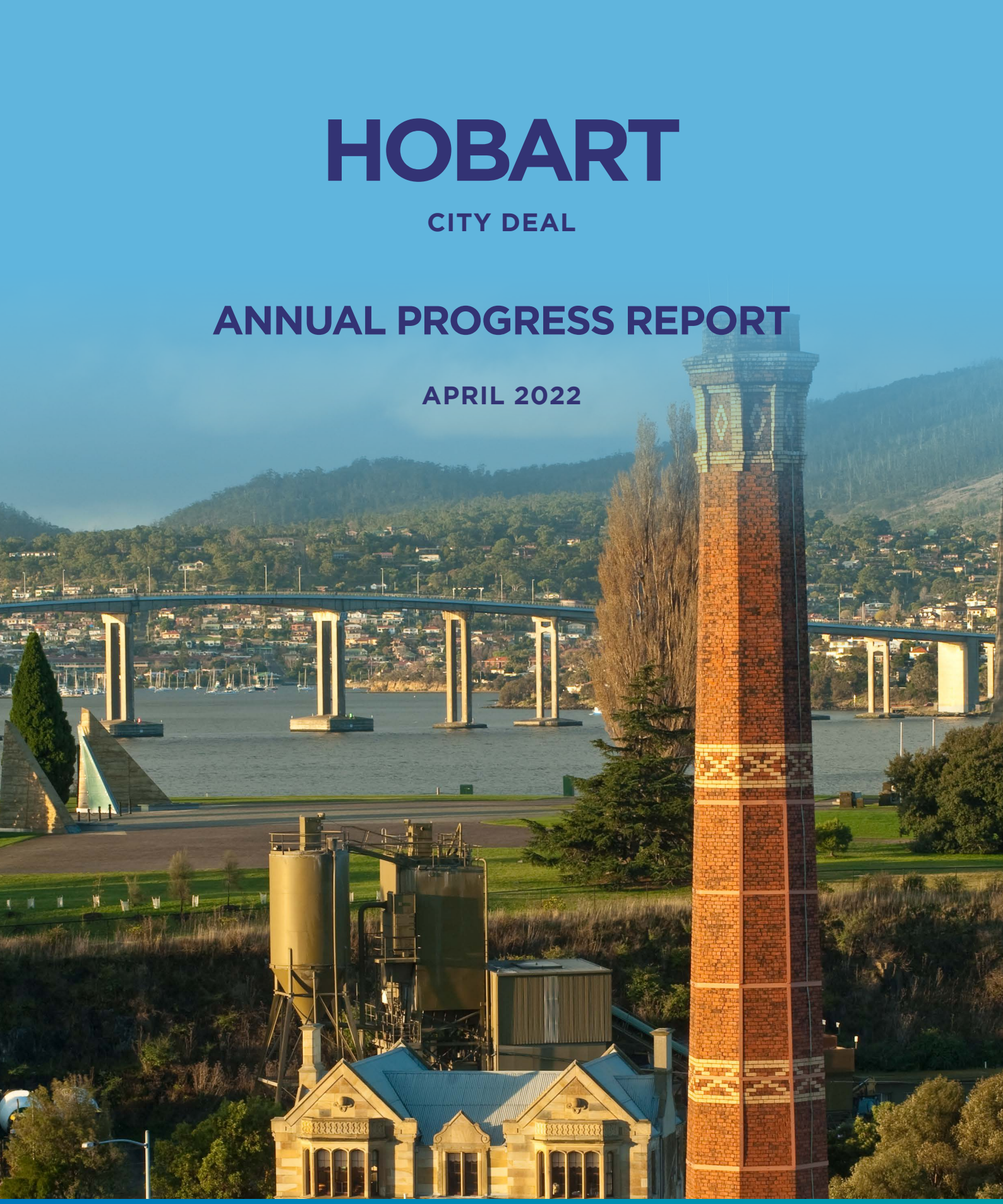
HOBART

CITY DEAL

ANNUAL PROGRESS REPORT

APRIL 2022



Australian Government

Tasmanian Government

City of Clarence

GLENORCHY CITY COUNCIL

Kingborough

City of HOBART

Acknowledgement of Country

We acknowledge the Traditional Owners of country in the Hobart region, and their ongoing connection to and spiritual and cultural relationship with their land and waters. We pay our respects to the current generation, as well as Elders past, present.

Table of Contents

Hobart Airport: Building a direct international gateway 9

Gateway to the Antarctic and Southern Ocean 12

Greater Hobart Transport Vision 19

Affordable housing and urban renewal 30

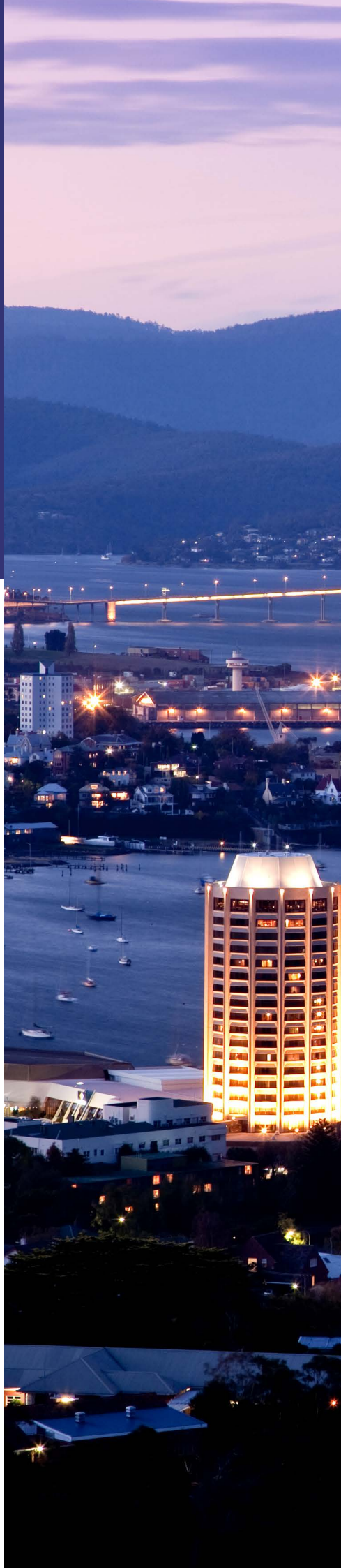
Activating the Northern Suburbs Transit Corridor 35

Smart, liveable and investment ready city 37

Strategic collaboration and governance 44

Introduction

Hobart is Tasmania's dynamic and rapidly growing capital city with pristine natural beauty and incredible landscapes. It is home to the majestic kunanyi / Mount Wellington, the famous Salamanca Markets and the iconic Museum of Old and New Art (MONA). Hobart has a vibrant arts, cultural, food and beverage scene, as well as rich heritage as Australia's second oldest city.



The four greater Hobart Councils who are Deal Partners with the Australian and Tasmanian governments represent over 200,000 residents, or over one-third, of Tasmania's total population.

Integrated planning and development is vital across Greater Hobart, and will ensure it continues to grow to be a thriving and inspiring place to live and visit.

The Hobart City Deal is a partnership between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils, with a vision to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city.

The Hobart City Deal was signed in February 2019 and this is the third Annual Progress Report.

Australia's cities are some of the most liveable in the world. Around 84 per cent of our population live in Australia's 21 largest cities and these generate around 80 per cent of gross domestic product (GDP).

Continued globalisation and technological change mean that Australia's economy will increasingly rely on knowledge-based and other services for its prosperity. Australia's cities are gateways to the global economy and the engine rooms for these industries.

City Deals are a genuine partnership between the three levels of government and the community to work towards a shared vision for productive and liveable cities.

This is the third Annual Progress Report for the Hobart City Deal. This Report provides an update on the progress of commitments made under the City Deal in 2021, while demonstrating the ongoing effective collaborative and productive working relationships between the three levels of government in achieving significant milestones. Through the City Deal, the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough Councils are working together to progress and realise the benefits of the seven key focus areas, driving our vision to support the economic success of Hobart and its people.

The Hobart City Deal is a 10-year partnership that was signed in February 2019. It sets out agreed commitments to be delivered across the life of the Deal, until 2029. The Deal also provides a framework for improved planning, collaboration and coordination between the three levels of government, as well as a blueprint to guide investment.

The value of the original $1.4 billion Hobart City Deal signed in 2019 has now increased through additional investment of $1.1 billion to a total of $2.5 billion. The Deal includes significant financial contributions from all levels of government, aims to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected city, while addressing key challenges such as traffic congestion and housing affordability.

The Hobart City Deal consists of the following key focus areas:

- Hobart Airport: Building a direct international gateway
- Gateway to the Antarctic and Southern Ocean
- Implementing the Greater Hobart Transport Vision
- Driving urban renewal and delivering affordable housing
- Activating the Northern Suburbs Transit Corridor
- Being a smart, liveable and investment ready City
- Collaborating and providing strategic governance by establishing and implementing a Greater Hobart Act.

This Annual Progress Report records progress in 2021 on City Deal commitments during its third year of implementation, as well as setting out future milestones.

Overall, the implementation of the Hobart City Deal is progressing well against the first Implementation Plan that was released in October 2019, and City Deal partners look forward to continuing to drive successful initiatives in Greater Hobart into the future.

The latest Annual Progress Report and Implementation Plan for the Hobart City Deal are available at:

- hobartcitydeal.com.au
- infrastructure.gov.au/cities/city-deals/hobart

Key achievements of 2021

Key milestones achieved

Mar 2021: Greater Hobart Committee's first shared Work Program under the *Greater Hobart Act 2019* was released, outlining priority areas and supporting actions.

Mar 2021: Kingston Park playground in Kingborough was opened to the public.

Apr 2021: Direct international flights between Hobart and Auckland recommenced for first time since 1996.

May 2021: Tasmanian company, Hazell Bros Group, commenced works on new Sorell Southern Bypass – a bypass linking the Tasman and Arthur highways – under the South East Traffic Solution.

Aug 2021: Derwent River ferry service trial commenced between Bellerive and Sullivans Cove.

Aug 2021: Greater Hobart Committee's 2050 Vision for Greater Hobart released.

Sept 2021: Completion and official opening of the Glenorchy CBD Revitalisation Project.

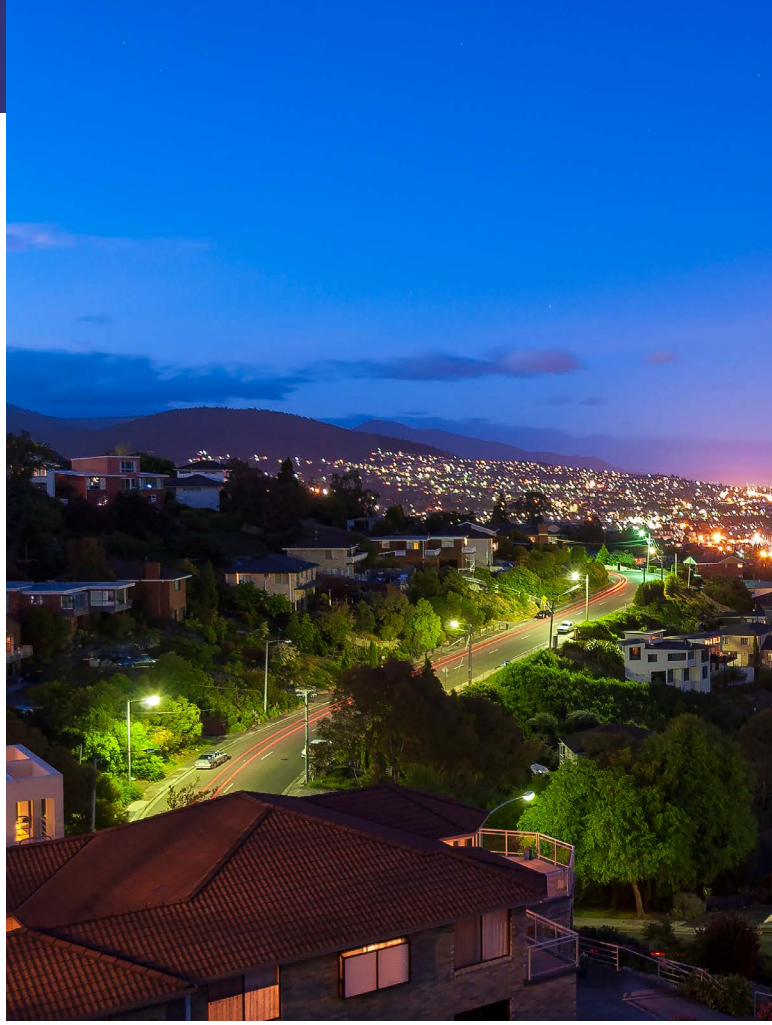
Oct 2021: Detailed business case for the Antarctic and Science Precinct at Macquarie Point finalised.

Oct 2021: RSV *Nuyina*, Australia's new Antarctic icebreaker, arrived in Hobart to its home berth at Macquarie Wharf.

Dec 2021: Design work is continuing for the new Bridgewater Bridge project, with McConnell Dowell selected as preferred contractor.

As at Dec 2021: 99 properties built and tenanted through a partnership with community housing providers, housing more than 80 priority applicants from the Housing Register.

Throughout 2021: A coordinated active transport network plan developed, identifying gaps and priorities for action for Greater Hobart's commuter cycling network.



Over the next 12 months

Early 2022: Complete construction of the first park and ride facility at Firthside and commence additional bus services to improve service provision in Kingborough area.

Mid 2022: Public consultation on draft Greater Hobart Plan for Greater Hobart.

Mid 2022: Anticipated completion of remaining properties, providing over 100 social housing dwellings in Greater Hobart under the Improving Social Housing Outcomes program.

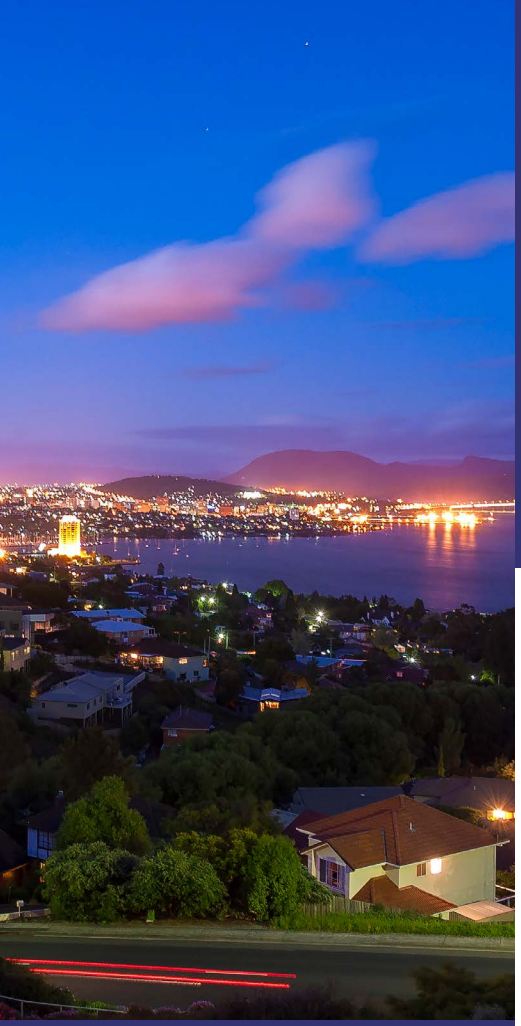
Mid 2022: Draft Central Hobart Precincts Plan released for community consultation.

Mid 2022: Major construction expected to commence on the new Bridgewater Bridge, with the bridge anticipated to be open for traffic in 2024.

Late 2022: Anticipated completion of Hobart Airport Interchange – replacing the existing roundabout with an overpass.

2022: Further consideration and planning for the Antarctic and Science Precinct.

2022: Decision announcement on transit mode informed by the condition report on the Northern Suburbs Transit Corridor indicating that the existing rail infrastructure cannot be utlilised.



Hobart Airport: Building a direct international gateway

Hobart Airport continues to play a critical role to support Hobart as a gateway to the Antarctic and Southern Ocean, and will become Tasmania's direct international gateway for tourists and exports.

Progress

Total actions*	Completed actions	Active actions
3	3	0

*as outlined in Implementation Plan (Oct 2019)

Border services at Hobart International Airport

The Australian Government agreed under the Hobart City Deal to support Hobart Airport to become a direct international gateway, committing $82.3 million for the provision of border services.

Australian Border Force, Australian Federal Police and Australian Government biosecurity officers were established at Hobart Airport in 2021 and were able to support international arrivals and departures from April to July 2021.

Prepare for the arrival of international flights

The Tasmanian Government contributed $10 million towards a $24 million investment by Hobart Airport to support infrastructure upgrades to facilitate international border arrangements.

These upgrades were completed in early 2021 ahead of the commencement of international flights.

Commencement of international flights

Hobart Airport, with the support of the Tasmanian and Australian Governments, has secured an international travel service between Tasmania and New Zealand through Air New Zealand.

On 22 April 2021, direct flights between Hobart and Auckland recommenced for the first time since 1996, with 110 passengers on the first flight being welcomed to Hobart.

Hobart Airport welcomed around 4,400 international passengers before flights were suspended in July 2021 as border restrictions were applied associated with reducing risks from COVID-19.

While the Australian and Tasmanian Governments are committed to maintaining international pathways to support people-to-people links, the easing of border restrictions is being undertaken when it is safe to do so. Border agencies will continue to liaise with Hobart Airport and airlines on appropriate border services in 2022.

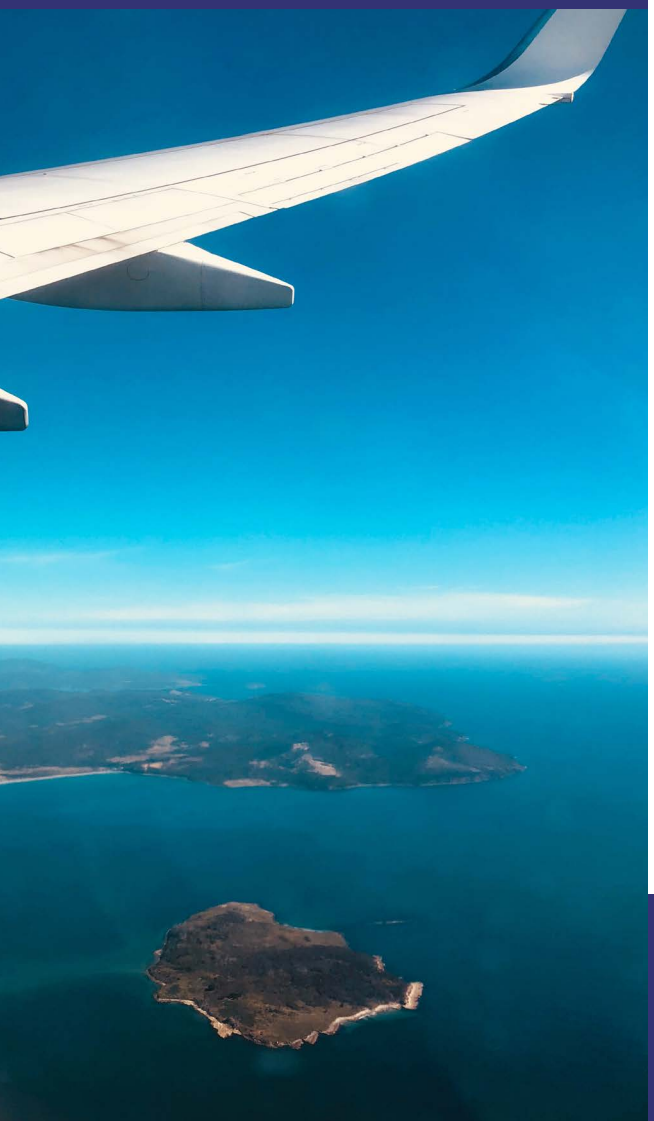
Key milestones achieved

Apr 2021: Direct flights between Hobart and Auckland recommenced for the first time since 1996, with the first flight landing in Hobart on April 2021.

Next steps

Early 2022: New Zealand Government expected to make a decision regarding recommencement of quarantine-free travel with Australia, in the context of COVID-19.

Throughout 2022: Ongoing engagement between the Australian and Tasmanian Governments and Hobart Airport on future international air services as border restrictions are eased in Australia and overseas.



Reporting on Key Performance Indicators

Our measure of success:

Within the term of the City Deal, direct international flights will improve accessibility to and from Hobart, providing access to new locations.

The following indicators are used to monitor performance against this measure of success. It is noted that the progress against these key performance indicators was impacted by COVID-19 and border restrictions.

- **Increase flights to and from Antarctica**

  18 return flights from Hobart to Antarctica were conducted in 2021, 17 flights in 2020 and 18 flights in 2019.

- **Increase freight opportunities to transport goods to new markets**

  710 tonnes of international freight exports transited through the Hobart Airport in 2020–21, which compares with 90 tonnes in 2019–20 and 53 tonnes in 2018–19.

- **Increase in international visitors**

  International visitor numbers to Hobart in 2021 were dramatically decreased due to international border restrictions. In the year ending September 2021, Tasmania welcomed around 4,400 international visitors, down 97 per cent from the year to September 2020.

  It should be noted that the vast majority of international visitors in the above data would be New Zealand travellers, as the trans-Tasman bubble enabled direct travel between Hobart and Auckland from April to July 2021.

  The proportion of international visitors to Tasmania arriving via Hobart Airport in the year to September 2021 was 50 per cent, compared to 71 and 69 per cent for the same period ending September 2020 and September 2019, respectively.

- **Provide greater diversity of access**

  The commencement of direct international flights between Hobart and Auckland in 2021 was a substantial achievement given the difficult operational environment of COVID-19.

Gateway to the Antarctic and Southern Ocean

City Deal partners will continue to work together to progress the realisation of an Antarctic and Science Precinct, which will co-locate key Antarctic and science organisations to support activation of the Macquarie Point site and enhance Hobart's position as a premier gateway city to the Antarctic and Southern Ocean. The Precinct will build on significant investments in Antarctic infrastructure, including the Australian Government's new icebreaker, the RSV *Nuyina*, and further develop Antarctic education, diplomacy and business in the region.

Progress

Total actions*	Completed actions	Active actions
15	7	8

*as outlined in Implementation Plan (Oct 2019)

Antarctic and Science Precinct at Macquarie Point

The Australian and Tasmanian Governments completed the second phase of the business case for the Antarctic and Science Precinct in October 2021. This work examined and costed identified precinct options in more detail, building on the first phase of work completed in 2020.

City Deal partners and proposed anchor tenants will consider the findings of the business case, with next steps to be determined in 2022. This represents important progress toward the creation of an Antarctic and Science Precinct at Macquarie Point with the objective of using the combined capacity of Hobart's existing world class expertise to attract national, international and private Antarctic and Southern Ocean institutions.

Enabling work for the Macquarie Point site continued in 2021, with the Tasmanian Government announcing funding of $78 million to enable the Macquarie Point Development Corporation to fully realise the site earlier than envisaged. These works include moving the site firmly into permanent development and remediating the final areas of the site at the former gas works and roundhouse.

Investment and permanent development at Macquarie Point also progressed, with the successful proponent for the development of the first land parcel, The Escarpment, announced in November 2021. The second and largest land parcel, The District, was taken to market through a Pre-registration of Interest in March 2021, and the Corporation expects to take it to market via a Request for Expression of Interest in early 2022.

A request for a proposal for the long-term lease and activation of the existing Goods Shed was also released in August 2021 and will be finalised in 2022. This lease will underpin the space being a unique live music, commercial and event space for Hobart.

The multi-stage procurement for the construction, maintenance and operation of the site-wide District Infrastructure Scheme was also progressed. This will provide a centralised energy solution which could include renewable generation, electricity storage, recycled stormwater and natural gas. Early work has commenced to inform the concept design for a northern access road to the port to reduce heavy traffic movement on Hunter Street.

To improve pedestrian safety and access to the site, the Corporation has completed the construction of the first *Stairlink* between Macquarie Point and the Hobart Cenotaph. A second pedestrian link between Macquarie Point and the Cenotaph will be designed and constructed as part of The Escarpment development. The Corporation has also engaged Tasmanian architecture firm Cumulus Studio, including their supporting partners, to lead the design of the public open space in the development of The Park (*the truth and reconciliation art park*).

In November 2021, the Corporation commenced the Pre-Registration of Interest process to engage the market to see what scientific, cultural or tourism operators are interested in establishing a presence in the public facing elements for the Antarctic and Science Precinct and the greater Macquarie Point site.

Significant engineering design work is underway in partnership with TasWater for the diversion and upgrade of the 116-year-old main sewer pipe from the intended site of the Precinct. Construction is expected to commence in early 2022.

Planning for the relocation of the Macquarie Point Sewage Treatment Plant – located between the Macquarie Point urban renewal site and the Port – progressed in 2021. In the 2021–22 State Budget, the Tasmanian Government allocated funding to accelerate

TasWater's infrastructure investment program, including $40 million to assist with the decommissioning of the wastewater treatment plant. A detailed business case for these works is currently underway.

Key milestones achieved

Mar 2021: Second parcel of land at Macquarie Point, The District, released to market through a Pre-Registration of Interest for permanent development as part of a multi-stage land release.

Aug 2021: The Goods Shed released to market through a Request for Proposal for long-term lease.

Aug 2021: Concept design work commenced for The Park at Macquarie Point.

Oct 2021: Two-stage business case process for Antarctic and Science Precinct completed, with finalisation of the Detailed Business Case.

Nov 2021: Developer Milieu Property announced as successful proponent for the first land parcel at Macquarie Point, The Escarpment.

Nov 2021: 80 per cent of the Macquarie Point site, including the intended site for the Antarctic and Science Precinct, received approval for development from the Environmental Auditor.

Nov 2021: Final remediation commenced on the former gasworks and roundhouse areas.

Dec 2021: Construction completed on a stairway linking the Macquarie Point site to the Cenotaph.

Next steps

Early 2022: The Australian and Tasmanian Governments and potential tenants to agree on next steps on the Antarctic and Science Precinct.

Early 2022: Run a competitive bid process to engage a developer for the second parcel of land at Macquarie Point, The District.

Early 2022: Works to relocate the main sewer line under Macquarie Point urban renewal site anticipated to commence.

Throughout 2022: Work will continue to decommission the wastewater treatment plant.

Antarctic sector engagement and investment

Hobart's reputation as a key international gateway to Antarctica and the Southern Ocean continues to grow.

For the second year, the Tasmanian Government has supported the safe transit of expeditioners from the French and other Antarctic programs through Tasmania, from facilitation of government access procedures to provision of food hampers. All expeditioners have met the stringent arrival, quarantine and safety protocols that the Australian and Tasmanian Governments have put in place.

The local economy has continued to benefit through procurement of goods and services, including food and beverages, technical equipment and transport and logistics services, by the national Antarctic programs of countries such as France and the USA from Tasmanian businesses.

Antarctic infrastructure

The second season of the capital renewal program is on track, albeit modified to reflect the implications of a year interrupted by COVID-19. Planning for next season is well underway, with the initial five-year capital budget outlining the proposed works being adjusted to maximise outcomes despite the ongoing challenges associated with supply chains.

A draft master plan for Davis Station has been developed.

A master plan and preliminary cost estimate have been developed for the replacement of Wilkins Aerodrome. Preparations are underway to commence the planning phase in 2022.

The Australian Antarctic Division has commenced implementation of Assetic, a Strategic Asset Management system, to support the delivery of its long-term capital planning.

Davis Aerodrome Project

In November 2021, the Australian Government decided not to proceed with the proposal to build an aerodrome at Davis station following the completion of a business case and detailed environmental and economic assessments.

After nearly five years of detailed investigation it became clear that Davis Aerodrome Project was a hugely complex and unprecedented proposal. The decision not to proceed was based on:

- the potential impact on the unique Antarctic environment
- the need for complex logistics and supply-chains to construct the runway in such a remote location
- limited seasonal windows to build the aerodrome, resulting in an extended construction program over 20 years
- cost estimates have risen.

RSV *Nuyina*

The nation celebrated the arrival of Australia's most advanced Antarctic research and resupply vessel, RSV *Nuyina*, in Hobart on 16 October 2021. *Nuyina*, pronounced noy-yee-nah, means 'southern lights' in palawa kani, the language of the Tasmanian Aboriginal people.

The 163-metre-long, 50-metre-tall icebreaker is the main lifeline to Australia's Antarctic and sub-Antarctic research stations and is the central platform of Australia's Antarctic and Southern Ocean scientific research. The icebreaker is the Australian Government's centrepiece of the *Australian Antarctic Strategy* and *20 Year Action Plan* launched in April 2016.

When not on voyages, the RSV *Nuyina* will berth and lay up at Macquarie Wharf, Hobart. To enable it to do so, wharf upgrade works, including new fenders and bollards, were completed by TasPorts in August 2021. The local economy has already benefitted from RSV *Nuyina*'s arrival through contracts to provide equipment and supplies.

Antarctic sector engagement

The Tasmanian Government has continued to support the ongoing growth of the Antarctic sector in Tasmania through aiding international project offices, science organisations and international Antarctic events in Hobart. The Contribution of the Antarctic and Southern Ocean Sector to the *Tasmanian Economy 2019–20* report was released in August 2021. The report highlights that the overall economic value of the sector was approximately $230 million in 2019–20, which represents a 23 per cent uplift since 2017–18.

Arrangements have been made to ensure a COVID-19 safe passage for Antarctic expeditioners through Tasmania in the 2021-22 season.

In 2021, Hobart City Council:

- delivered a panel discussion 'Exploring Hobart's Antarctic Future' in partnership with the University of Tasmania, as part of the 'CityTalks' program
- held the annual Antarctic Reception at the opening of the summer season, at which the Lord Mayor presented a plaque to the captain of RSV *Nuyina*
- continued to promote awareness of the Hobart-Antarctic connection including through street banners and illuminating several landmarks in an icy blue light
- supported the Antarctic Youth Coalition, formed as part of the Antarctic Cities Project – a network of young custodians across the five Antarctic gateway cities
- continued to work alongside Antarctic sector organisations and stakeholders through supporting relevant conferences, events and activities
- continued as an active member of the Tasmanian Polar Network.

Cultural and arts facilities

The Tasmanian Government partnered with Hobart City Council to conduct a review of major cultural facilities in the broader Hobart region, which will be released in early 2022.

These findings have informed the development of a shared long-term vision for the provision of cultural facilities in the region.

Research and global connections

The Tasmanian Government will continue to provide funding and secretariat support for the following bodies which contribute greatly to the Antarctic research sector:

- Tasmanian Polar Network
- Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR)
- Agreement for the Conservation of Albatrosses and Petrels (ACAP)
- Integrated Marine Observing System (IMOS)
- Southern Ocean Observing System (SOOS)

The Tasmanian Government is also a founding partner and member of the Centre for Antarctic, Remote and Maritime Medicine (CARMM) Council.

Key milestones achieved

Jun 2021: Initial business case developed to outline the proposed delivery of renewal works to aviation facilities in Antarctica.

Aug 2021: The Contribution of the Antarctic and Southern Ocean Sector to the *Tasmanian Economy 2019-20* report was released.

Aug 2021: Wharf upgrade works completed, including new fenders and bollards, to enable berthing and lay up of the RSV *Nuyina*, following agreement with TasPorts.

Oct 2021: RSV *Nuyina*, Australia's new Antarctic icebreaker, arrived in Hobart to its home berth at Macquarie Wharf.

Next steps

Early 2022: Run a Request for Proposals process to explore opportunities for the public facing elements of the Antarctic and Science Precinct at Macquarie Point

Early 2022: Expected release of cultural facilities review.

May 2022: Support the 7th Meeting of the Parties to the Agreement on the Conservation of Albatrosses and Petrels (ACAP) as a face-to-face meeting in Hobart, subject to the continued impact of COVID-19.

Aug 2022: Support the Australian Antarctic Festival to be held in Hobart to celebrate the Antarctic and Southern Ocean sector, including industry.

Oct 2022: Support the annual meeting of the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR) as a face-to-face meeting in Hobart, subject to the continued impact of COVID-19.

Oct 2022: Hobart City Council to hold the annual Antarctic Reception to celebrate the opening of the summer season.

Oct-Nov 2022: Hobart City Council to raise awareness of Hobart as a gateway city and career options through street banners, lighting, social media and other opportunities.

Throughout 2022: Continue to support the COVID-19 safe passage for Antarctic expeditioners through Tasmania.

Throughout 2022: Develop infrastructure planning that aligns with the new Australian Antarctic Division Science Strategy and to inform station master planning.

Throughout 2022: Continue strategic master planning of all Antarctic Stations informed by the new Australian Antarctic Division Science Strategy.

Throughout 2022: Ongoing development of the business case outlining the proposed delivery of renewal works to aviation facilities in Antarctica.

Throughout 2022: Major infrastructure projects to be undertaken at Antarctic stations by the Australian Antarctic Division as part of the ongoing works program, including commencing the planning phase for the Wilkins Aerodrome replacement.

Reporting on Key Performance Indicators

Our measure of success:

Within the term of the City Deal, the Antarctic and Science Precinct will have been established and Hobart's international gateway strengthened.

Hobart continues to grow its standing as an international hub of excellence and gateway to Antarctica, offering port, airport and associated infrastructure for travel to Antarctica, logistical support including specialised Antarctic services and world class Antarctic science and policy expertise.

As set out in the Contribution of the Antarctic and Southern Ocean Sector to the Tasmanian Economy report, in 2019-20:

- The sector directly employed 947 Tasmanians.
- National and international Antarctic science and research organisations spent almost $230 million in Australia as a whole, with about $159 million of that expenditure in Tasmania.
- Spending by expeditioners and conference delegates was estimated to be an additional $3.5 million, a decrease on previous years due to COVID-19.
- Australian Antarctic Division expeditioners alone generated 7,100 room nights in Hobart, and international conferences and meetings added another 4,100 room nights.

French Antarctic expeditioners have been using Hobart as their gateway to Antarctica in the 2021–22 Antarctic season, with the national Antarctic program of France undertaking a full logistics and science program despite continuing COVID-19 restrictions. The French Antarctic vessel, *L'Astrolabe*, has made several return voyages from Hobart to Antarctica, remaining in port for a number of days between each voyage to load supplies, fuel, and passengers.

Tasmania has been active in supporting this relationship and program, including providing dedicated quarantine facilities and working closely with other jurisdictions and Australian Government officials to provide safe pathways during COVID-19.

The Japanese vessel, *Umitaku Maru*, will be arriving in January 2022 for two port visits and the US coastguard icebreaker, *Polar Star*, will be making a port visit in February 2022 on its return from its Antarctic season.

In addition, the Implementation Plan identifies the following indicators to monitor performance against this measure of success. Progress against these key performance indicators continued to be impacted by COVID-19 and border restrictions in 2021.

- The number of Antarctic vessel visits in Hobart
  - There were 20 Antarctic vessel visits to the Port of Hobart in 2021. This compares to 18 visits and 14 visits for the same period in 2020 and 2019, respectively.
- The number of international Antarctic gateway users and our engagement with international programs
  - Current Hobart gateway users include the Antarctic programs of France, United States, Japan and Italy.
- In 2021 Tasmania's gateway activities included:
  - 3 port calls by the French icebreaker *L'Astrolabe*
  - port call by Japanese research vessel, *Umitaku Maru*
  - one flight conducted by Australian Antarctic Division on behalf of the French Antarctic program
  - a total of around 240 passengers from several nations.
- It is noted that the above figures and gateway users were impacted by reduced travel due to border restrictions related to COVID-19.
- In 2021–22 Antarctic expeditioners were required to quarantine in dedicated hotel facilities due to COVID-19 requirements, generating more than the usual 7,000 nights spent in Hobart.

Greater Hobart Transport Vision

Through the Hobart City Deal, and building on the work undertaken to date by City Deal partners, we will continue to deliver an integrated and collaborative approach to transport management.

Progress

Total actions*	Completed actions	Active actions
22	15	7

*as outlined in Implementation Plan (Oct 2019)

Southern access

Macquarie and Davey Streets

The Tasmanian Government is progressing a range of measures to improve traffic flow on Macquarie and Davey streets.

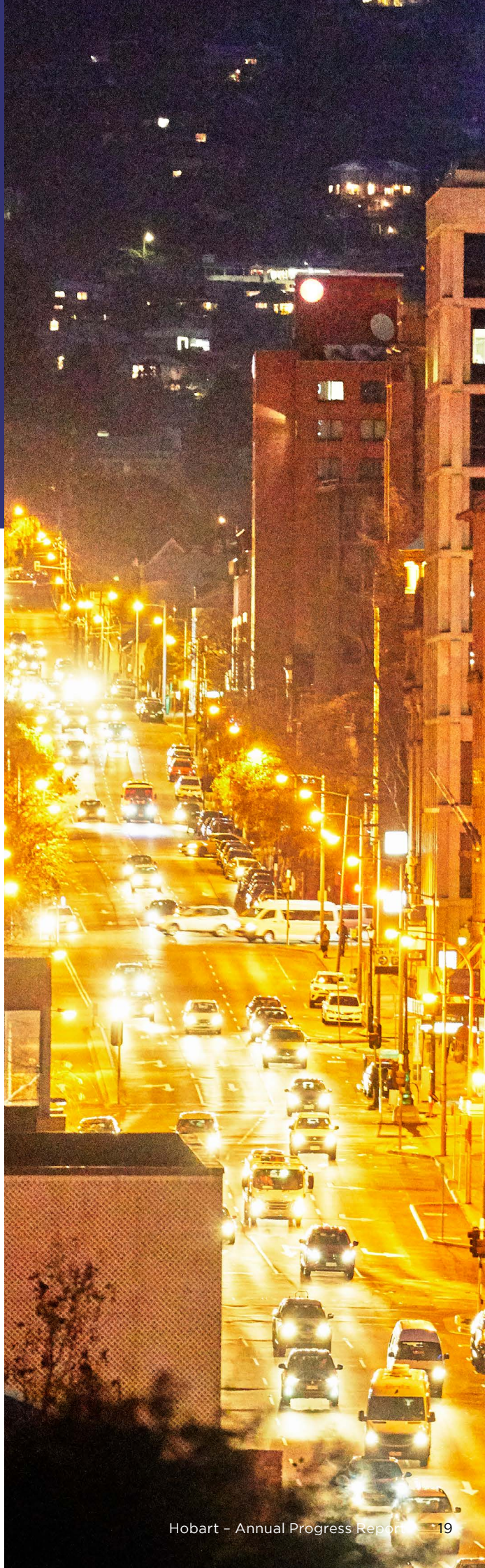
Concept designs were released for public display from 31 August to 27 September 2021. Feedback received during this process will inform the development of detailed designs.

Fifth lane on the Southern Outlet

The Tasmanian Government is progressing the development of a new transit lane on the Southern Outlet to support greater uptake of public transport and carpooling.

The additional lane is proposed to operate northbound between Olinda Grove and Macquarie Street as a 'T3' transit lane for private vehicles carrying three or more occupants, and buses, taxis, motorbikes and emergency service vehicles.

Public display of the concept designs for the transit lane took place from 31 August to 27 September 2021. Detailed designs are being informed by this process.



Kingston Congestion Package

The Tasmanian Government and Kingborough Council collaboratively developed a suite of initiatives under the $20.8 million Kingston Congestion Package to support the uptake of passenger transport and implement the Kingston Place Strategy.

These initiatives include park and ride stations, additional bus services trials, bus stop upgrades, and an upgrade of the Kingston bus interchange.

Park and rides

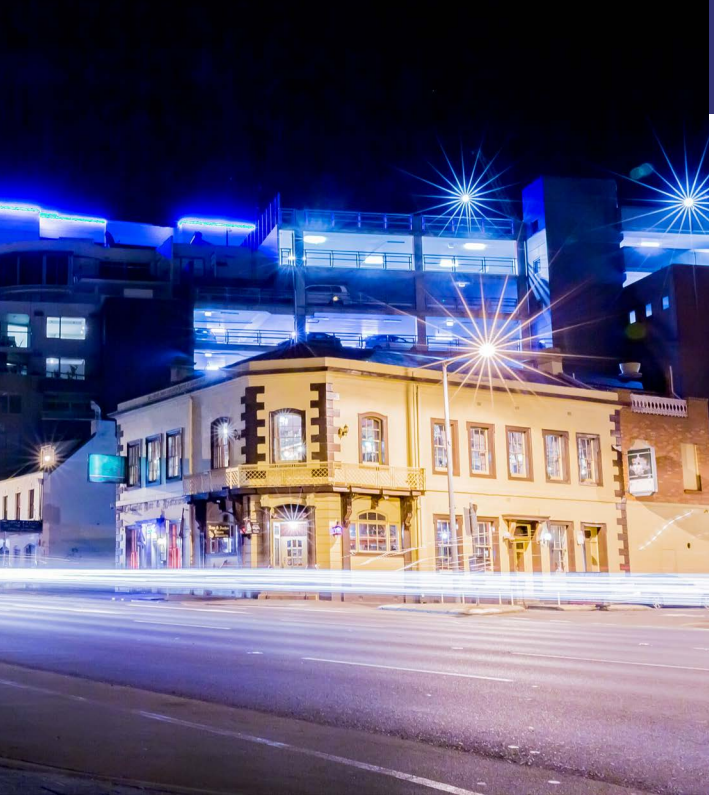
Following the completion of early works, construction of the park and ride facilities commenced in August 2021 at Firthside and in November 2021 at Huntingfield.

Firthside will provide parking for 62 vehicles and storage for 23 bicycles. Huntingfield will include parking for 180 vehicles, a large amenities building and lock-up storage for 26 bicycles. Both facilities will include an upgraded bus shelter, and disability and motorcycle spaces.

Additional bus services

A new express bus service between Huonville and Hobart, operated by Tassie Link, commenced in July 2021. The new service operates four times in each direction on weekdays during the morning and afternoon peak periods, with two new buses being purchased specifically for this service.

A trial of additional bus services to service the park and ride facilities and improve provision of services in the Kingborough area will commence in early 2022. It is anticipated that this will include up to an extra 70 public bus services between Kingston and the Hobart CBD.



Bus stop upgrades

During 2021, Metro Tasmania and the Tasmanian Government undertook an audit of bus stops in Kingborough for *Disability Discrimination Act 1995* (DDA) compliance and amenity. Government has identified 50 priority stops for potential upgrades, in consultation with Kingborough Council and Metro Tasmania.

A Request for Quote to engage a consultant to progress design and drawings of DDA, accessibility and amenity upgrades suitable for construction, was advertised in December 2021.

Transform Kingston

As part of its plans to transform the main street of Kingston, the Kingborough Council is trialling a temporary roundabout at the intersection of Channel Highway and Hutchins Street. Data on traffic flows and speeds as well as pedestrian movements collected during the trial will inform the final configuration of the upgrades.

The tenders for works on Goshawk Way and replacement of the John Street roundabout were advertised in October 2021, as part of a series of proposed upgrades to roads within central Kingston.

Key milestones achieved

Jul 2021: New express bus service between Huonville and Hobart commenced.

Aug 2021: Construction of Firthside park and ride facility commenced.

Sept 2021: Concept designs for Southern Outlet transit lane and Macquarie and Davey streets bus priority measures released for public display.

Oct 2021: Tenders released for Goshawk Way works and replacement of John Street roundabout.

Nov 2021: Construction of Huntingfield park and ride facility commenced.

Sept 2021: Trial commenced of temporary roundabout at intersection of Channel Highway and Hutchins Street.

2021: Audit and identification of priority bus stops in Kingborough for the DDA upgrade.

Next steps

Early 2022: Commence additional bus services to service park and ride facilities and improve provision of services in Kingborough area.

Early 2022: Complete construction of Firthside park and ride facility.

Early 2022: Construction to commence on road link within Kingston Park (Goshawk Way) including a new roundabout connection with Huon Highway and replacement of John Street roundabout.

Mid 2022: Complete construction of Huntingfield park and ride facility.

Mid 2022: Commence construction of proposed main street upgrades of the Channel Highway within Kingston CBD.

2022: Commence construction of supporting infrastructure for bus priority measures on Macquarie and Davey streets.

2022: Engage consultant to develop designs for upgraded priority bus stops in the Kingborough area.

Mid 2023: Commence construction of Southern Outlet transit lane.

Eastern access

South East Traffic Solution

The South East Traffic Solution aims to improve travel time reliability through a more efficient and safer road network through multiple elements including:

- an overtaking lane on the Arthur Highway
- the new Hobart Airport Interchange
- a new signalised intersection at Midway Point
- a bypass between the Tasman Highway and the Arthur Highway (Sorell Southern Bypass)
- planning to widen the Midway Point and Sorell causeways
- turning facilities and two further lanes linking the Midway Point causeway with the new Hobart Airport Interchange
- 2022: commence planning and consultation for duplication of Midway Point and Sorell causeways.

Arthur Highway Overtaking Lane

The new overtaking lane was completed in late February 2020.

Hobart Airport Interchange

Construction commenced in December 2020, with the first stage of works completed in May 2021. These works involved the construction of the eastbound off ramp, the westbound on ramp, both roundabouts and alterations to Kennedy Drive.

The second stage, which will lift the Tasman Highway over Kennedy Drive and Holyman Ave, commenced in May 2021.

The third stage will commence construction in January 2022, which will remove the current roundabout and upgrade the Tasman Highway.

Construction is scheduled to be completed before the end of 2022.

Midway Point Intersection

Construction commenced on the Midway Point Intersection in January 2021. This first phase of works includes vegetation clearing, modifications to the existing roundabout, and the excavation of rock face next to the highway to allow for the construction of two new lanes on the highway and additional turning lanes into Penna Road.

Additional work continues on Penna Road where it intersects with the Tasman Highway to allow for new slip lanes, the construction of two concrete retaining walls, and the installation of screens and safety barriers.

Work continues on the realignment and installation of stormwater, sewer, water, power and NBN networks, as well as the construction of new road pavement and a new eastbound bus stop.

This project is expected to be completed in mid-2022.

Sorell Southern Bypass

Construction commenced on the Sorell Southern Bypass in May 2021. Works on the roundabout on Arthur Highway near Nugent Road began on 8 October 2021.

Construction on the roundabout on Tasman Highway is expected to start in early 2022.

This project is expected to be completed by the end of 2022.

Hobart Airport to Midway Point causeway

The planning permit for this project has been received, with environmental approvals being progressed.

Construction is expected to commence in mid-2022.

Duplication of Midway Point and Sorell causeways

The Australian and Tasmanian Governments have committed a combined $187 million to duplicate the Midway Point and the Sorell causeways, delivering two lanes in each direction.

Derwent Ferry Service

The one-year trial Derwent River ferry service, linking Hobart with Bellerive, commenced in August 2021.

Operated by local ferry provider Roche Brothers – who also run the ferries for the Museum of Old and New Art (MONA) – the trial service supports active transport such as walking and cycling, with travel free to commuters who have a Metro Tasmania Greencard or are travelling with a bicycle.

Due to the high uptake of this trial service, a second vessel has been deployed from the end of November 2021 to run an additional four services a day, bringing the total daily services to 19 and catering for an additional 400 passengers a day.

In December 2021, a limited trial of Saturday services commenced to support summer access to the Hobart CBD, subsidised by the Hobart City Council. The additional services ran on Saturdays from mid-December 2021, carrying an average of over 700 visitors each Saturday.

Infrastructure improvements at Kangaroo Bay and Bellerive have been completed to provide suitable berthing facilities for the ferry and boarding facilities for passengers.

The service will continue beyond its initial 12-month trial end date of August 2022. A review of the trial will help inform the detail of future service decisions.

Key milestones achieved

Jan 2021: Construction commenced on the Midway Point Intersection.

Early 2021: Planning and procurement for the Tasman Bridge upgrade commenced.

May 2021: Construction commenced on the Sorell Southern Bypass.

May 2021: Construction commenced on Stage 2 of the Hobart Airport Interchange.

Aug 2021: Trial Derwent River ferry service between Bellerive and Hobart commenced.

Sept 2021: Planning permit received for Hobart Airport to Midway Point causeway duplication.

Dec 2021: New Saturday service for the trial ferry service commenced.

Next steps

Mid 2022: Anticipated completion of Midway Point intersection.

Mid 2022: Anticipated commencement of construction for Hobart Airport to Midway Point causeway duplication.

Late 2022: Anticipated completion of Hobart Airport Interchange.

Late 2022: Anticipated completion of Southern Sorell Bypass.

2022: Expansion of the trial Derwent River ferry service.

2022: Commence detailed design for proposed upgrades to Tasman Bridge.

Northern access

New Bridgewater Bridge

The Australian and Tasmanian Governments have committed $768 million to support the design and construction of the new Bridgewater Bridge.

As part of an Early Contractor Involvement process, two tenders for design and construction of the new bridge were submitted in August 2021 by McConnell Dowell Constructors (Australia) and CPB Contractors.

In December 2021, McConnell Dowell Constructors (Australia) was named to deliver Tasmania's largest transport infrastructure project.

The new Bridgewater Bridge is the first project to be declared a Major Project by the Tasmanian Minister for Planning under the *Land Use Planning and Approvals Act 1993*, providing it with a coordinated multi-permit assessments process.

As part of this process, Major Project Impact Assessment documentation has been developed to support the project, which will be exhibited publicly, with a planning decision expected in early 2022.

Major construction is expected to commence in mid-2022, with the bridge anticipated to be open for traffic by the end of 2024.

Key milestones achieved

Jan 2021: Reference design engagement report released, summarising key issues and concerns raised by community and stakeholders.

Aug 2021: Submission of Major Project Impact Statement, informed by detailed geotechnical and survey work, environmental investigations and heritage assessments.

Aug 2021: Tenders for design and construction of new Bridgewater Bridge received.

Dec 2021: McConnell Dowell Constructors Pty Ltd selected as preferred contractor for new Bridgewater Bridge.

Next steps

Early 2022: Public exhibition of Major Project Impact Statement.

Early 2022: Planning application expected to be determined.

Early 2022: Undertake detailed final design, planning and pre-construction activities.

Mid-2022: Commence construction of new Bridgewater Bridge.

Hobart Transit Centre

The Tasmanian Government is progressing the development of a Hobart Transit Centre, to be centrally located in the Hobart CBD.

A range of sites have been explored, with work continuing to determine a recommended site. This work includes concept design, analysis of operability and general traffic movements, and investigation of specific heritage impacts and risk mitigations.

A preferred site is anticipated to be confirmed in early 2022 and community consultation will be undertaken on the draft concept design once it is developed.

Key milestones achieved

2021: High level review of alternative sites following WSP Australia preliminary feasibility study revealed a further site option, which is being investigated.

2021: Targeted consultation undertaken with key stakeholders.

Next steps

Early 2022: Confirm recommended site for Hobart Transit Centre.

Late 2022: Anticipated community consultation period on draft concept design.

Smart traffic management

City Deal partners are progressing a range of smart traffic management solutions to improve traffic flow, safety and driver decision making.

Greater Hobart Incident Management

The Tasmanian Government has implemented an incident management system including Standby Incident Response tow trucks on the Tasman Bridge, Southern Outlet and Brooker Highway to immediately respond to incidents during morning and afternoon peaks, reducing the duration of associated traffic delays.

These tow trucks are also used to remove vehicles from clearways on Macquarie and Davey streets in morning and afternoon peak periods to make traffic flow through the city more reliable.

These ongoing incident management activities are supported by a funding commitment until June 2024.

On-Road Traveller Information System

The On-Road Traveller Information System will deliver Variable Message Signs at several locations in Greater Hobart to provide real time travel data to road users on current traffic conditions, incidents and estimated travel times to key destinations.

Tenders for the design and construction contract closed in March 2021. Contract negotiations are underway with a contract anticipated to be awarded in early 2022, with construction expected to commence in mid-2022.

New Lane Use Management System on the Tasman Bridge

A new Lane Use Management System for the Tasman Bridge will replace the existing lane control system to improve reliability, safety and operational flexibility, and will include a level of automation that removes the need for field crews to be positioned on the road.

Tenders for the design and construction contract closed in March 2021. Contract negotiations are underway with a contract anticipated to be awarded in early 2022, with detailed design to commence shortly after.

Hobart Network Operations Plan

The Tasmanian Government and Hobart City Council are working together to develop a Network Operations Plan to guide the development and operation of the inner Hobart transport network and provide a basis for decision making that reflects competing demands from various user groups.

The first stage of work has been completed, which involved the co-design of a framework including an aspirational road/street user hierarchy, performance measures and targets, informed by stakeholder engagement. A second phase is currently underway, identifying performance gaps and strategies to address these.

Key milestones achieved

Mar 2021: Tenders closed for design and construction contract for new Lane Use Management System on Tasman Bridge and On-Road Traveller Information System.

Jun 2021: First stage of Hobart Network Operations Plan complete.

2021: Ongoing incident management activities to improve traffic flow during peak hours.

Next steps

Early 2022: Contract expected to be awarded for design of new Lane Use Management System on Tasman Bridge and design and construction of On-Road Traveller Information System.

Mid 2022: Anticipated commencement of construction for the On-Road Traveller Information System.

Late 2022: Finalise the Network Operations Plan for central Hobart.

2022: Ongoing incident management activities to improve traffic flow during peak hours.

Infrastructure to shift journeys to active transport

City Deal partners are working together to invest in an accessible active transport network in Greater Hobart through improvements and extensions to cycleways, to provide linkages and increased access for cyclists and pedestrians.

Improve cycling safety

The Tasmanian Government committed $2 million over four years from 2018-19, to improve cycling safety on State roads in the southern region.

Of this funding, $650 000 has been spent in the Greater Hobart area to construct a cycling connection along Goodwood Road to the Bowen Bridge. This involved the sealing of an existing TasWater access road to create a 3-metre-wide path that enables an active transport connection from the Howard Road junction to the Bowen Bridge.

Cycling grant program

The Tasmanian Government's $2 million grant program will partner with Greater Hobart Councils to support the creation or extension of bicycle routes that connect activity areas.

Coordinated active transport network plan

City Deal partners are working together to develop a coordinated approach to active transport infrastructure investment in Greater Hobart.

The Greater Hobart Transport Working Group, with representatives from State and local government, is developing the Greater Hobart Arterial Commuter Cycling Network Plan, which identifies gaps in the AAA rated commuter cycling network in Greater Hobart.

Projects to improve the network will be prioritised and progressed by City Deal partners.

Active transport infrastructure investments

A range of projects are underway to improve active transport network connections and pedestrian linkages in Greater Hobart.

- The Tasmanian Government has committed a further $2 million to cycling projects in the southern region from 2022–23, with a focus on linking cycling routes on local roads.

In 2021, the Greater Hobart Councils progressed a number of active transport projects in their respective council areas:

- Clarence City Council commenced construction of the Ford Parade multi-user pathway upgrade, which will widen the Clarence foreshore pathway for improved connectivity.
- Clarence City Council commenced construction of the multi-user pathway between Montagu Bay and Sheoak Point in Rosny, to be completed in stages over approximately two years.
- Glenorchy City Council's Glenorchy CBD Revitalisation Project has redeveloped parts of Main Road, Terry, Tolosa, Regina and Barry streets and was officially opened in September 2021 after three years of works.
- Glenorchy City Council has completed construction of a new shared path connection between the Intercity Cycleway and the entry to MONA.
- Glenorchy City Council has also widened a section of the footpath along Howard Road between Giblin Reserve and Negara Crescent.
- Hobart City Council is continuing its trial of traffic and parking arrangements on Campbell Street between Liverpool and Collins streets, including a shared slow-speed lane for cyclists and service vehicles. Following its conclusion, the trial will be evaluated to inform decision making around permanent installation of the arrangement.

- Hobart City Council is progressing the trial implementation of bicycle lanes along sections of Argyle, Campbell, Liverpool and Bathurst streets, supported by a $1.7 million grant under the Tasmanian Government's Vulnerable Road User Program.
- Hobart City Council has continued to progress upgrades to improve pedestrian access, including design work for the final stage of its Salamanca Place Precinct Upgrade, which will include the Montpellier Street crossing and the Whaler section of Salamanca.
- Hobart City Council has commenced construction of upgrades to connect the Intercity Cycleway from McVilly Drive through to the boundary of Macquarie Point.
- Kingborough released its draft *Cycling Strategy 2021 – 2030* for public consultation from October to December 2021.
- This Strategy identifies a proposed cycling network with a range of infrastructure upgrades and advocacy actions to encourage increased use of active transport.
- Pedestrian linkages to Kingston Park have been improved, with Kingborough Council progressing pathway improvements along Beach Road as part of Goshawk Way and John Street intersection upgrades.

Key milestones achieved

Apr 2021: Footpath widened along Howard Road between Giblin Reserve and Negara Crescent.

May 2021: A further $2 million commitment by Tasmanian Government to cycling projects in southern region.

May 2021: Commenced construction on upgrades to connect Intercity Cycleway from McVilly Drive through to boundary of Macquarie Point.

Aug 2021: Commenced construction on Ford Parade foreshore pathway upgrade.

Jul 2021: Construction of new shared path connection to connect Intercity Cycleway to MONA.

May 2021: Construction of cycling connection along Goodwood Road to the Bowen Bridge.

Sept 2021: Completion and official opening of Glenorchy CBD Revitalisation Project.

Oct 2021: Pathway improvements completed along Beach Road, connecting the Kingston shopping precinct to Kingston Beach.

Oct – Dec 2021: Public consultation on Kingborough Council's draft *Cycling Strategy 2021 – 2030*.

Dec 2021: Completion of second stage of Montagu Bay to Rosny College shared pathway upgrade.

Dec 2021: Extension of shared path outside MONA linking to Berriedale Reserve and Alcorso Drive pedestrian refuge, connecting to the Intercity Cycleway.

2021: Trial of traffic and parking arrangements on Campbell Street between Liverpool and Collins streets.

2021: A coordinated active transport network plan developed, identifying gaps in the commuter cycling network in Greater Hobart and priorities for action.

Next steps

Early 2022: Conclude trial traffic and parking arrangements on Campbell Street between Liverpool and Collins streets.

Early 2022: Commence construction work to support trial implementation of bicycle lanes along sections of Argyle, Campbell, Liverpool and Bathurst streets.

2022: Progress prioritised projects to progressively fill in identified gaps outlined in the coordinated active transport network plan for Greater Hobart.

2022: Finalise Kingborough's *Cycling Strategy 2021 – 2030*, informed by community consultation and key stakeholder engagement.

Late 2022: Commence final stage of works as part of the Salamanca Place Precinct Upgrade.

Enhance user experiences on, and encourage the uptake of, public transport

City Deal partners are progressing a range of initiatives to support an uplift in public transport use in the Greater Hobart area.

Contemporary ticketing system

The Tasmanian Government is progressing a modern common ticketing solution across public transport with real-time information for commuters, with an additional $31.5 million committed in the 2021 State election to support delivery.

This work is being led by Metro Tasmania, working closely with the Tasmanian Government.

Bus priority measures on Main Road corridor

Transit corridors are key public transport routes that link residential areas to activity centres in Greater Hobart. Bus priority and bus stop optimisation measures are being investigated by the Tasmanian Government to improve the reliability of buses travelling between Hobart CBD and Glenorchy on the Main Road corridor.

Bus priority measures focus on giving buses traffic priority at key intersections as well as improving general traffic flow. Bus stop optimisation focuses on the appropriate location of, and distances between, bus stops to improve travel time.

These measures may include clearways and bus-only lanes on key roads during busy peak times; queue jump starts before the approach to an intersection to allow buses to bypass traffic queues; and traffic signals adjusted at key intersections to prioritise bus travel.

Consultation on these potential measures will be undertaken in 2022.

Kingston bus interchange

Kingborough Council will redevelop the Kingston bus interchange, working closely with the Tasmanian Government, under the Kingston Congestion Package.

A site for the interchange has been purchased by the Council and design work is underway in consultation with the Tasmanian Government and Metro Tasmania.

Community consultation is underway to inform the development of this design.

Rosny Bus Mall and bus stop upgrades

Clarence City Council is progressing improvements to the Rosny Bus Mall, planned as part of the City Heart Project and is upgrading bus stops to improve accessibility and compliance.

Key milestones achieved

Early 2021: Design work commenced on Kingston bus interchange, in consultation with the Tasmanian Government and Metro Tasmania.

Mid 2021: Site for Kingston bus interchange purchased by Kingborough Council.

May 2021: A further $31.5 million commitment by the Tasmanian Government to support delivery of a modern public transport ticketing solution.

Next steps

Early 2022: Consultation on proposed bus prioritisation measures on the Hobart CBD and Glenorchy Main Road corridor.

Early 2022: Consultation on draft design for redevelopment of Kingston bus interchange.

Throughout 2022: Continue work to progress a modern public transport ticketing solution.

Reporting on Key Performance Indicators

Our measure of success:

Within the term of the City Deal congestion will be reduced through targeted capital investment and smart technology solutions, and the percentage of journeys to work that are made by car will be reduced.

The following indicators are used to monitor performance against this measure of success. As these are measured using Census data, interim updates on progress are being explored between Census reporting.

- **Reduce the number of single occupant drivers on the regular commute to work**

Starting base: 62.5 per cent across the four council areas

Target: Reduce to 50 per cent

This aspirational target has been set to demonstrate the significant mode shift that is targeted. A reduction of 10 per cent represents the reduction that currently occurs during school holidays.

The Tasmanian Government is exploring options to monitor single car occupancy travel into the city during peak hours in between Census reporting years.

- **Increase the percentage of people using public transport on their regular commute to work**

Starting base: 6.4 per cent across the four council areas

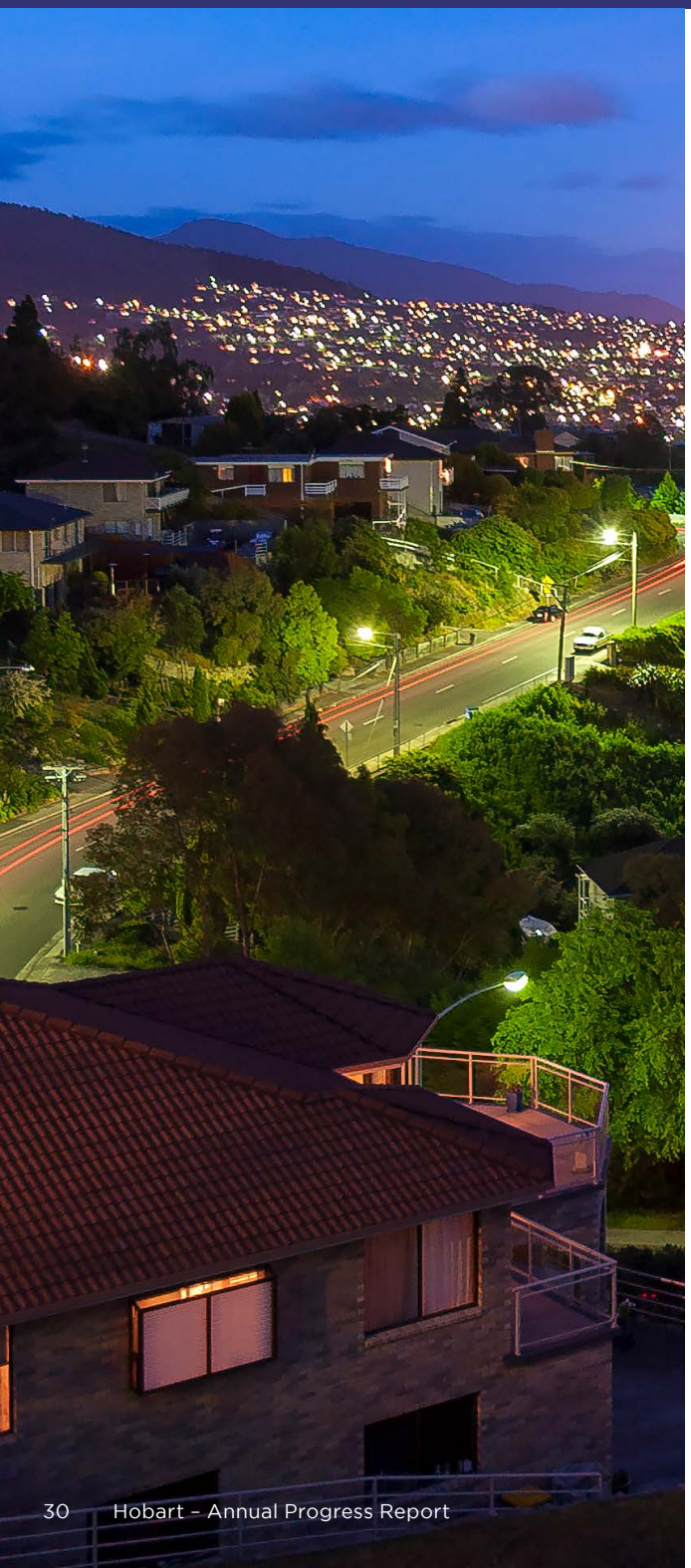
Target: Increase to 10 per cent

The target will be tracked with reference to cities of a similar size, such as Geelong (6.3 per cent) and larger cities with higher public transport use such as Perth (10.2 per cent) and Melbourne (15.5 per cent).

Metro Tasmania is the largest public transport service provider in the Greater Hobart region contracted by the Government. According to Metro peak-patronage data, there was a 15 per cent increase in adult public transport usage to and from the Hobart CBD during peak periods in the 2021 calendar year compared to 2020. The data showed that usage remained reasonably consistent throughout 2021 compared to 2020. It should be noted that adult patronage was in decline during 2020, and the integrity of data was impacted further as a result of free travel being.

Affordable housing and urban renewal

City Deal Partners are committed to ensuring Greater Hobart can deliver a diverse range of affordable housing options suitable for different household types, in locations close to where people work and services are delivered. This is critical to the long-term liveability of the city.



Progress

Total actions*	Completed actions	Active actions
9	2	7

*as outlined in Implementation Plan (Oct 2019)

Social housing partnerships

The Australian Government has partnered with community housing providers in Tasmania to deliver more than 100 new social and affordable housing dwellings in Greater Hobart, with 99 properties built and tenanted by December 2021.

The Improving Social Housing Outcomes program is supported by a $30 million Australian Government commitment and a $16.5 million contribution by the providers.

The program received a 12-month extension to allow providers to deliver their full commitments, with all dwellings anticipated to be completed in mid-2022. Providers experienced difficulties with land acquisition and delays as a result of COVID-19.

These dwellings will house priority applicants from the Housing Register in Tasmania including people living with disabilities, those escaping domestic violence, elderly people, youth at-risk and people who are homeless or at-risk of homelessness.

The dwellings will be used as social housing for 30 years and are built to meet the Liveable Housing Australia Silver Level to ensure sustainable design.

Identify land for redevelopment

City Deal partners will identify opportunities on publicly-owned land within priority precincts that can be redeveloped as catalyst sites for the delivery of high-quality mixed-use developments.

Planning is continuing for the redevelopment of a Tasmanian Government-owned site in Campbell Street to provide a mixed-use build with a focus on affordable housing.

The Development Application for this project was approved in December 2021, with construction anticipated to commence in 2022.

Affordable Housing Strategy

The Tasmanian Government is continuing to implement its Affordable Housing Strategy 2015–2025, with 1,938 new lots and homes supplied to date across Tasmania, with 682 of these in the four Greater Hobart Council areas (as at 31 December 2021).

A 25-unit social housing complex in Goulburn Street opened in February 2021, providing homes for older, at-risk Tasmanians from the Housing Register. This complex is being run by specialist aged-care housing provider, Wintringham.

On 25 October 2021, the Kingborough Council unanimously approved the first stage of the Huntingfield division, which will provide more than 200 Tasmanian households with the opportunity to buy a new home.

Construction of a 50-unit aged care facility at Wirksworth in Bellerive is anticipated to be completed in mid-2022.

Central Hobart Precincts Plan

The Hobart City Council, supported by the Tasmanian Government, is progressing the development of the Central Hobart Precincts Plan to guide future growth of central Hobart.

The study area covers 64 blocks bounded by Davey Street to the south, Burnett Street to the north, the Brooker Highway in the east and Molle and Harrington streets to the west.

An update to the background studies was undertaken in early 2021 to assess the economic impact of COVID-19.

A Discussion Paper was released in October 2021 to stimulate community discussion around the future of central Hobart including five proposed future ‘urban neighbourhoods’ as areas for potential renewal and revitalisation.

Through this process, a wide range of stakeholders have been engaged, from homeowners and retailers to developers and investors, to gather their ideas and opinions of the concept.

Input received through this consultation will inform the development of the draft Central Hobart Precincts Plan, which will be released for further community engagement in 2022.

Clarence City Heart Project

The Clarence City Council is progressing the City Heart project, which aims to bring the Bellerive, Rosny and Kangaroo Bay areas together to develop the Clarence city centre into a thriving and vibrant place to live, work and visit.

An Expressions of Interest process will be undertaken to progress this project.

Greater Glenorchy Plan

The Greater Glenorchy Plan sets out a vision for the key activity centres of Glenorchy, Moonah and Claremont in 2040.

The Plan was endorsed by Glenorchy City Council on 22 February 2021 and is currently being implemented.

Glenorchy City Council is progressing the implementation of the Greater Glenorchy Plan including exploring potential planning scheme amendments.

Working with local artists, 10 new murals were installed along the Intercity Cycleway between Moonah and MONA in mid-2021, as part of the Corridor of Modern Art (COMA) project.

In mid-2021, the Glenorchy City Council supported 14 community-led projects as part of the Showcase Moonah project, including the To the North Market local street market on Albert Road and paint-by-numbers *Make Your Mark Mural*, as well as pop-up events, interactive workshops, guided walks, laneway activations, street art and cultural performances.

Kingston Place Strategy

The *Kingston Place Strategy 2020-2050* is guiding the transformation Kingston into a green, walkable and engaging regional hub, and was adopted by Kingborough Council in May 2020.

The Strategy identifies a range of investment priorities including transforming Channel Highway into Kingston town centre's main street; developing Kingston town centre's civic spine; creating new laneway experiences; and improving the walking links to public transport nodes.

To inform the design of upgrades to the main street of central Kingston as part of the Transform Kingston project, the Kingborough Council has trialled a temporary roundabout at the intersection of Channel Highway and Hutchins Street.

These upgrades are anticipated to commence in mid-2022. This will include creating greener areas, widening footpaths for pedestrians and outdoor dining, slowing traffic down, improving cycling access and supporting the use of public transport with appealing infrastructure.

Precinct Planning Guidelines

Precinct Planning Guidelines will support precinct planning activities in Tasmania.

Draft Precinct Planning Guidelines have been developed and are available on the Tasmanian Planning Reform website (planningreform.tas.gov.au).

The final Precinct Planning Guidelines will be informed by experience and feedback through the completion of the Central Hobart Precincts Plan work, which was delayed due to impacts of COVID-19 but is anticipated to be finalised in 2022.

Ancillary dwellings

Adding Extra Living Quarters to Your Home is a guide for homeowners to create ancillary dwellings within the existing planning framework in Tasmania.

The guide was launched in late June 2021, in conjunction with the opening of the Ancillary Dwellings Grants Program. The brochure is available online on the State Growth (stategrowth.tas.gov.au) and Tasmanian Planning Reform websites (planningreform.tas.gov.au).

Deliver changes to planning regulations

The Tasmanian Government is progressing a project to amend the planning rules to deliver consistent requirements for, and a clear pathway for the approval of, apartments across Tasmania.

Further public consultation on the draft development standards for medium density residential development and infill housing options will be undertaken in early 2022.

The formal process to include these standards as part of the State Planning Provisions will commence in 2022, including assessment by the Tasmanian Planning Commission.

Key milestones achieved

Feb 2021: Draft Precinct Planning Guidelines uploaded to Tasmanian Planning Reform website.

Feb 2021: Opening of 25-unit social housing complex in Goulburn Street providing homes for older, atrisk Tasmanians from the Housing Register.

Feb 2021: Greater Glenorchy Plan endorsed by the Glenorchy City Council.

June 2021: *Adding Extra Living Quarters to Your Home* guide and Ancillary Dwellings Grants Program launched.

Jul 2021: Development Application lodged for redevelopment of government-owned site in Campbell Street.

Apr-Jun 2021: 14 community-led projects supported as part of the Showcase Moonah project.

May-Jun 2021: Murals installed along the Intercity Cycleway between Moonah and MONA.

Sept 2021: Temporary roundabout trial commenced at intersection of Channel Highway and Hutchins Street to inform design of Kingston main street upgrades.

Oct 2021: Kingborough Council unanimously approved first stage of Huntingfield division.

Oct 2021: Central Hobart Precincts Plan Discussion Paper released.

As at Dec 2021: 1,938 new lots and homes supplied to date across Tasmania, with 682 of these in the four Greater Hobart Council areas.

As at Dec 2021: 99 properties built and tenanted through a partnership with community housing providers, housing more than 80 priority applicants from the Housing Register.

Next steps

Early 2022: Public consultation to be undertaken on draft standards for medium density residential development.

30 June 2022: Anticipated completion of remaining social housing properties under the Improving Social Housing Outcomes program.

Mid 2022: Anticipated completion of aged care facility at Wirksworth in Bellerive.

Mid 2022: Anticipated commencement of upgrades to main road of central Kingston as part of Kingston Place Strategy.

Mid 2022: Draft Central Hobart Precincts Plan released for community consultation.

Late 2022: Commence formal process to include medium density development standards as part of the State Planning Provisions.

Late 2022: Finalise Precinct Planning Guidelines, informed by experience and feedback through Central Hobart Precincts Plan work.

2022: Expressions of Interest process for City Heart project.

2022: Construction anticipated to commence to redevelop pilot government-owned site in Campbell Street.

Reporting on Key Performance Indicators

Our measure of success:

Within the term of the City Deal Hobart will have a more diverse, affordable and inclusive housing mix to provide choices to meet our changing lifestyle and population needs.

The following indicators are used to monitor performance against this measure of success.

- **Support urban renewal through compact, liveable and sustainable precincts**

Housing per hectare in urban areas includes general residential, inner residential and low density residential zones.

Note that housing per hectare in urban areas includes general residential, inner residential and low density residential zones.

Data indicates that as at September 2021, there were 9.35 houses per hectare in urban Hobart. This is an increase from 9.25 houses per hectare in June 2020.

- **Improve housing affordability**

Housing affordability will be measured through "housing stress" – the proportion of households in the lowest 40 per cent of incomes who are paying more than 30 per cent of their usual gross weekly income on housing costs.

As this is measured using Census data, interim updates on progress are being explored between Census reporting.

Starting base: (2016 Census)

- Clarence – 19.3 per cent
- Glenorchy – 27.3 per cent
- Hobart – 22.8 per cent
- Kingborough – 19.8 per cent
- Greater Hobart area – 22.5 per cent

According to the Survey of Income and Housing Costs, in 2017-18 the proportion of lower income renters paying more than 30 per cent of income on housing costs in the Greater Hobart area was 24.7 per cent.

It is noted that the above estimate has a high margin of error and should be used with caution.

Activating the Northern Suburbs Transit Corridor

City Deal partners are committed to activating the Northern Suburbs Transit Corridor through transit-oriented development that prioritises urban renewal and improves housing supply, affordability and diversity

Progress

Total actions*	Completed actions	Active actions
6	1	5

*as outlined in Implementation Plan (Oct 2019)

City Deal partners are actively engaging on next steps and continuing work to support activation of the Northern Suburbs Transit Corridor.

Transport solution

As a critical step in this activation, an independent analysis of corridor transport options was completed by PwC and published online at transport.tas.gov.au in 2020. One of the key pieces of further work set out in this report was to undertake a detailed condition assessment of the existing infrastructure in the transit corridor.

In keeping with the staging proposed, this work has focussed initially on the southern section of the corridor between Glenorchy and Hobart. This mode-neutral condition assessment was undertaken by consultants GHD in 2021. The findings will inform investment decisions by providing an understanding of the cost of upgrades needed to prepare for a future, mode neutral, transport solution, and further work and approvals that will be needed to undertake remediation, structural, safety and infrastructure upgrades required.

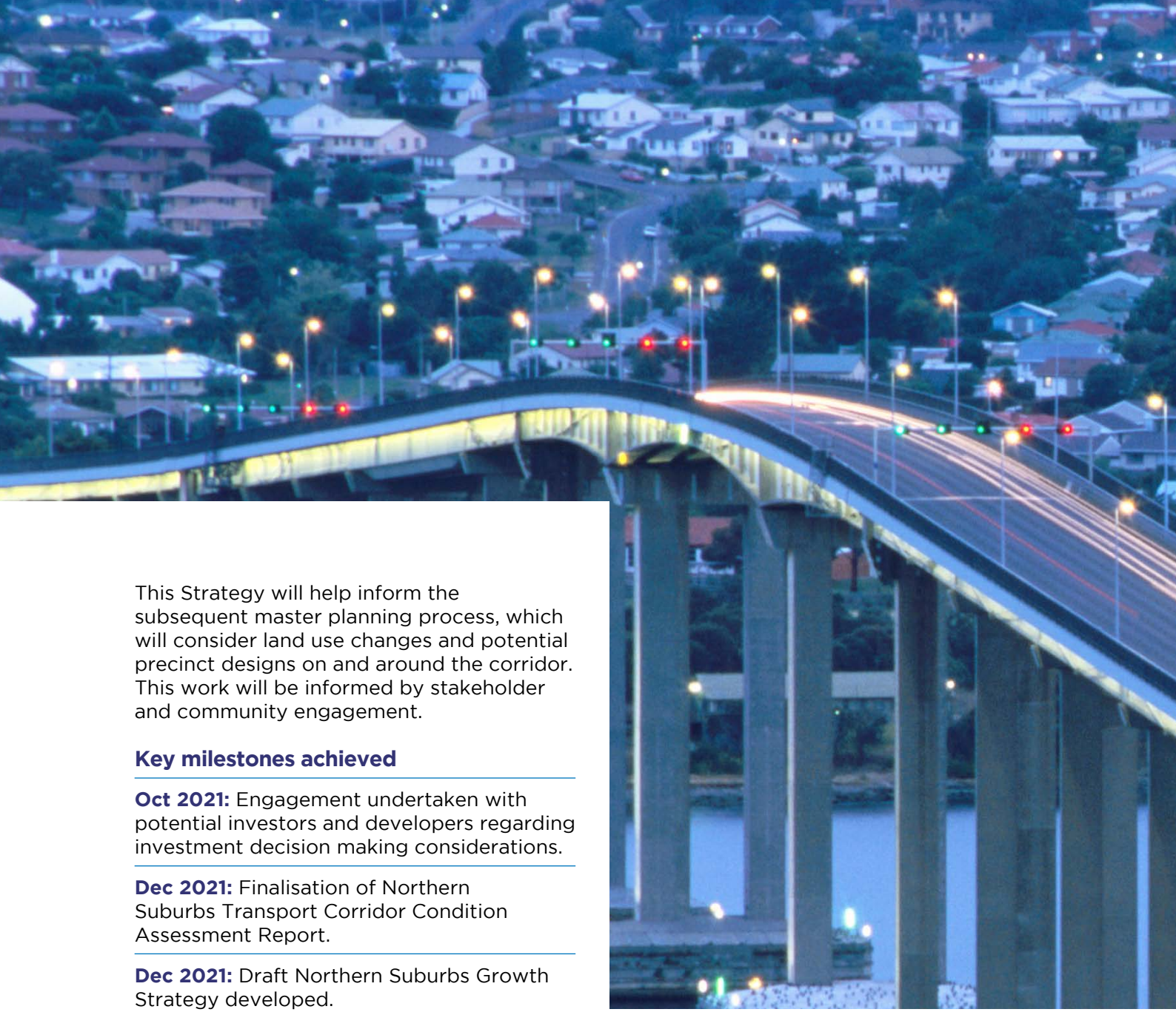
The outcomes of the condition assessment will be progressed through the Northern Suburbs Transit Corridor Working Group, which comprises representatives from all three levels of government.

Northern Suburbs Growth Strategy

To support urban renewal and activation of the corridor, City Deal partners engaged COX Architecture to develop a Growth Strategy for the areas surrounding the corridor.

The Growth Strategy will help create a future vision for areas adjacent to the corridor and will support staged urban renewal and amenity upgrades. This work includes a series of recommendations to deliver this vision and the identification of pilot areas for early catalyst development sites.

The development of the Growth Strategy is informed by consultation with investors and potential developers to understand the opportunities and barriers to supporting activation along the corridor.



This Strategy will help inform the subsequent master planning process, which will consider land use changes and potential precinct designs on and around the corridor. This work will be informed by stakeholder and community engagement.

Key milestones achieved

Oct 2021: Engagement undertaken with potential investors and developers regarding investment decision making considerations.

Dec 2021: Finalisation of Northern Suburbs Transport Corridor Condition Assessment Report.

Dec 2021: Draft Northern Suburbs Growth Strategy developed.

Next steps

2022: Partners to consider Conditions Assessment Report, and consider options and next steps in the corridor.

2022: Finalise the Northern Suburbs Growth Strategy and undertake stakeholder and community engagement.

2022: Progress a master planning process, informed by the Growth Strategy for the corridor, Greater Glenorchy Plan, and Central Hobart Precincts Plan.

2022: In keeping with the Greater Hobart Plan (see Key Focus Area 7), develop and start testing measures to support the delivery of the Growth Strategy vision and urban renewal in areas around the corridor.

Reporting on Key Performance Indicators

Our measure of success:

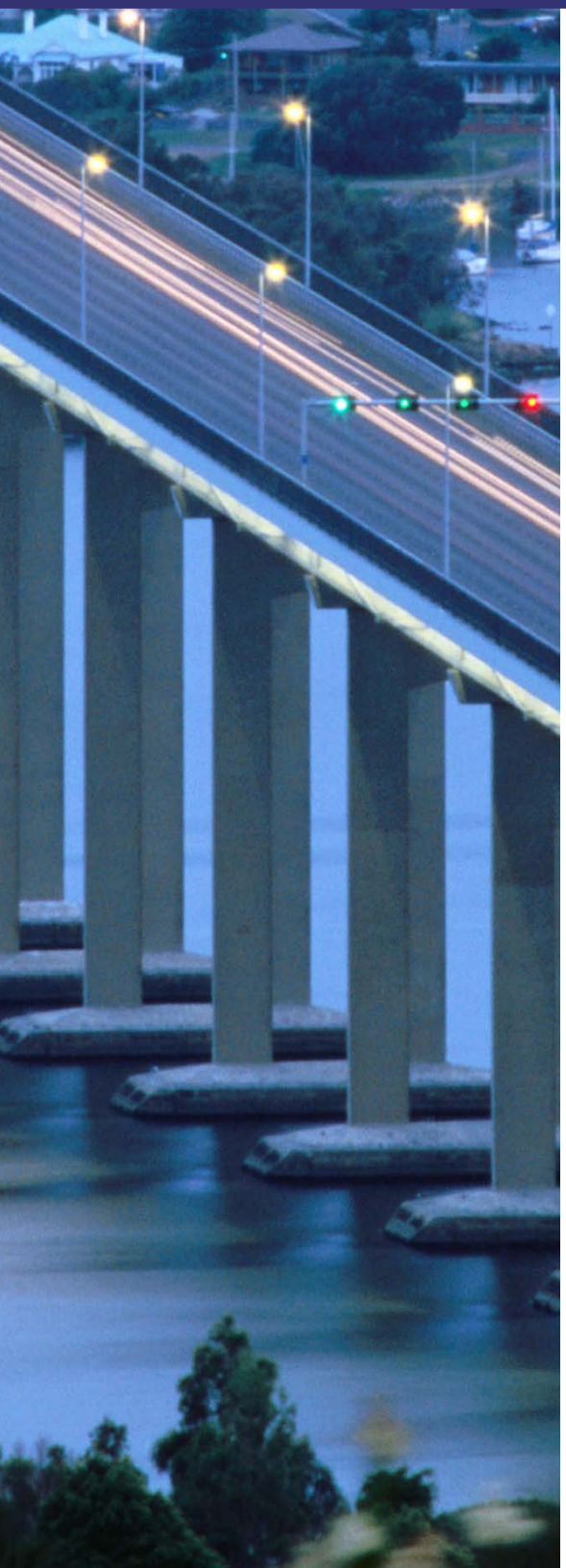
Within the term of the City Deal, a transport solution will be delivered on the Northern suburbs Transit Corridor to service, and be supported by, urban renewal.

The following indicators are used to monitor performance against this measure of success.

- **Infrastructure milestones**
- **Increase in supply of affordable housing**

Smart, liveable and investment ready city

The City Deal will support the ongoing development of Hobart as a smart, liveable and investment ready city.



Progress

Total actions*	Completed actions	Active actions
6	2	4

*as outlined in Implementation Plan (Oct 2019)

Supporting the relocation of University of Tasmania's southern campus

The University of Tasmania, Tasmanian Government and Hobart City Council have continued to work together to align planning and investment, discuss transit needs and enable urban design, to support the transition of the University's southern campus into the CBD.

The University released its masterplan for its move into the CBD in May 2021, and the Concept Masterplan for its Sandy Bay campus redevelopment in October 2021.

Support for Enterprize Tasmania

The Tasmanian Government has continued to provide funding to Enterprize Tasmania to support local start-ups with innovation hubs in Hobart and Launceston. The hubs provide collaborative workspaces, offices, and formal support programs.

Entrepreneurship Facilitator

In 2021, the Australian Government's Entrepreneurship Facilitators Program supported 824 individuals in Greater Hobart who were interested in starting or running to start or run a business. In this 12 month period Facilitators delivered 387 networking events, including 27 workshops, and 360 individual mentoring sessions.

Of the people supported during 2021:

- 377 people received comprehensive support via participation in a workshop, direct mentoring or one-on-one help to start or run a business
- 447 people received general advice and information about starting or running a business.

Greater Hobart Smart Precincts Strategy

City Deal partners are working together to drive collaboration and support the digital transformation of Greater Hobart. As part of this, the Smart Cities Working Group, with representatives from the three levels of government, is drafting a Greater Hobart Smart Precincts Strategy to guide common smart city strategic planning and design.

A draft of the Strategy is expected to be developed in early 2022.

Greater Hobart Digital Twin

The Smart Cities Working Group is also investigating opportunities for a Digital Twin for Greater Hobart and has developed a business case for this proposal.

Utilising in-house drone resources and Tasmanian super-computing capabilities, the Working Group has captured footage of the central Hobart CBD, for use in developing a data set capable of demonstrating a working Digital Twin model as part of the business case.

Connected Hobart: Smarter Hobart Challenge

In mid-2020, the Hobart City Council ran a design competition for ideas around innovative bus shelter designs to support modal shift to public transport at anchor sites across Greater Hobart. This competition received over 120 missions from local, national and international innovators.

The People's Choice Award ran in April 2021, with the successful design created by Australian architecture and design firm, *supermanoevre*.

MyState Bank Arena

The MyState Bank Arena officially opened in November 2021, with a Tasmanian-based team taking to the court and returning to the National Basketball League for the first time in 26 years.

The redeveloped arena, formerly known as the Derwent Entertainment Centre, is the new home of the Tasmania JackJumpers, and the first official roster match was played on 3 December 2021 against the Brisbane Bullets.

The next stage of development on the site is the establishment of a community indoor multi-sport facility, which will provide facilities for a number of sports, along with training facilities for the Tasmania JackJumpers. Construction is anticipated to commence in 2022.

The Hedberg

The Tasmanian Government provided $30 million in support for The Hedberg project. The $110 million creative industries and performing arts precinct officially opened in August 2021.

This unique partnership between the University of Tasmania, Australian and Tasmanian Governments, and the Theatre Royal, has delivered improvements to the historic Theatre Royal, including contemporary back of house facilities and a new Studio Theatre, as well as a new home for the University of Tasmania's Conservatorium of Music amongst state-of-the-art performance venues and public spaces.

Bayview College Sporting Precinct Master Plan

Clarence City Council is developing a Master Plan for the Bayview College Sporting Precinct.

Broad community consultation on the draft Master Plan was undertaken in May to July 2021. Following this consultation process, work on the detailed design phase commenced, with a Development Application anticipated to be lodged in mid-2022.

Glenorchy Jobs Hub

The Glenorchy Jobs Hub opened in September 2021, supported by a $1.3 million investment by the Tasmanian Government.

The new Jobs Hub is a free service to help job seekers find work and connect employers with new staff. This service is run by STEPS Employment Services, following a tender process run by Glenorchy City Council.

This has been established as a collaborative initiative with the local steering committee including representatives from the Glenorchy City Council, MONA, the Brave Foundation, University of Tasmania, TasTAFE, Incat and both the Australian and Tasmanian governments.

An online portal for this service has been set up at jobshubglenorchy.com.au.

Investments in retail precincts

A $6.75 million investment by the Hobart City Council to improve accessibility and make infrastructure improvements to enhance the city's local retail precincts.

New Town

Stage 1 works were completed in 2020, with the trial of traffic arrangements at Roope Street and New Town Road complete in mid-2020. Planning and design is underway for the next stage of upgrades including pedestrian improvements and a pocket park, with construction anticipated to commence in 2022.

Hobart City Council has commissioned local artist, Matt Drysdale, to create a series of public art as part of his concept, *Hybrids*. The sculptures are completed, and one has been installed near the Pirie Street intersection. The two remaining sculptures will be delivered in 2022 to complete the installation – one in the Salvos pocket park and one near Cross Street.

Elizabeth Street (Midtown)

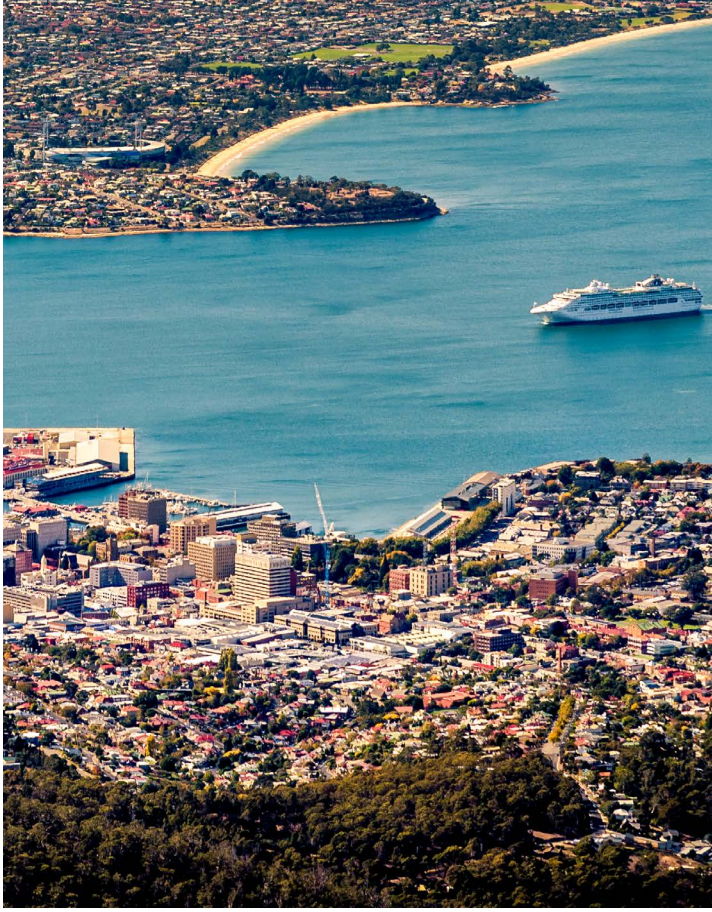
Concept streetscape designs for the Midtown precinct were endorsed by Hobart City Council in December 2020, with construction of Stage 1 (Melville to Brisbane streets) expected to commence in 2022–23.

In 2021, Hobart City Council installed temporary expanded outdoor dining and street seating space, greening and bicycle racks in Elizabeth Street between Melville Street and Brisbane Street. These are part of a 12-month trial, in place until early 2022, supported by the Tasmanian Government through the Ready for Business program. Trial outcomes will inform the final streetscape plan for Midtown.

As part of the Vibrance Festival in February 2021, Hobart City Council funded the transformation of four prominent walls in Midtown into urban art masterpieces.

North Hobart Place Vision, and Access and Parking Plan

The final stage of community consultation on the future of the North Hobart retail and restaurant strip was undertaken in early 2021, with the outcomes considered by Hobart City Council on 20 September 2021. At this meeting, Council agreed to develop a Precinct Plan for North Hobart.



Kingston Park redevelopment

The Kingston Park redevelopment, including contributions by the Kingborough Council of $2.8 million to improve access to the site by road, $240 000 to enhance public open space and $3.2 million for transport infrastructure within the site, is the primary catalyst to support the transformation of central Kingston into the economic and cultural heart of Kingborough.

The Kingston Park playground, and adjacent road and parking, has been widely used by the community and visitors of all ages and abilities, since opening to the public in March 2021. Construction commenced on Stage 2 of the public open space at Kingston Park in November 2021, with a targeted completion date of mid-2022.

The construction of Pardalote Parade was completed in October 2021, providing vehicular access and wide footpaths to the playground and the medium density residential areas being developed.

Fantail Parade, south and east of Goshawk Way, will be the main pedestrian spine connecting Channel Court with Kingston Park, with construction anticipated to commence in 2023. This area will include spaces for resting, outdoor eating, vegetation, public art and shelter.

Key milestones achieved

Feb 2021: Temporary expanded outdoor dining installed along Elizabeth Street in Midtown to support hospitality businesses to extend their trading space with social distancing.

Feb 2021: Public art delivered in the Midtown precinct, as part of the Vibrance Festival.

Mar 2021: Construction commenced of first stage residential development within Kingston Park.

Mar 2021: Kingston Park playground opened to the public.

April 2021: People's Choice Award for innovative bus shelter designs.

May-Jul 2021: Broad community consultation undertaken on Bayview College Sporting Precinct Master Plan.

Sept 2021: Opening of Glenorchy Jobs Hub.

Sept 2021: Hobart City Council resolved to develop a Precinct Plan for North Hobart in consultation with key stakeholders.

Oct 2021: Detailed design phase commenced on Bayview Secondary College Sports Precinct Master Plan.

Oct 2021: Construction of Pardalote Parade, providing vehicular access to Kingston Park.

Oct 2021: Business case developed outlining the proposal for a Digital Twin for Greater Hobart.

As at 31 Dec 2021: Between 1 January and 31 December, the Entrepreneurship Facilitator supported 824 people interested in starting or running a business.

As at Dec 2021: Over 240 people engaged through Glenorchy Jobs Hub.

Next steps

Early 2022: Draft Greater Hobart Smart Precincts Strategy.

Early 2022: Proposal for a Digital Twin for Greater Hobart to be considered.

Early 2022: Engineering and design services to advance the winning Digital Bus Shelter concept into a prototype and proof of concept stage.

Early 2022: Conclusion of trial outdoor dining along Elizabeth Street (Midtown).

Mid 2022: Anticipated decision on the Development Application for the Bayview Secondary College Sports Precinct.

Mid 2022: Finalise the Elizabeth Street (Midtown) streetscape plan.

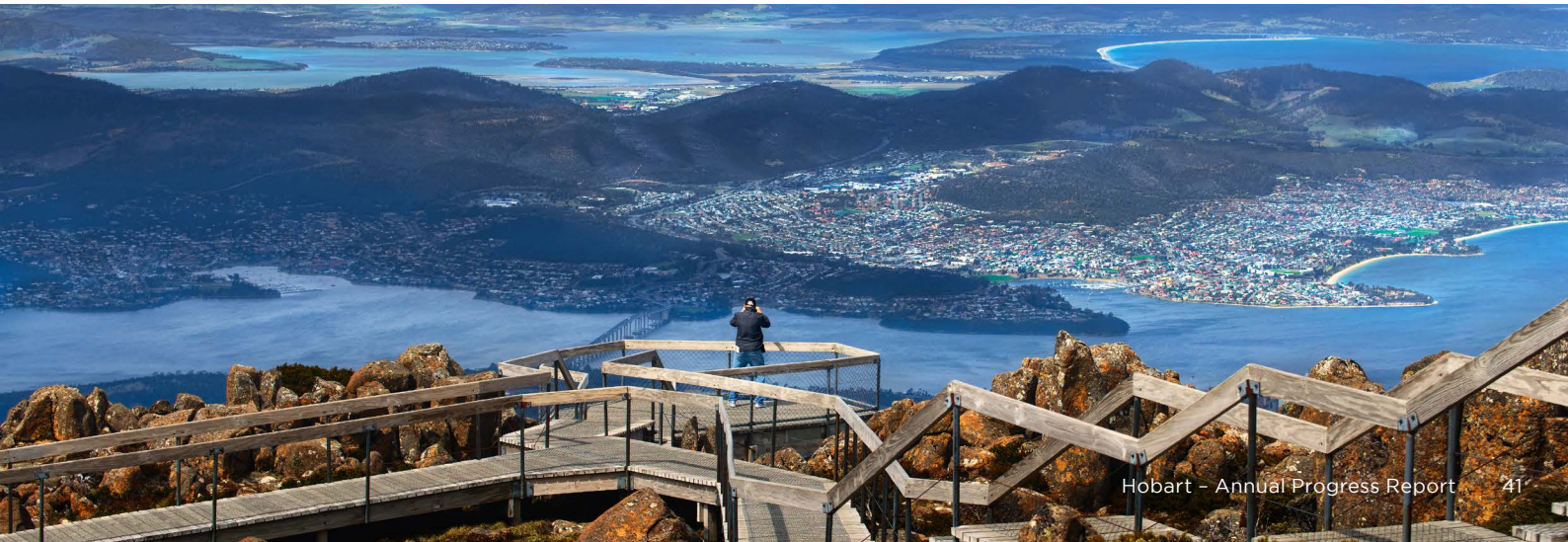
Late 2022: Anticipated completion Goshawk Way Stage 2 – completing the main through road within Kingston Park and roundabout on Huon Highway.

2022: Commence construction on next stage of upgrades to New Town retail precinct.

2022: Pending the outcome of the business case, undertake a Request for Proposals process to identify the long-term Digital Twin Platform for collective use by the Greater Hobart Councils.

2022-23: Anticipated commencement of construction of Stage 1 of the Midtown streetscape upgrade (Melville to Brisbane streets).

2023: Anticipated commencement of construction of Fantail Parade at Kingston Park.



Reporting on Key Performance Indicators

Our measure of success:

Within the term of the City Deal, opportunities to enhance liveability and pursue investment, innovation and Science, technology, engineering and mathematics (STEM) in Hobart will be enhanced through improved pathways, partnerships and facilities.

The following indicators are used to monitor performance against this measure of success.

- **Business count**

As at June 2021, there were 16,002 total businesses across the four council areas. This compares to 16,065 and 15 082 for the same period in 2020 and 2019, respectively.

- **Increase in percentage of people using active transport on their regular commute to work**

Starting base: 8.6 per cent across the four council areas

Target: Increase to 12 per cent

As this is measured using Census data, data for interim updates on progress is being explored.

- **Dwellings with access to public open space (within 400 metres)**

Data indicates that at September 2021, around 98.1 per cent of properties across the four council areas were located within 400 metres of public open space. This compares to 98.3 per cent in June 2020. Between this period there has been an increase in over 1,200 residential properties in the region.

- **Cultural and sporting facilities**

The following facilities were established, substantially redeveloped or refurbished in 2021;

Clarence

- Lauderdale Football Club – upgrade of changerooms, supported by funding from the Tasmanian Government's 'Levelling the Playing Field' grants program, the Club and Clarence City Council.

Glenorchy

- MyState Bank Arena – substantial refurbishment of the MyState Bank Arena (formerly known as the Derwent Entertainment Centre).
- Corridor of Modern Art – installation of murals by local artists along the InterCity Cycleway.

Hobart

- Queenborough Oval carpark – upgrade of Sandy Bay Senior Citizens Club carpark including resurfacing, landscaping and new lighting.
- Doone Kennedy Hobart Aquatic Centre – installation of new slip-resistant tiles around the leisure and 25 metre pool.
- Doone Kennedy Hobart Aquatic Centre – major refurbishment of the Water Play Activity Centre featuring slides, a tipping bucket, water jets and soft-fall flooring.

Entrepreneurship continue to support self-employment in Greater Hobart and South-East Tasmania

The Hobart City Deal is making great progress on programs to support the ongoing development of Greater Hobart as a smart, liveable and investment ready city.

The Australian Government has provided $860,000 under the Hobart City Deal, for Entrepreneurs offering free mentoring and support to people in the Greater Hobart and South-East Tasmania region who are interested in starting or growing their own business. Anyone wanting to learn how to become financially independent and start a new small business can talk to an Entrepreneurship Facilitator about local services and programs that will help them start and run their own business.

Entrepreneurship Facilitators have a wealth of experience, having already assisted over 2000 people in the region. Exploring Being My Own Boss Workshops and the New Business Assistance with New Enterprise Incentive Scheme (NEIS) program are also available in the region. Workshops give people a taste of what is involved in starting a business, and NEIS gives people free training and mentoring to help them start and run a new business.

Left: Kingborough Facilitator Ms Daniela Schurink-Moller speaking with a potential entrepreneur

Credit - Australian Government Department of Education, Skills and Employment

Entrepreneurship
Facilitators >>>>

AN AUSTRALIAN GOVERNMENT INITIATIVE

Strategic collaboration and governance

Greater Hobart Act

City Deal partners are committed to working together to maintain and build on Hobart's vibrancy, liveability and amenity, as we welcome more people to our City.

Progress

Total actions*	Completed actions	Active actions
8	5	3

*as outlined in Implementation Plan (Oct 2019)

The Hobart City Deal provides a vision, key measures of success and key focus areas for the three levels of government to collectively guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges.

Hobart City Deal

The second Annual Progress Report was released in March 2021, outlining the progress on City Deal commitments during its second year of implementation.

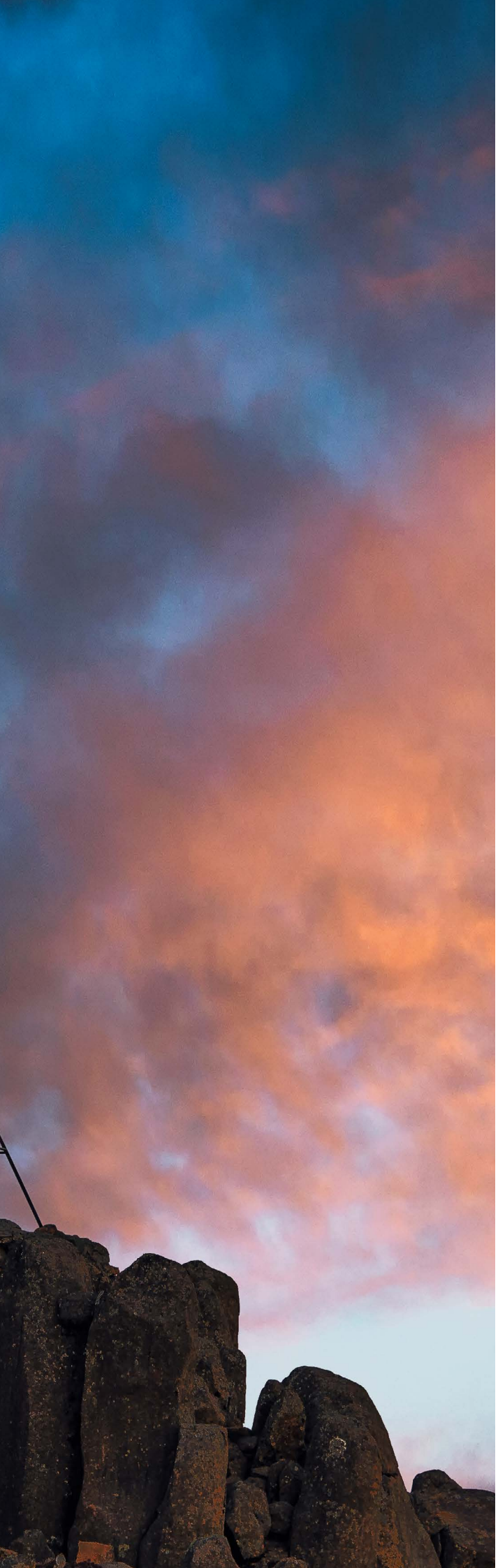
The Implementation Plan has been updated to consider priorities and add new actions to progress emerging phases of work and updates to the delivery of agreed City Deal commitments, providing a rolling three-year action plan.

The Three-Year Review of the Hobart City Deal will commence in 2022.

Greater Hobart Act

The Greater Hobart Committee, comprising the four Greater Hobart Councils and the Tasmanian Government, has released its first shared Work Program, with agreed priority areas being to:

- develop an overarching shared Vision for the Greater Hobart area
- progress an update of the Southern Tasmania Regional Land Use Strategy (through the development of a Greater Hobart Plan for Greater Hobart)
- support the implementation of the Hobart City Deal
- support a collaborative approach to waste management
- ensure commitment to delivery of the Work Program with a consistent delivery mechanism.



The Committee's shared Vision provides the aspiration for the urban area of Greater Hobart to 2050. This was developed collaboratively by the two levels of government and was released in mid-2021, with the following highlevel vision statement:

- We will live in the world's best small capital city;
- a city built for people that is connected, friendly and safe.
- Greater Hobart is thriving and an inspiring place to live, where we all work together
- to make a positive contribution to our extraordinary environment.

A Greater Hobart Plan for Greater Hobart is being developed to deliver on the shared Vision, plan for growth and help shape the urban form of our city over the next 30 years, with the following key elements:

- A detailed Settlement Strategy including Services and Physical Infrastructure and Economic Development sections
- A high-level overarching Greater Hobart Plan document outlining key findings from the above analysis
- A detailed Implementation Plan to outline a cohesive way forward with a range of implementation measures and actions.

A Strategic Planners Working Group, comprising officials from State and local government, meets on a fortnightly basis to progress this work, and assistance has been obtained through the engagement of several consultancies over the past 12 months, including:

- to provide expert advice on metropolitan planning
- to provide economic advice on development and potential implementation measures
- to assist with strategic modelling.

A range of implementation measures will be recommended to encourage the right kind of development behaviour and in the right places to support the delivery of the Greater Hobart Plan.

Once finalised, the Greater Hobart Plan will be used to seek an urban focussed update of the Southern Tasmania Regional Land Use Strategy.

A dynamic mapping portal has been developed as a digital spatial tool to capture key infrastructure and land use information, which is available on the Greater Hobart Committee website (greaterhobart.tas.gov.au).

Key milestones achieved

Mar 2021: Second Hobart City Deal Annual Progress Report (2021) delivered.

Mar 2021: Greater Hobart Committee's first shared Work Program released, outlining priority areas and supporting actions.

May-Apr 2021: Public consultation on the Greater Hobart Committee's draft 2050 Vision, followed by targeted consultation with key stakeholders.

Aug 2021: Greater Hobart Committee's 2050 Vision for Greater Hobart released.

Nov 2021: Preparation work commenced for the Three-Year Review of Hobart City Deal.

Dec 2021: Draft Settlement Strategy developed to plan for growth over the next 30 years to help shape our city's future urban form as part of the Greater Hobart Plan work, including consideration of infrastructure, services and economic development.

End 2021: Rolling three-year Implementation Plan updated to reflect progress made in projects and future actions.

Next steps

Mar 2022: Release updated Implementation Plan for the Hobart City Deal.

Mid 2022: Public consultation on draft Greater Hobart Plan for Greater Hobart.

Mid 2022: Anticipated delivery of final Greater Hobart Plan and supporting Implementation Plan.

End 2022: Release three-year review of the Hobart City Deal.

2022: Explore implementation measures to support delivery of the Greater Hobart Plan.

Reporting on Key Performance Indicators

Our measure of success:

Within the term of the City Deal, the Greater Hobart Act will be established and City Deal partners will be actively implementing an agreed, strategic work program.

The following indicators are used to monitor performance against this measure of success.

- **Three-yearly review of the Greater Hobart Act Work Program and the Hobart City Deal Implementation Plan**

This work continues with the Hobart City Implementation Plan recently updated to reflect progress made in projects and future actions. It is being actively implemented and will be updated as needed on an annual basis.

A review of the Hobart City Deal is being progressed and will be released in 2022.

The first Greater Hobart Committee Work Program has been collaboratively developed and released in early 2021. This will be reviewed at least every three years.

These structures are overseen by senior officials and supported by secretariat and executive services that are common across both. This approach supports integration, consistency and avoids duplication in effort.

- **Annual performance review of senior officials group**

The Hobart City Deal Implementation Board undertook its third annual performance review in February 2022. This indicated that there remains strong support for the intent and initiatives under the Hobart City Deal. Survey feedback highlighted engagement and collaboration as positive outcomes of the Deal, and as elements to be maintained to ensure the successful delivery of City Deal projects. It was also noted that efficiencies in the operation of working groups and steering committees supporting the Implementation Board may be identified over coming months through a three-year review of the Deal.

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