

HOBART

CITY DEAL

ANNUAL PROGRESS REPORT

2020



Australian Government



Tasmanian
Government



City of Clarence



GLENORCHY CITY
Where it all begins



City of HOBART



Kingborough

**This Annual Progress Report covers the period
February 2019 to February 2020. Owing to the
onset of COVID-19, its release has been delayed.**

Hobart City Deal Annual Progress Report

This is the first Annual Progress Report for the Hobart City Deal. Through the City Deal, the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils are working together to guide and encourage investment to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city.

The Hobart City Deal signed in February 2019 provides a framework for improved planning, collaboration and coordination between the three levels of government, and a blue print to guide investment.

The City Deal represents a 10 year partnership to deliver a range of initiatives across seven key focus areas:

1. Supporting the development of a **direct international gateway at the Hobart Airport**
2. Establishing an **Antarctic and Science Precinct** at Macquarie Point
3. Implementing the **Greater Hobart Transport Vision**
4. Driving **urban renewal** and delivering **affordable housing**
5. Activating the **Northern Suburbs Transit Corridor**
6. Being a **smart, liveable and investment ready City**
7. Collaborating and providing strategic governance by **establishing and implementing a Greater Hobart Act**

The first Annual Report records progress on City Deal commitments during its first year of implementation (with updates as at February 2020).

The Hobart City Deal, the latest version of the Implementation Plan and Annual Reports are available at:

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

○ Hobart Airport: Building a direct international gateway

Progress summary

The Hobart Airport has been working with the Australian and Tasmanian Governments to undertake the preparatory work necessary to enable international flights to commence.

Negotiations build on work undertaken through the Tasmanian Government's Access 2020 Strategy, which aims to increase domestic air and sea capacity and frequency, improve seasonal demand, maximise low fare availability and increase international visitation. The plan specifically aims to introduce direct international flights to Hobart.

In October 2019, Hobart Airport underwent a change of ownership. A consortium comprising Queensland Investment Corporation and Royal Schiphol Group acquired a 70 per cent interest in the airport, having purchased Macquarie Group's entire holding together with part of Tasmanian superannuation fund, Tasplan's interest. Tasplan retains a 30 per cent interest. The new owners have expressed their interest and support for the development of international operations.

City Deal Partners remain committed to facilitating the commencement of international flights, and creating the estimated 680 direct and indirect jobs that will come with them. The Deputy Prime Minister has approved a Major Development Plan covering the terminal expansion project, and the Australian Government and Hobart Airport have continued working on the design of border clearance infrastructure for the airport's international terminal project. Any further work to provide border services is reliant on Hobart Airport securing an international carrier

to operate international flights, with commercial negotiations currently underway.

In addition to its \$82 million commitment to provide border services, the Australian Government has also confirmed that the Australian Federal Police will operate at the airport once international flights commence.

Key achievements

Supporting the delivery of international flights from the Hobart Airport

- The Australian Government approved the provision of border services, including an Australian Federal Police presence, at Hobart Airport in February 2019.
- The Deputy Prime Minister approved Hobart Airport's Major Development Plan in October 2019.

Key next steps

Supporting the delivery of international flights from the Hobart Airport

- Hobart Airport to confirm its strategic and terminal upgrade plans in 2020.
- Hobart Airport, with the support of the Tasmanian Government, to secure agreement with an international carrier for international flights, with timing dependent on commercial negotiations.
- Hobart Airport and the Australian Government to work towards the establishment of border services and an Australian Federal Police presence on site to support the commencement of international flights.

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 Implementation Plan identifies the following indicators to monitor performance against this measure:



Increase flights to and from Antarctica

18 return flights from Hobart to Antarctica were conducted in 2019.¹ This is an increase from 17 flights in 2018.



Increase freight opportunities to transport goods to new markets

53.28 tonnes of international freight exports transited through the Hobart Airport in 2018-19. This compares with exports of 43.26 tonnes in 2017-18.²



Increase in international visitors

In the year to December 2019, Tasmania welcomed an estimated 283,000 international visitors,³ and around 208,800 in the year to December 2018.

Around 69 per cent of international visitors to Tasmania during 2019 arrived via Hobart Airport,⁴ up slightly from around 68 per cent in 2018.



Provide greater diversity of access

This measure is contingent on the commencement of international flights from Hobart Airport and will be captured in relevant future Annual Progress Reports.



Antarctic and Science Precinct

Progress summary

Antarctic and Science Precinct at Macquarie Point

The Australian and Tasmanian Governments have commenced the development of a business case for the creation of a state-of-the-art Antarctic and Science Precinct at Macquarie Point. The first phase, a Strategic Options Assessment, aims to identify anchor tenants with the objective of attracting both national and private Antarctic and Science institutions. It is expected that this work will be completed by mid-2020 and be followed by the second phase examining the preferred precinct option in more detail.

Enabling work for the site also progressed significantly in 2019. This included making amendments to the *Sullivans Cove Planning Scheme 1997* to support the implementation of Stage 1 of the MONA vision at Macquarie Point; and the transfer of ownership of the Macquarie Point site from the Tasmanian Government to the Macquarie Point Development Corporation.

Macquarie Point has moved into the next stage of its development, with the first parcel of land, The Escarpment, being released to market for permanent development in mid-2020 as part of a multistage land release. The Corporation is working to complete around 80 per cent of the remediation work required onsite by the end of 2020, with the complex task having begun in 2015. The site continues to have an active calendar of events supporting interim activation while permanent development is progressed.

RSV *Nuyina*

The RSV *Nuyina* is expected to be delivered in 2020-21. The Australian Antarctic Division and TasPorts are currently settling the arrangements to berth Australia's new icebreaker at Macquarie Wharf.

The *Nuyina* Project has already resulted in a \$5 million spend in the local economy with Taylor Brothers Pty Ltd delivering two heavy lift barges for the vessel.

The prime contractor for the operation and maintenance of the RSV *Nuyina* has established an office in Hobart and a high proportion of its workforce has been recruited locally. They have also put in place arrangements with Hobart businesses to support the vessel when it goes into operational service.

City Deal partners are also considering the best options to integrate the *Nuyina* into the Antarctic and Science Precinct, and these will be further explored in the second phase of the business case.

Aviation facility

In November 2019, the Australian Government approved a detailed business case for the Davis Aerodrome to, for the first time, enable year-round flights between Hobart Airport and Australia's Antarctic bases. This is a significant project, which will improve Hobart's standing as a gateway to Antarctica, supporting an increased number of flights to the region. This will encourage deeper and more regular engagement, and complement the commencement of international flights from Hobart Airport.

Key achievements

Planning the Precinct

- KPMG has been engaged to undertake the Strategic Options Assessment as the first phase of a business case for the creation of a state-of-the-art Antarctic and Science Precinct at Macquarie Point.

Enabling the Precinct

Macquarie Point site

- The Tasmanian Government has transferred the Macquarie Point site to Macquarie Point Development Corporation, allowing the Corporation to enter into leases and licences directly with businesses.
- Amendments to the *Sullivans Cove Planning Scheme 1997* to support the implementation of Stage 1 of the MONA vision at Macquarie Point have been finalised, coming into effect on 30 October 2019.
- A development application for the construction of a road to service the first parcel of land for development and the provision of infrastructure services has been presented to the Hobart City Council, with a selection process underway to engage a contractor to complete these works.
- A design for the construction of a stairway linking the site to the Cenotaph has been lodged with the Hobart City Council with plans to progress works alongside the road construction.

Port-side infrastructure

- Discussions around suitable berthing available to support the arrival of RSV *Nuyina* are underway.

Antarctic infrastructure

- Six additional Hobart-based personnel have been recruited to support the Australian Antarctic Division's capital renewal program, with a further four to be hired shortly. In total, the renewal works are estimated to create 40 jobs in Tasmania. The first year of the program, which is well underway,

focuses on renewing current assets, including cranes and excavators, to support the construction of new buildings and other infrastructure.

Aviation facility

- The Davis Aerodrome detailed business case was completed, with \$58.8 million in new funding to support planning and environmental assessments for the project announced.

Implementing and activating the Precinct

Engagement

- Several important Memoranda of Understanding were signed by the Tasmanian Government in 2019 including:
 - MOU on Antarctic gateway collaboration between Tasmania and the French Polar Institute Emile Victor (IPEV)
 - MOU to collaborate in the Centre for Antarctic Remote and Maritime Medicine between Tasmanian agencies, the Australian Antarctic Division and the University of Tasmania
 - MOU to develop Tasmania's space capabilities, including its expertise in Antarctica and extreme environment medicine and training between Tasmania and the Australian Space Agency.

Cultural and arts facilities

- Work has commenced to consider opportunities for public facing elements of the proposed Antarctic and Science Precinct, including ground floor activation and tourism, cultural and educational aspects.
- The Tasmanian Government has partnered with the Hobart City Council to conduct an audit of major cultural facilities in the broader Hobart region, raising awareness about the status of Hobart's cultural facilities and informing related policy development.

Key next steps

Planning the Precinct

- Following the delivery of the Strategic Options Assessment on the establishment of an Antarctic and Science Precinct, commence the second phase of the business case to outline the preferred precinct option in more detail.
- Commence precinct planning informed by the Strategic Options Assessment.

Enabling the Precinct

- Work to decommission the wastewater treatment plant at Macquarie Point will continue.
- The RSV *Nuyina* will arrive and be berthed at Macquarie Wharf in 2020-21.

Antarctic infrastructure

- Major infrastructure projects to be undertaken at Antarctic bases by the Australian Antarctic Division in 2020-21.

Implementing and activating the Precinct

Engagement

- In 2020, key engagement activity will include:
 - the Australian Antarctic Division, Tasmanian Government and Hobart City Council hosting the significant conferences and events taking place in Hobart
 - the Hobart City Council and Australian Antarctic Division will invite the community to contribute Antarctic content to be displayed on the City's large-scale outdoor public screen (outside the University of Tasmania's accommodation in Midtown) in mid-2020.

- In 2020, the Hobart City Council will:
 - lead the 'Light the City Blue' campaign, lighting many of its buildings and assets Antarctic blue to coincide with the Scientific Committee on Antarctic Research (SCAR), the Council of Managers of National Antarctic Programs (CONMAP) and other planned events in 2020
 - deliver the annual 'Opening of the Antarctic Season Reception' in October
 - display works of an Antarctic nature on its Soapbox Billboards from early October to December to coincide with the CCAMLR meetings and Antarctic Reception.

Cultural and arts facilities

- The audit of major cultural facilities is anticipated to be complete in 2020. This work will also feed into the development of the Central Hobart Precincts Plan.

Research and global connections

- Funding and secretarial support will continue for the Tasmanian Polar Network, Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR), Agreement on the Conservation of Albatrosses and Petrels (ACAP), Integrated Marine Observing System (IMOS), Southern Ocean Observing System (SOOS).

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.

While planning for the Antarctic and Science Precinct is at an early stage, 2019 saw important progress being made on solidifying Hobart as a gateway to Antarctica.

The newly established Australian Antarctic Partnership Program signed off on \$50 million of research projects over ten years, creating high value jobs in Hobart.

The Tasmanian Government, CSIRO and the University of Tasmania agreed to host the international project office of the Southern Ocean Observing System (SOOS) for a three year term, securing research and jobs in Tasmania.

A Tasmanian delegation of industry, academic and government representatives visited Korea under an Australia Korea Foundation grant, leading to renewed interest in collaborations between Korean and Tasmanian researchers.

The Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR) hosted a record number of delegates at its annual meeting in Hobart, and the Polar Law Symposium 2019 celebrated the 60 year anniversary of the signing of the Antarctic Treaty with its international delegates.

Hobart-based companies delivered substantial contracts to the Australian Antarctic program, including two landing barges, five tractors and the Macquarie Island station planning phase, valued at a combined \$15 million.

In addition, the Implementation Plan identifies the following specific indicators to monitor performance against this measure:



The number of international Antarctic vessels that berth in Hobart

14 Antarctic vessels berthed in Hobart in 2019.⁵



The number of international Antarctic gateway users and our engagement with international programs

Current Hobart gateway users include the Antarctic programs of France, China, United States, South Korea, Japan and Italy.

In 2019 Tasmania's gateway activities included:

- port calls by the French icebreaker *L'Astrolabe*
- port calls by Chinese icebreakers, including the newly commissioned *Xue Long II*
- port call by a Japanese research vessel and US icebreaker
- series of flights conducted by the Italian Antarctic program
- a total of 250 passengers from several other nations.

In 2018-19 Antarctic expeditioners generated 7,000 nights spent in Hobart alone.

Greater Hobart Transport Vision

Progress summary

Work has progressed in improving northern, eastern and southern access to the city, progressing smart traffic solutions and minimising the impact of traffic incidents through increased tow truck deployment during peak periods, together with initial work to encourage a shift to active and public transport. This is the result of a package of transport initiatives that have been progressed since the signing of the City Deal to help reduce congestion, improve traffic flow and inform decision making in the Greater Hobart region.

Key achievements

Southern access

- The Tasmanian Government and Kingborough Council are working together to implement the \$20.8 million Kingston Congestion Package. As part of this, park and ride facilities will be prioritised, with two sites identified. Early design and feasibility work is currently underway to enable construction to commence.
- The Kingborough Council has completed the upgrade of John Street to improve road access and connections to the Channel Highway and Southern Outlet.
- Work is underway to progress detailed design options for the fifth lane on the Southern Outlet, bus priority measures on Macquarie and Davey streets, concept designs for park and ride facilities in Kingborough, and related projects as an integrated package. Preliminary stakeholder engagement on these projects was undertaken in November 2019.

Eastern access

- The South East Traffic Solution is progressing, with construction of the Arthur Highway Overtaking Lane commenced and the Hobart Airport Interchange being progressed.
- Investigation into landside and port infrastructure requirements for a Derwent River ferry service is underway.

Northern access

- Geotechnical investigations for the Bridgewater Bridge are underway, which will inform the final design for the bridge foundations.
- See Key Focus Area 5 for updates on the Northern Suburbs Transit Corridor.

Hobart Transit Centre

- The preliminary feasibility study, providing advice regarding the requirements for a bus transit centre centrally located in the Hobart CBD is complete, which will inform the next stage of project planning.

Smart traffic management

- Standby Incident Response tow trucks have been deployed on the Tasman Bridge, Southern Outlet and Brooker Highway during AM and PM peaks. This deployment has reduced the duration of traffic delays associated with incidents (crashes and breakdowns) by reducing the time between detection of an incident and clearance of the scene to allow traffic conditions to return to normal. Tow trucks have also been deployed to remove vehicles from clearways on Macquarie and Davey Streets since October 2019.

- Preparations are underway for the installation of Variable Message Signs at a number of locations around Greater Hobart as part of the On-Road Traveller Information System, with the first sign anticipated to be in place in mid-2021.
- A new Lane Use Management System on the Tasman Bridge is being progressed, under the Tasman Highway Intelligent Transport Solution project, with the tender for the staged design and construction contract to be released shortly.

Infrastructure to shift journeys to active transport

- The Glenorchy City Council is progressing its Glenorchy CBD Revitalisation Project, making the area more usable for pedestrians by minimising the impact of vehicles and providing street art, feature lighting and wider pavements.
- The Hobart City Council has commenced a trial of traffic and parking arrangements, including a shared slow-speed lane for cyclists and service vehicles, in Campbell Street between Liverpool and Collins streets. The Council has also continued to progress upgrades to improve pedestrian access including through its Salamanca Place Precinct Upgrade.
- The Kingborough Council is progressing upgrades to the shared pathway along Whitewater Creek in the Kingston Park site, with the design now finalised.
- The Clarence City Council has completed the design of upgrades to the Rosny Hill Road pathway, which will improve off-road cycle and pedestrian connectivity along Rosny Hill Road to Rosny CBD area. The Council has also completed the design of upgrades to the Ford Parade foreshore pathway, which will see the continued widening of the Clarence foreshore pathway for improved connectivity.

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

- Work on the performance specifications for a contemporary public transport ticketing system is being progressed. In parallel, work is underway to develop and implement a standardised statewide fare structure, which is a prerequisite to the rollout of a contemporary ticketing system.
- The Clarence City Council has completed a number of road safety improvements along Clarence Street, including relocation of bus stops and pedestrian islands to improve pedestrian connectivity.
- The Kingborough Council has engaged a consultant to inform the development of a Place Strategy for the Kingston CBD, which aims to provide a vision, strategic framework and short-term actions in order to future proof the CBD and support its sustainable growth and long-term liveability.

Key next steps

Southern access

- Broader community engagement on the proposed fifth lane on the Southern Outlet, and bus priority measures on Macquarie and Davey streets will be undertaken in 2020.
- Park and ride facilities in Kingston are being progressed to support accelerated construction and are on track to commence in 2020-21.
- Construction of fifth lane on Southern Outlet and bus priority measures on Macquarie and Davey streets targeted to commence in 2022, however, opportunities to bring forward elements of these are being explored.

Eastern access

- Planning and sequencing work on South East Traffic Solution to be complete by 2021. Construction of Hobart Airport Interchange to commence in 2020. The interchange project is expected to create 58 jobs during construction, while another 96 jobs are anticipated to be created with the commencement of work on the Hobart to Sorell corridor.
- Work will continue to advance the trialling of a Derwent River ferry service.

Northern access

- Agree design for the Bridgewater Bridge by the end of 2020-21. It is estimated that approximately 480 jobs will be created by the bridge's construction.

Hobart Transit Centre

- Advice provided by the consultant will inform the next stages of project planning for the Hobart Transit Centre.

Smart traffic management

- Deliver the On-Road Traveller Information System in early 2022.
- New Lane Use Management System on the Tasman Bridge to be operational in early 2022.

Infrastructure to shift journeys to active transport

- A grant program to support the creation or extension of bicycle routes that connect activity areas will be established in 2020.
- Commence construction of Rosny Hill Road pathway and Ford Parade foreshore pathway upgrade.
- Continue to invest in improvements to, and the extension of, cycleways; and in linkages and access for cyclists and pedestrians.

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

- The Clarence City Council will be undertaking improvements to the Rosny Bus Mall, planned as part of the Bligh Street Streetscape Project, as well as upgrading bus stops to improve accessibility and compliance.
- The Clarence City Council will also design and undertake the next stage of road safety improvements along Clarence Street.
- Work is being progressed for bus prioritisation on the Main Road to Elizabeth Street corridor using traffic signals.

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 Implementation Plan identifies the following indicators to monitor performance against this measure. As these are measured drawing on 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 ⁶

Starting base:

62.5 per cent across the four council areas in 2016

Target:

Reduce to 50 per cent over the term of the City Deal

This aspirational target has been set to demonstrate the significant mode shift that is being strived for. 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 ⁶

Starting base:

6.4 per cent across the four council areas in 2016

Target:

Increase to 10 per cent over the term of the City Deal

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 Department of State Growth. According to Metro peak-patronage data, there was a 9 per cent increase in adult public transport usage to and from the Hobart CBD in peak periods in the 2019 calendar year compared to 2018.

○ Affordable housing and urban renewal

Progress summary

City Deal Partners have been progressing a number of initiatives to encourage urban renewal through compact, liveable and sustainable precincts, to deliver a range of affordable housing options suitable for different household types, in locations close to where people work and services are delivered.

This includes projects that will see over 200 affordable and social housing dwellings delivered in the Greater Hobart region between 2020 and 2021.

Work on the Central Hobart Precincts Plan is progressing well. This work will also inform the finalisation of Precinct Planning Guidelines, which will provide a resource to support a consistent approach to precinct planning in the Greater Hobart area and across the State as a whole.

Key achievements

Delivering housing

Social housing partnerships

- Funding Agreements with community housing providers to deliver at least 100 new social housing dwellings in the Greater Hobart region have been signed. These projects are estimated to create around 76 jobs during construction.⁷
- The first site for Supported Affordable Accommodation Trust was launched on 17 January 2020 and the first tenants have moved in.

Identify land for redevelopment

- Planning is progressing to redevelop a government owned site to provide for a mixed use build providing residential accommodation, with a focus on affordable housing, and ground level activation providing creative spaces.

Affordable Housing Strategy

- Under the Affordable Housing Strategy, there has been a new supply of 1 157 lots and homes across Tasmania to date, with 386 of these in the four central council areas (as at 31 December 2019).
- The Waratah Hotel site has been acquired to deliver supported accommodation facilities, consisting of 24 ensuite units with communal areas and administration and support services.

Precinct planning

Central Hobart Precincts Plan

- A project brief for the Central Hobart Precincts Plan was approved by the Hobart City Council in mid-2019.
- The Precincts Plan will guide future development and public infrastructure provision in central Hobart, with the focus areas including 64 blocks between Davey Street, Burnett Street, Brooker Highway and Molle and Harrington Streets.

Precinct Planning Guidelines

- Draft Precinct Planning Guidelines have been developed by the Tasmanian Government, in consultation with the Hobart City Council, to guide precinct planning in Tasmania.

Regulatory and planning initiatives

- The Towards Infill Housing Development report, which was prepared to inform decision making around supporting greater infill housing in Tasmania, was completed and published on Department of State Growth website in December 2019.
- A guide for homeowners to create ancillary dwellings within the existing planning framework in Tasmania – *Adding Extra Living Quarters to Your Home* – has been developed and will soon be available from local council offices.
- Work is well advanced on the development standards for medium density residential development and a draft of these is subject to select consultation prior to the start of the formal process to include them as part of the State Planning Provisions.

Key next steps

Delivering housing

Social housing partnerships

- Community housing providers are progressing with acquiring land, obtaining development approvals and building dwellings.
- Construction of the remaining social housing dwellings is anticipated to be completed, with tenants in place, in 2021.

Identify land for redevelopment

- An architect to be appointed in 2020 to design a pilot government-owned site.
- Construction is anticipated to commence in 2021.

Affordable Housing Strategy

- The Waratah Hotel site will be converted into supported accommodation in 2020.
- Completion of new social housing (approximately 70 units expected in urban Hobart) is on track for 2020.
- Completion of Bellerive and Goulburn Street affordable housing projects (a total of 75 units) are expected by mid-2021.

Precinct planning

- The final Precinct Planning Guidelines will be informed by experience and feedback through the completion of the Central Hobart Precincts Plan work.

Regulatory and planning initiatives

- Planning rules for medium rise development and infill housing options as an amendment to the State Planning Provisions to be assessed by the Tasmanian Planning Commission in 2020.

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 Implementation Plan identifies the following indicators to monitor performance against this measure:



Support urban renewal through compact, liveable and sustainable precincts⁸

Housing per hectare* will be monitored to reflect the emergence of compact, liveable and sustainable precincts close to where people work, study and engage with the community.

Data indicates that as at January 2020, there were 8.64 houses per hectare in urban Hobart. This is a slight increase from 8.53 houses per hectare in 2018.



Improve housing affordability⁹

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

Progress summary

Work has commenced on the development of a Northern Suburbs Transit Corridor Strategy with the first phase of work exploring potential transport mode options.

A consultant has been selected to provide advice on public transport options for the transit corridor. The scoping of work and consultant selection was undertaken collaboratively by the Tasmanian Government, and the Glenorchy and Hobart councils.

The preferred solution will take into account procurement costs, capital costs of establishing a service and ongoing operating costs, as well as integration with other forms of commuter transport (existing, planned or potential) in order to contribute to an overall increase in patronage on public transport.

This work will inform the program of works that will be progressed using the \$25 million Australian Government commitment under the Urban Congestion Fund.

Key achievements

- The Tasmanian Government has committed additional funding to progress the Northern Suburbs Transit Corridor Strategy informed by the transport mode work.
- A consultant has been appointed to undertake expert analysis to provide advice on public transport options for the transit corridor.
- Discussions have commenced to explore opportunities for a value capture framework to support potential future funding opportunities for the transport solution in the corridor.

Key next steps

Transport solution

- Report on the most efficient long-term transport mode and optimum usage for the transit corridor anticipated to be finalised by mid-2020.

Northern Suburbs Transit Corridor Growth Strategy

- Commencement of work during 2020 to establish an agreed vision for the area surrounding the transit corridor, informed by the transit solution.

Northern Suburbs Transit Corridor Precinct Plan

- A Precinct Plan will commence in 2020, building on the work undertaken to date by the Tasmanian Government and the Hobart and Glenorchy councils, and the Precinct Planning Guidelines.

Opportunities for value capture

- Continue to explore opportunities for a value capture framework to support potential future funding opportunities for the transport solution in the corridor.

Urban Congestion Fund

- Identify projects to be progressed under the Australian Government's \$25 million Urban Congestion Fund commitment, in consultation with the Australian and Tasmanian Governments and the Glenorchy and Hobart Councils.

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 supported by, urban renewal.

The Implementation Plan identifies the following indicators to monitor performance against this measure:

Infrastructure milestones

Informed by the work to identify the transport solution, a schedule of infrastructure milestones will be established and reported against to monitor progress towards the full activation of the transit corridor.

Increase in supply of affordable housing

Informed by the Northern Suburbs Growth Strategy, specific measures and milestones will be identified to deliver the intended amenity and mixed uses in the precinct



Smart, liveable and investment ready city

Progress summary

Through the Hobart City Deal, partners are working together to leverage Hobart's natural amenity and build on its position as vibrant, liveable and connected global city.

In 2019 the University of Tasmania started planning for the relocation of its southern campus into Hobart's CBD.

In addition, the Smart Cities Working Group was established to bring all City Deal Partners together to learn from the work being led by the Hobart City Council and to identify future opportunities for collaboration. The Working Group will also facilitate City Deal Partners' exploration of investment and economic opportunities, investment in services to support entrepreneurs and delivery of a range of facility improvements, master planning, city beautification and accessibility work.

Key achievements

Supporting the relocation of the southern campus

- The University of Tasmania, Tasmanian Government and Hobart City Council commenced work 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.

Supporting investment

- The AFL and AFLW License Taskforce delivered a business case to the Tasmanian Government in January 2020 to demonstrate to the AFL Commission the benefits of the inclusion of a Tasmanian team.

- The Tasmanian Government is working with the Glenorchy City Council and private enterprise to upgrade the Derwent Entertainment Centre.
- The Clarence City Council is working to develop a Master Plan for the Bayview College Sporting Precinct. A draft Master Plan has been developed and targeted key stakeholder consultation undertaken.

Investment in retail precincts

- New Town – Construction on Stage 1 of the New Town Retail Precinct is now complete. Upgrades included kerb and gutter road improvements, step-free pedestrian crossings, and the improvement of footpaths and retail nodes with a new paver layout design. New seat benches and bike racks were also installed. Hobart City Council officers are now engaging with residents and business community on the next stage of works.
- Elizabeth Street – The Elizabeth Street Retail Precinct upgrade is progressing to next stage community engagement. Draft concept designs are being developed that take into consideration the community Project Action Team's desired outcomes and recommendations.
- North Hobart – Hobart City Council has engaged Village Well and MRCagney to develop an integrated Place Vision, Access and Parking Plan to guide the future delivery of better public amenity, access and parking in the North Hobart retail and restaurant strip along Elizabeth Street.

Supporting Hobart to be a smart city

- A working group has been established with representatives from the three levels of government to drive collaboration and identify ways to use technology and data to support Hobart to become a smart city.
- The Tasmanian Government provides ongoing support to Enterprize Tasmania to support local start ups with innovation hubs in Hobart and Launceston. The hubs provide collaborative workspaces, offices, support and formal support programs.
- The Australian Government has provided funding through the Building Better Regions Fund to support upgrades to the Hobart Innovation Hub, with these upgrades expected to be completed in 2020.
- The Australian Government-funded Entrepreneurship Facilitator started delivering services in January 2019. Between 2 January and 31 December 2019, the facilitator has supported approximately 690 people interested in starting or running a business. Since commencement, the Facilitator has delivered 280 networking events, including 17 workshops, and 263 individual mentoring sessions.

Key next steps

Supporting the relocation of the southern campus

- Continue to engage with the University of Tasmania to collaboratively plan and prepare for the relocation of the southern campus in to the CBD.

Supporting investment

- The Tasmanian Government is progressing the arrangements and allocating funding to support the upgrade the Derwent Entertainment Centre, which will activate private investment and job creation in Glenorchy and provide for an NBL licence for Tasmania.
- Community consultation will be undertaken on the Bayview College Sporting Precinct Master Plan, before it is presented to the Clarence City Council for adoption.

Elizabeth Street Retail Precinct

- Conversations will continue between the Hobart City Council and key stakeholders, with public consultation anticipated in late 2020.
- Construction is anticipated to commence in mid-2021.

Supporting Hobart to be a smart city

- Through the Hobart City Council's Connected Hobart Action Plan, innovation and collaboration spaces will be established in 2020 to test new technologies and support access to real-time and near-real-time data.
- In 2020, Enterprize Tasmania will deliver the Born Global Incubator Program, using global best practices to help subject matter experts take ideas to market, and the Expert in Residence mentoring program, after securing grant funding from the Australian Government for both programs.
- Enterprize Tasmania will continue to be supported by the Tasmanian Government to enable this work to continue.

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 STEM in Hobart will be enhanced through improved pathways, partnerships and facilities.

The Implementation Plan identifies the following indicators to monitor performance against this measure. The values below serve as a baseline against which future progress can be gauged.



Business count¹⁰

As at June 2019, there were 15 082 total businesses across the four council areas. This is an increase from 14 437 in June 2018.



Increase in percentage of people using active transport on their regular commute to work¹¹

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)¹²

Around 97.8 per cent of properties across the four council areas are located within 400 metres of public open space.



Cultural and sporting facilities

The following facilities were established, substantially redeveloped or refurbished in 2019.

Glenorchy

- Prince of Wales Bay Sporting Facility - redevelopment of existing Prince of Wales Bay sports ground to a high new standard
- Montrose Bay Foreshore - construction of new pontoon for water based sports including rowing and sailing
- Chapel Street Dog Park - constructed and opened resulting in excellent attendance rates

Kingborough

- Kingborough Community Hub, opened in early 2019 - containing a multi-purpose hall, a break-out public space, community meeting room, co-working facility and a future café
- Twin Ovals Cricket Ground - new grandstand
- Twin Ovals AFL Ground - new seating at coaches boxes
- Lightwood Park 3 - upgrade of soccer ground

○ Strategic collaboration and governance

Progress summary

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.

In 2019, key strategic frameworks were established to support the City Deal Partners to work together and to implement the Hobart City Deal.

Greater Hobart Act established

In addition to the framework provided in the Hobart City Deal, in 2019 the Tasmanian Government worked with the four councils to collaboratively draft the *Greater Hobart Act 2019*, which was presented to and passed by the Tasmanian Parliament. The Act provides an enduring framework to drive greater collaboration between the Clarence, Glenorchy, Hobart and Kingborough councils and the Tasmanian Government to encourage strategic decision making across the region.

The Act facilitates the establishment of an agreed work program; contains objectives that identify priority areas for collaboration; and provides for the establishment of governance arrangements to support the development and implementation of the work program.

The Act builds on the shared vision for Hobart identified through this partnership, and provides the partner councils and the Tasmanian Government with an enduring mechanism to work together to help collectively shape urban Hobart.

Implementation Plan delivered

Following the signing of the Hobart City Deal in February 2019, the City Deal Partners worked together to prepare and deliver an Implementation Plan in October 2019 to support the delivery of the commitments identified in the Hobart City Deal.

Forums and committees to work together

To support ongoing integrated planning and delivery of identified actions, groups have been established to provide forums for all three levels of government to work together. These are through the Joint Ministerial Committee (Ministers and Mayors) and Implementation Board (senior officials).

The Implementation Board is also supported by targeted Project Steering Committees and action specific working groups to support collaboration, integration, implementation and planning of identified actions.

Key achievements

Greater Hobart Act

- Greater Hobart Bill was collaboratively drafted by the Tasmanian Government and the Clarence, Glenorchy, Hobart and Kingborough councils and was introduced into the Tasmanian Parliament in April 2019.
- The Bill passed the Tasmanian Parliament and received Royal Assent in August 2019.
- A workshop was held involving officials and elected members from all four councils and the Tasmanian Government to provide direction on establishing a shared work program in November 2019.
- The *Greater Hobart Act 2019* and supporting regulations were proclaimed and came into effect on 25 December 2019.

Hobart City Deal

- Hobart City Deal Implementation Plan was delivered in October 2019.

Key next steps

Greater Hobart Act

- The Greater Hobart Advisory Group will formally convene in April 2020 and the Greater Hobart Committee in May 2020.
- The first shared work program, including a vision for the Greater Hobart area and supporting actions, will be developed by the four councils and the Tasmanian Government with a target completion date of the end of 2020.
- Through the work program, a metro plan will be developed to inform a request to update the Southern Tasmania Regional Land Use Strategy.
- Once established, the work program will be reviewed every three years.

Hobart City Deal

- Annual Progress Reporting will take place each year and the Implementation Plan updated with new actions as appropriate.
- A review of the Hobart City Deal will be undertaken in 2022.





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 effectiveness of the Hobart City Deal and the Greater Hobart Act in delivering outcomes will be monitored. The Implementation Plan identifies the following indicators to monitor performance against this measure:



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

This work is underway with the Hobart City Implementation Plan in place. It is being actively implemented and will be updated as needed on an annual basis. This will be followed by a review at the end of 2021.

Work has also started on the development of the first Greater Hobart Act Work Program with a target date of the end of 2020 to have that plan in place.

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



Annual performance review of senior officials group

The Hobart City Deal Implementation Board undertook its first annual performance review in February 2020. This indicated that all partners are comfortable that the shared vision is understood, meetings are well attended with good engagement, and that with the Hobart City Deal and Implementation Plan now in place, a key forward focus will be on monitoring the implementation of progress.

Endnotes

- 1 Australian Antarctic Division, Department of Agriculture, Water and the Environment
- 2 Bureau of Infrastructure, Transport and Regional Economics, Department of Infrastructure, Transport, Regional Development and Communications
- 3 International Visitor Survey, Tourism Research Australia
- 4 Tasmanian Visitor Survey, Tourism Tasmania
- 5 TasPorts
- 6 Australian Bureau of Statistics, 2016 Census
- 7 Based on social housing provider estimates over the years 2021 and 2021
- 8 Housing per hectare in urban areas includes general residential, inner residential and low density residential zones
- 9 Australian Bureau of Statistics, 2016 Census. Housing affordability will be measured through 'housing stress' as defined by the National Centre for Social and Economic Modelling (NATSEM). This is households in the lowest 40% of incomes who are paying more than 30% of their usual gross weekly income on housing costs. *This data is indicative of rental affordability.
- 10 Australian Bureau of Statistics as at June 2019
- 11 Australian Bureau of Statistics, 2016 Census
- 12 Calculated using housing within the urban zones of general residential, inner residential and low density residential, and includes the proximity of these properties to publicly owned (state or local government) properties zoned open space, recreation and environmental management zones. These open spaces include public bushland like Knocklofty and Mt Wellington as well as Derwent River foreshore areas that can be accessed by the public



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Communication Branch
Department of Infrastructure, Transport,
Regional Development and Communications
GPO Box 594 Canberra ACT 2601 Australia

Email: publishing@infrastructure.gov.au
Website: www.infrastructure.gov.au

