| B                            | Expand new kerbside service collection area to include Kettering. |             |             |             |             |             |             |             |             | High | Complete |

**Summary**

- In conjunction with the kerbside collection contractor an inspection of the Kettering area was conducted in January 2019 to ascertain the suitability of roads for the kerbside collection service. From this investigation an area encompassing 410 properties was identified for a possible expansion to the collection service.

An expression of interest letter was delivered in early February 2019 to all residents on the proposed collection route requesting feedback on the extension of service. The letter informed the residents of the charges involved with this service and provided an opportunity for them to provide feedback.

The replies from the expression of interest letters were that 82 residents were in favour of the extension, 191 responses were against the extension and 137 residents did not respond to the expression of interest letter. As 137 owners had not responded to the expression of interest letter a further letter was sent to these residents on 5 March 2019 again requesting their feedback. An additional 8 residents answered in favour of the extension and a further 30 replied they were against extending the service.

The result of the survey was that 22% of the responses were in favour of extending the service, 54% are against and the remaining 24% did not provide a response.

Due to the clear majority of residents who responded being against the extension of the kerbside collection service Council resolved at the 25 March 2019 Council meeting that the kerbside collection service is not extended to the Kettering area.

| 2. Increased Recycling Rates |  | 2017 / 2018 | 2018 / 2019 | 2019 / 2020 | 2020 / 2021 | 2021 / 2022 | 2022 / 2023 | 2023 / 2024 | 2024 / 2025 |  |  |
|------------------------------|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|--|
|                              |  |             |             |             |             |             |             |             |             |  |  |



### Service Level Agreement Report

|   |   |  |  |  |  |  |  |  |  |      |                    |
|---|---|--|--|--|--|--|--|--|--|------|--------------------|
| C | Review remote sites and upgrade community access to secure garbage and recycling drop off points. |  |  |  |  |  |  |  |  | High | Complete & Ongoing |
|---|---|--|--|--|--|--|--|--|--|------|--------------------|

Summary

- Installation of Public place bin encloses for waste and Recycling along Kingston Beach, Kingston Hub, Blackmans Bay Beach foreshore and Bruny Island.
- A trial drop off area for food waste at Barretta commenced in March 2022.
- School support for recycling to the Bruny Island Primary School with community assistance grant.
- Support to the Friends of North Bruny Island with the installation of Marine Debris bins to 8 locations on Bruny Island.
- Installation of stand alone dog bag bins and dispensers on Bruny Island.

|   |   |  |  |  |  |  |  |  |  |        |         |
|---|---|--|--|--|--|--|--|--|--|--------|---------|
| D | Collaborate with neighbouring councils seeking to establish regional organics processing solutions. |  |  |  |  |  |  |  |  | Medium | Ongoing |
|---|---|--|--|--|--|--|--|--|--|--------|---------|

Summary

- Investigations were undertaken with the City of Hobart and Glenorchy City on a joint Expression of Interest (EOI) to identify a suitable regional FOGO processing facility. An EOI was advertised on 17 August 2019 with nine service providers with differing processing methods responding to the EOI. All potential service providers were invited to present their proposal to Council officers during January 2020 with a shortlist of companies invited to tender for the services based on these proposals.

Due to the impact of COVID-19 on the respective Councils causing substantial disruption to the evaluation process the Councils made the decision to formally suspend evaluations for the foreseeable future and will convene again once the threat from COVID-19 has passed.

The State Government is currently developing a State wide Organic Strategy as a priority area identified in the State Waste Action Plan.

The City of Hobart, Glenorchy City and Kingborough Councils tendered for a two year FOGO processing contract with Pure Living Soils being the preferred tenderer. The two year contract commenced 1 July 2022.

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| <b>2. Increased Recycling Rates</b> | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|                                     | /    | /    | /    | /    | /    | /    | /    | /    |
|                                     | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |



### Service Level Agreement Report

|   |   |  |  |  |  |  |  |  |  |  |        |          |
|---|---|--|--|--|--|--|--|--|--|--|--------|----------|
| E | Review viability of implementing kerbside FOGO collections. |  |  |  |  |  |  |  |  |  | Medium | Complete |
|---|---|--|--|--|--|--|--|--|--|--|--------|----------|

**Summary**

- A fortnightly 240L kerbside green waste service was introduced in October 2020 as part of a two step process recommended in the 2017 Waste Management Strategy.
  - Investigations have been ongoing since the commencement of the service to transition to a full FOGO service commencing 1 July 2022.
- The State Government announcement of a Waste to Landfill Levy commencing in November 2021 has brought forward the commencement date of the service to 4 October 2021. The levy has since been postponed until 1 July 2022.
- The contractors for processing and collecting the FOGO have been consulted and an introduction letter and information flyer was posted to all properties on the current green waste service in August and the transition to a FOGO service commenced 4 October 2021.

|   |   |  |  |  |  |  |  |  |  |  |     |                    |
|---|---|--|--|--|--|--|--|--|--|--|-----|--------------------|
| F | Expand participation in product stewardship (takeback) schemes at Council facilities. |  |  |  |  |  |  |  |  |  | Low | Complete & Ongoing |
|---|---|--|--|--|--|--|--|--|--|--|-----|--------------------|

**Summary**

- The Introduction of the Ecocycle recycling program to the Barretta transfer station for recycling of household batteries, fluorescent tubes and globes and x-rays.
- Construction and installation of a “Difficult to Recycle Items” station now allows residents to recycle household batteries, X-rays, coffee pods, toner cartridges, light globes, small e-waste pens, markers and highlighters and books and magazines at the Council Civic Centre.
- Introduction of a program for recycling of Flares at the Bruny Island and Barretta transfer stations.
- A trial drop off area for food waste at Barretta commenced in March 2022.

|  |        |        |        |        |        |        |        |        |  |  |  |  |  |  |  |  |  |  |  |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--|--|--|--|--|--|--|--|--|--|--|
| <b>3. Best practice waste and resource recovery infrastructure</b> | 2017   | 2018   | 2019   | 2020   | 2021   | 2022   | 2023   | 2024   |  |  |  |  |  |  |  |  |  |  |  |
|  | / 2018 | / 2019 | / 2020 | / 2021 | / 2022 | / 2023 | / 2024 | / 2025 |  |  |  |  |  |  |  |  |  |  |  |



### Service Level Agreement Report

|  |   |   |      |          |
|--|---|---|------|----------|
| A  | Review and assess transfer stations against best practice (including tip shop)  | <div style="width: 100%; height: 15px; background-color: #f08080;"></div> | High | Ongoing  |
| <p>Summary</p> <ul style="list-style-type: none"> <li>Waste Transfer Station and Re-use shop visits and benchmarking to ensure best practise outcomes.</li> <li>Investigation and development of a Barretta Master plan.</li> </ul>  |   |   |      |          |
| B  | Review viable options for Barretta transfer station to consolidate new kerbside services and best practice recommendation (including tip shop services) | <div style="width: 100%; height: 15px; background-color: #f08080;"></div> | High | Ongoing  |
| <p>Summary</p> <ul style="list-style-type: none"> <li>Waste Transfer Station and Re-use shop visits and benchmarking to ensure best practise outcomes.</li> <li>Investigation and development of a Barretta Master plan.</li> </ul>  |   |   |      |          |
| C  | Upgrade Barretta transfer station to support new kerbside services  | <div style="width: 100%; height: 15px; background-color: #f08080;"></div> | High | Complete |
| <p>Summary</p> <ul style="list-style-type: none"> <li>Expansion of the hard stand area at Barretta for processing kerbside green waste until a facility is secured.</li> <li>Investigation and development of a Barretta Master plan.</li> </ul>   |   |   |      |          |
| D  | Upgrade transfer stations to support best practice recommendations  | <div style="width: 100%; height: 15px; background-color: #f08080;"></div> | High | Ongoing  |
| <p>Summary</p> <ul style="list-style-type: none"> <li>Construction of an extra recycling drop off bay, Installation of Flammable, Toxic substances and Corrosives storage lockers. Planning stages of expanding the undercover area of the Re-Use Shop. Reconfiguration of the shop yard to minimise fork lift interaction with Re-Use Shop customers.</li> <li>Construction of a food organics receiveal area at Barretta for a food waste trial.</li> <li>Investigation and development of a Barretta Master plan.</li> <li>CAPEX bid for a concrete hard stand area to be created in Re-Use Shop Yard.</li> </ul> |   |   |      |          |

|  |        |        |        |        |        |        |        |        |  |  |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--|--|
| <b>3. Best practice waste and resource recovery infrastructure</b> | 2017   | 2018   | 2019   | 2020   | 2021   | 2022   | 2023   | 2024   |  |  |
|  | / 2018 | / 2019 | / 2020 | / 2021 | / 2022 | / 2023 | / 2024 | / 2025 |  |  |



### Service Level Agreement Report

|   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |         |
|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|---------|
| E | Perform public place litter and recycling bin stations audits across municipality and review against best practice. |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Medium | Ongoing |
|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|---------|

Summary

- Ongoing, public litter and recycling bins are monitored weekly through contractor reports. To help reduce contamination additional recycling signage has been applied to all recycling bins.

|   |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |         |
|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|---------|
| F | Install additional stations and/or upgrade existing bin installations at priority sites, identified through audits. |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Medium | Ongoing |
|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|---------|

Summary

- Public place waste recycling enclosures have been installed to the Kingston Beach foreshore, Bruny Island, Blackmans Bay Beach foreshore and the Kingston Park precinct.
- Installation of stand alone dog bag bins and dispensers on Bruny Island.

Public Copy

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| <b>4. Effective and Sustainable Governance</b> |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

|   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |        |                    |
|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|--------------------|
| A | Adopt KPI's and targets for the operation and management of Council transfer stations. |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Medium | Complete & Ongoing |
|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--------|--------------------|

Summary

- Developed as part of the Council service level agreement.





### Service Level Agreement Report

|   |  |     |  |  |  |  |  |  |  |  |     |                    |
|---|--|-----|--|--|--|--|--|--|--|--|-----|--------------------|
| B | Establish Council policy and implement procedures for setting waste gate fees aligned with the user pays principle | ■ ■ |  |  |  |  |  |  |  |  | Low | Complete & Ongoing |
|---|--|-----|--|--|--|--|--|--|--|--|-----|--------------------|

Summary

- Fees and charges set as part of the budget process for Council approval.

|   |  |     |  |  |  |  |  |  |  |  |      |                    |
|---|--|-----|--|--|--|--|--|--|--|--|------|--------------------|
| C | Implement waste data system, to record and report key performance indicators, inform decision making and provide greater transparency to the community. (e.g. waste data from facilities, kerbside service providers and audits) | ■ ■ |  |  |  |  |  |  |  |  | High | Complete & Ongoing |
|---|--|-----|--|--|--|--|--|--|--|--|------|--------------------|

Summary

- Six bi-monthly Board Reports, two Service Level Agreement meetings with Council

Public Copy

|  |  |             |             |             |             |             |             |             |             |  |  |  |  |
|--|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|--|--|--|
| <b>5. Effective Community Engagement</b> |  | 2017 / 2018 | 2018 / 2019 | 2019 / 2020 | 2020 / 2021 | 2021 / 2022 | 2022 / 2023 | 2023 / 2024 | 2024 / 2025 |  |  |  |  |
|--|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|--|--|--|

|   |  |   |   |   |   |   |  |  |  |  |  |      |                    |
|---|--|---|---|---|---|---|--|--|--|--|--|------|--------------------|
| A | Roll out ongoing and periodic measurement of community satisfaction with waste services. | ■ | ■ | ■ | ■ | ■ |  |  |  |  |  | High | Complete & Ongoing |
|---|--|---|---|---|---|---|--|--|--|--|--|------|--------------------|

Summary



## Service Level Agreement Report

- Community engagement on the roll out of the kerbside Green waste and FOGO service.
- Community consultation on the extension of the kerbside collection service.
- Howden bin strap trial survey.
- Social media and website updates.
- Expansion of the bin strap program to kerbside recycling bins in Margate, Barretta, Electrona, Snug, Lower Snug and Conningham.
- Launch and advertising of the Recyclemate app.
- School support for recycling to the Bruny Island Primary School with community assistance grant.
- Support to the Friends of North Bruny Island with the installation of Marine Debris bins to 8 locations on Bruny Island.

|   |  |  |  |  |  |  |  |  |  |        |                    |
|---|--|--|--|--|--|--|--|--|--|--------|--------------------|
| B | Develop a community waste avoidance and new/expanded services education program. |  |  |  |  |  |  |  |  | Medium | Complete & Ongoing |
|---|--|--|--|--|--|--|--|--|--|--------|--------------------|

Summary

- Design, printing and distribution of Waste and Recycling Guide.
- Design and printing of Home composting guide.
- Creation of a Waste Avoidance page on the website.
- Production of short film clips on waste avoidance and Home composting for the website.
- Design, printing and distribution of recycling and FOGO bin lid labels.
- School support for the Salvaged Art from Waste Exhibition.
- Design, printing and distribution of recycling and FOGO bin lid labels.
- Launch and advertising of the Recyclemate app.
- School educational program on waste avoidance has been developed with presentations to Schools commencing in November 2021. The presentation has been delivered to 1,300 students.

|  |  |             |             |             |             |             |             |             |             |  |  |
|--|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|--|
| <b>5. Effective Community Engagement</b> |  | 2017 / 2018 | 2018 / 2019 | 2019 / 2020 | 2020 / 2021 | 2021 / 2022 | 2022 / 2023 | 2023 / 2024 | 2024 / 2025 |  |  |
|--|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|--|

|   |   |  |  |  |  |  |  |  |  |        |                    |
|---|---|--|--|--|--|--|--|--|--|--------|--------------------|
| C | Expand participation in product stewardship (takeback) schemes at Council facilities. |  |  |  |  |  |  |  |  | Medium | Complete & Ongoing |
|---|---|--|--|--|--|--|--|--|--|--------|--------------------|

Summary



## Service Level Agreement Report

- The Introduction of the Ecocycle recycling program to the Barretta transfer station for recycling of household batteries, fluorescent tubes and globes and x-rays.
- Construction and installation of a “Difficult to Recycle Items” station now allows residents to recycle household batteries, X-rays, coffee pods, toner cartridges, light globes, small e-waste pens, markers and highlighters and books and magazines at the Council Civic Centre.
- Introduction of a program for recycling of Flares at the Bruny Island and Barretta transfer stations.

|   |  |  |     |                |
|---|--|--|-----|----------------|
| D | Investigate the causes and effects of illegal dumping and littering across the municipality. |  | Low | <i>Ongoing</i> |
|---|--|--|-----|----------------|

Summary

- Ongoing communication with the Council Compliance unit to address illegal dumping.
- Installation of littering signage at identified problem areas.
- Fees and charges benchmarked against neighbouring Councils to minimise illegal dumping.
- Expansion of the bin strap program to kerbside recycling bins in Margate, Barretta, Electrona, Snug, Lower Snug and Conningham.

|   |  |  |        |                |
|---|--|--|--------|----------------|
| E | Expand and improve recycling at council run or supported events. |  | Medium | <i>Ongoing</i> |
|---|--|--|--------|----------------|

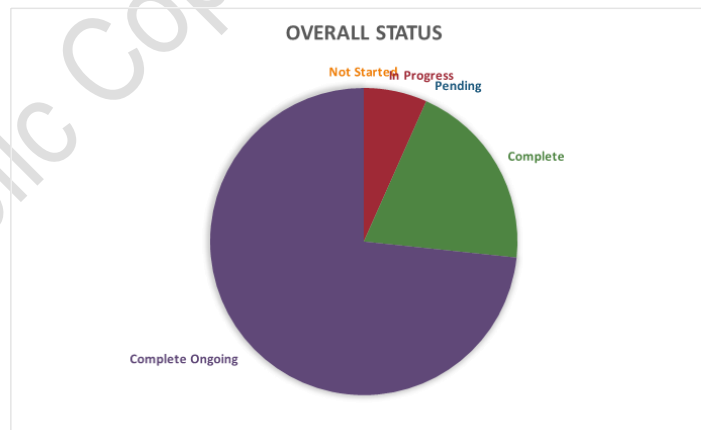
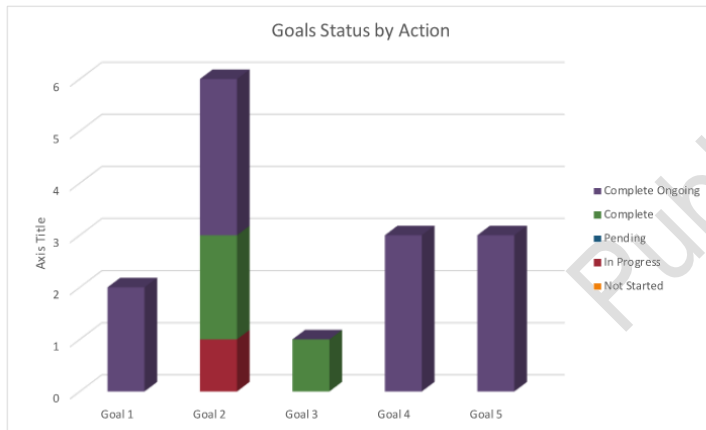
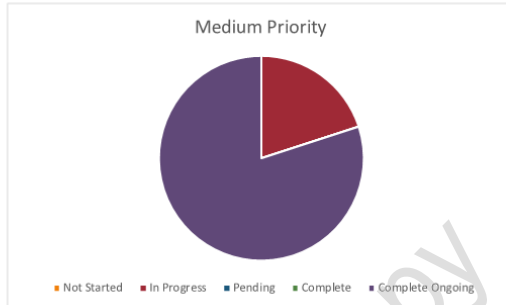
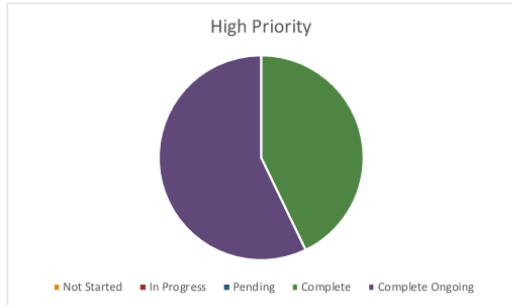
Summary

- Ongoing, continue to support and promote the Waste Wise Policy at Council run events.
- Purchase of 240 litre bin lids for general waste, recycling and organics collection at Council events.

Public Copy



## Service Level Agreement Report



**B TASWASTE SOUTH FORUM MINUTES**



# Local Government Forum

## Minutes

A meeting of the TasWaste South Local Government Forum was held on **Thursday 7 November 2024** commencing **at 1.00pm.**

### Contact Us:

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SUPPORTED BY  
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Government through the Waste  
and Resource Recovery Board.



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## Attendance

### 1. REPRESENTATIVES

| Council              | Member Representative      |   |
|----------------------|----------------------------|---|
| Brighton             | Mayor Leigh Gray           | ✓ |
| Central Highlands    | Deputy Mayor Jim Allwright | ✓ |
| Clarence             | Cr Beth Warren             | ✓ |
| Derwent Valley       | Cr Phillip Bingley         | ✗ |
| Glamorgan Spring Bay | Peter Porch                | ✓ |
| Glenorchy            | Mayor Sue Hickey           | ✗ |
| Hobart               | Cr Bill Harvey             | ✓ |
| Huon Valley          | Mayor Sally Doyle          | ✓ |
| Kingborough          | David Reeve                | ✓ |
| Sorell               | Mayor Janet Gatehouse      | ✗ |
| Southern Midlands    | David Richardson           | ✓ |
| Tasman               | Cr Daniel Kelleher         | ✗ |

| Council   | Substitute Representative (for this meeting) |   |
|-----------|--|---|
| Glenorchy | Emilio Reale                                 | ✓ |
| Sorell    | Greg Robertson                               | ✓ |
| Tasman    | Cr Angela Knott                              | ✓ |

**2. OBSERVERS**

Under the Rules Member Councils may appoint an observer to attend Forum meetings and the Annual General Meeting.

| Council        | Observer   |
|----------------|--|
| Clarence       | Ian Nelson, CEO  |
| Clarence       | Micky Young, Manager Waste and Sustainability              |
| Derwent Valley | Ron Sanderson, General Manager                             |
| Hobart         | Michael Stretton, CEO                                      |
| Hobart         | Chris Kuchinke, Manager City Resilience                    |
| Hobart         | Fiona McAlpine, Program Manager Waste and Circular Economy |
| Huon Valley    | Lachie Kranz, CEO  |
| Huon Valley    | Andrew Bourne, Senior Manager Business Enterprises         |
| Huon Valley    | Jess Lucas, Acting Manager Environmental Services          |
| Sorell         | Haylee Crowe, Customer and Business Support Officer        |
| LGAT           | Ben Morris   |

**3. ATTENDING**

| Attending              |                             |
|------------------------|-----------------------------|
| TasWaste South         | Chair Dr Katrena Stephenson |
| TasWaste South         | Director Ernie Hacker       |
| TasWaste South         | Paul Jackson                |
| TasWaste South         | Tegan Lovell                |
| UTas Student Placement | Cooper Conlan               |





#### **4. ACKNOWLEDGEMENT OF COUNTRY**

TasWaste South acknowledged and paid respect to the Tasmanian Aboriginal community as the traditional and original owners and continuing custodians of the land on which we meet today.

#### **5. WELCOME AND INTRODUCTION**

The Chair of the Forum, David Reeve, welcomed all to this TasWaste South Local Government Forum.

The minutes from the 25 July 2024 forum were adopted.

**Moved : Representative Beth Warren**

**Seconded: Representative Peter Porch**

**Motion carried unanimously**

#### **6. TASWASTE SOUTH ANNUAL REPORT AND FINANCIAL STATEMENTS**

The Annual Report, including the financial statements, for TasWaste South for 2023-2024 was provided to attendees at the Forum. The Chair of TasWaste South, Dr Katrena Stephenson, outlined the key achievements in the reporting period.

#### **7. TASWASTE SOUTH UPDATE**

The CEO of TasWaste South provided an update on the activities of TasWaste South since the last Forum. This included:

- Strategic Plan Projects
  - Infrastructure Plan
  - Hazardous Waste Collection
  - Bin Audits
- Litter Management Plan
- High Priority Infrastructure Grant
- Rethink Waste
- Organics
- Cleanaway Contract
- UTas Sustainability Placement



## 8. CONTAINER REFUND SCHEME IMPLEMENTATION UPDATE

Representatives from TOMRA Cleanaway attended the Forum and presented on the current implementation of the CRS related infrastructure in Tasmania.

The focus is currently on rolling-out the infrastructure network to support the introduction of the CRS. This involves working with councils initially in their planning authority capacity before progressing to engagement and comms.

TOMRA Cleanaway are happy to attend council meetings and address councilors at individual councils should there be a desire to do so.

## 9. SORELL COUNCIL GREEN BIN ROLL-OUT

Greg Robertson, Manager Health and Compliance at Sorell Council, presented on the experience of introducing the service to collect green waste via kerbside collection within the Sorell municipal area.

It was noted that there were a number of challenges with the introduction of this service and significant learnings for the sector.

**Attachment A** is a copy of Greg's presentation.

## 10. UTAS SUSTAINABILITY PLACEMENT EXPERIENCE

Cooper Conlan is studying a Bachelor of Natural Environment and Conservation, majoring in Natural Environment Management, and has spent one day per week for semester 2 working with the team at TasWaste South as part of the University of Tasmania's Sustainability Placement program.

Cooper presented on his project which was to research best practice waste and resource recovery examples from interstate and overseas.

## 11. NEXT MEETING:

The next ordinary meeting of the TasWaste South Local Government Forum will be convened on **2 April 2025** at a venue to be confirmed.

## 12. CLOSURE

The meeting closed at 3.38pm.