

30/05/2020

Secretariat to PESRAC

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Re Tasmanian economic and social recovery strategy

Thank you for the opportunity to provide some suggestions and ideas for re-progressing the Tasmanian economy and social fabric.

I am sure that you will be made aware of a myriad of possible projects similar in nature to a number of mine.

It will be a difficult task to assess the best of those ranging from community benefit upgrades right through to state-wide mega infrastructure impacts.

Given the current situation where our people are transiting out of the Covid-19 pandemic lockdown how do we now commence this undertaking?

Certainly it is recognised that one of the important factors for the mental well-being of our communities will be a return to engaging in sports and the arts.

It is also recognised that for our economy to return to a semblance of normality it will require proceeding with a variety of infrastructure developments.

Some of these could already be termed as “shovel ready” whilst others can proceed over the ensuing budget years to achieve lasting effects.

What is important to realise is that humanity has always proven resilient in its nature and that it will be quicker than many might estimate for economic upturns to occur. Which is why it is essential that we revitalise our economic situation for the new return waves of visitors who undoubtedly will be seeking us out.

Therefore I wish to list the following segmental lists for consideration.

A. Currently either planned or stage listed for future.

1. **RTBG** next stage of planned development.
2. **TMAG** next stage of planned development.
3. **DTC** next stage of planned development.
4. **DAC** next stage of planned development.
5. **DEC** budgeted upgrade proposal.

Each of these are probably in stages where they could be fast tracked to provide building industry impetus.

The TMAG could be in two part stages as well by having the Treasury building absorbed into a designated art gallery.

B. The following transport list is well known and should be close to being on engineers books already.

1. Bridgewater Bridge replacement.
2. Hobart Airport roundabout upgrade.
3. Pittwater causeways duplications.
4. Inter-linked Greater Hobart transport agenda.

This should include the much touted light rail link from Brighton – Kingston via mid-town Hobart CBD from New Town. There should be a light rail loop across the Bowen Bridge and down to the airport meaning that the western link could stop at Granton.

The Hobart central rail station should be linked in proximity to the trans-Derwent ferry service and Metro bus services. As well as this the restored Hobart trams should be operating from Sullivan's Cove to the RTBG.

Furthermore there should be commencement of a Hobart CBD vehicle bypass. The stages would be (i) Entails a bridge viaduct across the South Hobart gulley and around behind Mt. Knocklofty to connect with Brooker Highway via Burnett Street. (ii) Continue on behind Lenah Valley and connect to Glenorchy through Tolosa Street, Elwick Road and Bowen Bridge. (iii) Eventually link up with Northern outlet at Claremont. An added benefit to stage (i) is access to the proposed Mt Wellington Cableway development without impacting upon the local traffic density.

It is important to note that the projections for Greater Hobart population show total 250,000-300,000 residents in the next 20 years and very little forward plan has made any account on this matter. Actually the planning is currently 50 years behind time for our Southern population. Middle age and older ageing citizens will only travel on personal transport and this needs to be acceptable and safely separated from bottlenecks and large prime movers of goods. Added to this can be the time poor requirements of the modern family with multiple journey destinations.

- C. The following community list could be undertaken as part of an injection of funds to state sports leagues and councils for distribution to local clubs and organisations.
1. **Abbotsfield Park Oval** grandstand.
 2. **South Hobart Oval** southern standing terracing, eastside boundary fence and spectator seating plus electronic scoreboard.
 3. **North Hobart Oval** TSL football museum, Legends Avenue and southern infill spectator seating.
 4. **Baskerville Motor Raceway** home straight spectator seating, motorsport records, artefacts and mementos museum, northern circular viewing mound sealed standing terraces.

Obviously the initial major impacts to the state economy would be segment **A** and parts of segment **B** however there is no doubt that budget inclusions for segment **C** and the remainder of segment **B** will also provide further future boosts to both the immediate localities and the state in jobs and tourism attractions.

I hope you find favour in what I consider a number of future essentials for Greater Hobart and Tasmania.

Sincerely

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RTBG Royal Tasmanian Botanical Gardens

TMAG Tasmanian Museum and Art Gallery

DTC Domain Tennis Centre

DAC Domain Athletic Centre

DEC Derwent Entertainment Centre