



Our ref: PS206346-WSP-MEL-PAM-LTR-001 RevB

31 January 2025

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Dear Anne

Macquarie Point Multipurpose Stadium - Project of State Significance - Response to Request for Further Information

Preface

This letter documents the response by WSP to the Tasmanian Planning Commission's (TPC) request for further information in relation to Transport and Movement matters associated with the Macquarie Point Multipurpose Stadium Project of State Significance (POSS) received from TPC on 19 November 2024.

Through WSP's experience in event transport planning for stadium projects throughout Australia and globally (see attachment), it is important to note that the transport planning process for a complex project of this scale involves several planning phases including foundation planning, transport planning for planning approval (this POSS process), planning associated with detailed design of the project and its associated requirements and finally operational planning in the form of an Event Management Plan. Event Management Plans are ordinarily formulated at later stages in order to be effective and to include information current to the time of implementation. WSP believes that through addressing the relevant POSS guidelines, the Appendix N Macquarie Point Multipurpose Stadium Transport Study (referred to as the Transport Study) (WSP 2024) provides suitable information for planning approval, and as planning progresses through the subsequent stages listed above, it is expected that it will be further refined and enhanced in coordination with the relevant stakeholders.

Many elements of this stadium's detailed design and event management plan will be typical of that developed for other stadiums in other capital cities. This may include but is not limited to stadium precinct parking controls, pedestrian management plans, integrated ticketing for transport, event bus service planning, travel demand management campaigns.

It is important to acknowledge the transport planning associated with the stadium as outlined in the POSS application includes all the transport elements required to achieve the desired sustainable transport behaviour which will also minimise impact where possible. The scenarios requested in the POSS guidelines represent the worst-case scenario (in terms of stadium capacities and scheduling of events) which are likely to occur infrequently (2 or 3 times over a two-year period) and require additional planning and stakeholder coordination above the standard event management plan for the facility.

Lastly, there is an opportunity and desire from stakeholders to commence stadium and event transport operations positively from day one of the facility opening to achieve sustainable travel behaviours which are in line with those achieved at stadiums across Australia which host national and international events. There will be suitable infrastructure and services to operate the stadium on day one. It is acknowledged that the ultimate sustainable transport mode share targets will be achieved over time; and it is important that the space provision and scale of future infrastructure and services is planned and

documented through all stages of the planning process to ensure they can be incrementally implemented, following the stadium's commencement of operation and availability of funding.

WSP responses

WSP responses to matters related to Transport and Movement raised in the POSS Letter received from TPC on 19 November 2024 are outlined below.

ME ref 22

Request: *Further information on both the supporting factual evidence and probability assessments related to assumptions on mode share, travel origins, pedestrian movement patterns, and parking demand including the assumptions and scenarios outlined in the Guidelines (section 6.0 of the guidelines).*

WSP Response: In the Event Transport Access Study (WSP, October 2023) (included in Appendix JJ Mac Point Precinct Plan), following discussions with MPDC and the Department of State Growth, it was agreed for the purposes of stadium planning to establish the following transport mode share targets for the project:

- Base Target - non-car mode share of 60%
- Stretch Target - non-car mode share of 70%.

The development of these targets considered a range of factors including the overall context including that of the local stadium, existing travel behaviours in Greater Hobart and Tasmania, the ultimate capacity and coverage of proposed public and active transport network enhancements whilst also referencing other new and exemplar stadiums both domestically and globally.

The Event Transport Access Study explains the methods for estimating transport mode shares, including principles, key considerations, demands and capacities. The study shows a range of scenarios for various sized events and mode shares.

The key consideration in developing transport mode shares for Macquarie Point multipurpose stadium have included:

- Reference to other new and exemplar stadiums throughout Australia and globally
- Reference to the local stadium context in the Hobart CBD and within Tasmania
- Existing travel behaviours – experiences from other significant stadiums and arenas in Tasmania
- Audience profile, which is likely to vary for events, especially special events
- Temporal – the timing of the event be it time of day or day of week
- Strategic planning mode share targets for business-as-usual transport planning in Greater Hobart and Tasmania
- Horizon years – the learned behaviour of regular event patrons and the staged introduction of new transport services.

The Transport Study (WSP, 2024) developed the Origin Study, pedestrian movement patterns and parking assessment, alongside strategic modelling. The strategic modelling (detailed in Section 5.3 of the Transport Study) included various scenarios developed to address the POSS guidelines (base case plus four scenarios, and additional scenario testing for 40,000 capacity, and a 2050 test to understand traffic volumes during the operating life of the stadium).

The range of scenarios tested and the development of transport mode shares demonstrates that the transport operations for the Stadium can be achieved on day one in a safe and efficient manner whilst also having the capacity to improve sustainable travel behaviours and the efficiency of event operations over time at a level of detail that is appropriate for this stage of the planning and design process for a new stadium project.

ME ref 23

Request: *Where proposals/assumptions concern achieving outcomes related to mode share, pedestrian movement, use of on-street parking and congestion management generally, further information to demonstrate how these outcomes could be achieved (section 6.0 of the Guidelines).*

WSP Response: The Transport Study (WSP, 2024) discusses Travel Demand Management in section 6.11. The section notes that Travel Demand Management (campaign) is needed as well as the transport options discussed in section 6.1 to 6.10, which were demonstrated to meet the sustainable target of 60% non-car mode share. A travel demand management strategy is needed and will be developed as part of the Event Management Plan.

Scenarios were developed to represent a range of different purposes and different levels of mode split to address the PoSS Movement Guidelines relating to changing travel demand preferences. This included scenarios with 60% private vehicle mode share. We found that despite the increased private vehicle mode share, the resultant volume/capacity (V/C) ratios on the Brooker Highway and Southern Outlet inbound direction are lower than in the Base Case 2030 AM peak. It was also found that travel times under the event demands are predicted to be lower than the 2030 AM period across all routes and scenarios except for the Tasman Highway route in Scenario 4 (Concert sell out, 31,500 capacity, 60% private vehicle), which is estimated to add three minutes compared to AM peak travel times. Overall, the impact of higher mode shares by private vehicles is that it may take slightly longer to get to the stadium. It is likely that over time, patrons to the stadium will learn from travel experiences and see the advantages of using the sustainable travel options provided (e.g. bus, walk and cycling) and leave their car at home.

The Transport Study does not promote the use of on-street parking in the plan. The Transport Study does identify typical on-street parking management measures to discourage their use within walking distance of the stadium. Only CBD off-street parking and associated taxi and short-term parking zones (for drop-off / pick-up) have been identified for use during events at the stadium. It is also not suggested that these facilities are for the sole purpose of the stadium in the occurrence where simultaneous events are happening at other venues in the CBD. Off-street parking supply information provided by the City of Hobart demonstrates that there is more off-street parking capacity available than is required as outlined in the Transport Study.

There will be suitable infrastructure and services to operate the stadium on day one. It is acknowledged that the ultimate sustainable transport mode share targets will be achieved over time; and it is important that the space provision and scale of future infrastructure and services is planned and documented through all stages of the planning process to ensure they can be incrementally implemented, following the stadium's commencement of operation and availability of funding.

ME ref 24

Request: *Further advice is required on how the stadium's operation relates to what appears to be unfunded and unscoped transport system improvements. In some places, the reports for the project appear to refer to specific locations of potential future transit corridor improvements while the reports do not refer to other potential projects such as a central city transit centre (section 6.0 of the Guidelines).*

WSP Response: The Transport Study's (WSP, 2024) consideration of transport system improvements is derived from:

- the Hobart City Deal (including Northern Access Road)
- City of Hobart Central Hobart Plan (Collins Street redesign; Collins Street Active Transport Bridge)
- Northern Suburbs Transit Corridor – City Deal (Rapid Bus)
- Hobart Transport Strategy 2024 (City of Hobart, May 2024)
- Keeping Hobart Moving (Draft) (Department of State Growth, 2024)
- 2023 Mac Point Draft Precinct Plan (Event Bus Plaza)

The transport system improvements have been provided for in the Reports as required by section 6.1.2 of the Guidelines which states that "the reports are to provide an overall framework supported by suitable models and assessment methods that

... are informed by consideration of relevant transport plans and strategies, at a local and regional level, identified in section 2". In this regard, section 2.2.1(1) notes that the "scope of the policy and strategy addressed are to include... agreements such as the Hobart City Deal between multiple levels of government, or agreements between one level of government and other organisations that are relevant to the integrated assessment of the project."

We have considered those transport projects that stakeholders had identified in existing strategies and plans as noted above. While a central city transit centre would be beneficial for Hobart transport, it was not identified specifically as a supporting or enabling project necessary for the stadium operation.

Supporting projects will be required across Greater Hobart. These projects are required for Greater Hobart over time and will contribute to achieving the desired sustainable mode share targets. The requirements for event related services and infrastructure will continue to be developed in conjunction with the proposed multi-agency working group to achieve an integrated transport approach but be planned with specific modes. This planning and coordination will take place over the detailed design and event management plan phases of the project. The plan should be agile and progressively refined and enhanced as projects are approved and funding is made available. This approach would benefit from the multi-agency working group to track this as a key task.

ME ref 25

Request: *The stadium project includes transport infrastructure and services that are considered necessary for its operation. Information is sought on actual proposals for the use and development, or cost estimates for elements of the project such as:*

- *the event bus fleet and its operation;*
- *pedestrian improvements catering for peak flows; and*
- *access road development and infrastructure catering for public/mass transport, (section 6.0 of the Guidelines).*

WSP Response: Specific responses to section 6.3.4 of the Guidelines are detailed at:

- pages 24, 49 – 65 and 72 of the Transport Study (WSP, 2024), which provide detail as to the Northern Access Road in the context of the Reports and Guidelines
- page 57 of the Transport Study, which describes the specific design requirements for the event bus plaza and bus bays for accessibility pick up / drop off
- page 63 of the Transport Study, which details the local area transport and access plan (including event bus plaza and disability drop off / pick up)
- page 72 – 77 Transport Study, which shows supporting and enabling projects including purpose, status, impact without, priority, indicative scope and cost estimates.

Supporting projects are required to meet sustainable transport mode share targets for the city and to assist in reducing travel times. The Stadium will have sufficient supporting transport infrastructure to operate on day one. Further enhancements through supporting transport projects across Greater Hobart as identified in stakeholder's strategies will contribute to achieving the desired sustainable transport mode share targets. The supporting projects are not directly related to or required by the Stadium.

The planning for the stadium has consciously avoided the design of 'event only' facilities beyond the stadium boundary, due to their infrequent use across a year. This is important to not create "dead space" or "white elephant" infrastructure as well as maximising legacy benefits to the city and state. Using existing or planned assets for both day-to-day and then occasional event use and managing any time conflicts in a planned way results in better use of infrastructure investment by others.

It is too early to provide further detail on bus fleet and operations including costs at this point in time, The ultimate scale of the event bus operation will be dependent on investment in other bus services (i.e. Rapid Bus), which may be incrementally delivered over time.

The requirements for event related services and infrastructure will continue to be developed in conjunction with the proposed multi-agency working group to achieve an integrated transport approach but be planned with specific modes. The plan should be agile and progressively refined and enhanced as projects are approved and funding is made available. This approach would benefit from the multi-agency working group to tracking this as a key task. The Event Management Plan will ultimately provide the detailed information on event transport operations.

ME ref 26

Request: *Further analysis and evidence would assist to understand the effects of proposed uses on existing uses in the vicinity of the project site and proposed management and programming regimes relating to the proposed uses and their effects on surrounding uses (including effects relating to traffic, parking, noise and pedestrian movement) (section 7.0 of the Guidelines).*

WSP Response: An overarching Event Management Plan will be established to support integration with other activities and land uses; this will include transport and movement matters. The main focus has been the surrounding uses of the Port, and the operational activities of the Port are documented in section 5.1 of the Transport Study (WSP, 2024). The Event Management Plan will need to address Port operations specifically and in further detail.

In the Transport Study, Appendix J Parking memo discusses parking impacts in the vicinity, including Macquarie Point, Domain, Glebe and CBD, and parking management will also be part of an overarching Event Management Plan.

In relation to concurrent events, an event travel behaviour campaign (as part of Event Management Plan) will consider concurrent events at the Federation Concert Hall (capacity 1,100), Theatre Royal (capacity 698) and Queens Domain or cruise ship visits (see Section 6.11 of the Transport Study). Any overlap should be considered carefully in event -by-event planning. However, the range of pedestrian modelling and transport modelling scenarios in the study includes investigations for 31,500 people and sensitivity tests at 40,000, which would more than cover the scenario of a typical stadium event and also other concurrent events. For example, a sell-out football match (24,500) plus a Federation Concert Hall event (1,100) would result in around 25,600 patrons to the area, far less than the 31,500 tested scenario.

A key role of the proposed multi-agency working group going forward is adopting an integrated planning approach to the staging of concurrent events in the CBD, particularly when the stadium is in operation to ensure the transport needs of specific venues are met and coordinated. This could also include active management of the Greater Hobart transport network to allow it to respond in real time through application of Intelligent Transport Systems including traffic signal timing for vehicles, pedestrians and cyclists.

ME ref 28

Request: *Specific details of event management planning and integration with other activities (for example events in the surrounding area and operational activities of TasPorts) should be provided (section 7.0 of the guidelines).*

WSP response: An overarching Event Management Plan will be established to support integration with other activities and land uses; this will include transport and movement matters. The operational activities of the Port are documented in the Transport Study (WSP, 2024), and the Event Management Plan will need to address detailed Port operations.

ME ref 40

Request: *Further analysis of the effects of emergency evacuation procedures and management of people movement on the transport and traffic flow function of the major road network is sought (section 9.4 of the Guidelines).*

WSP response: The Emergency Management and Incident Response plan indicates that:

- patrons will evacuate via the closest emergency egress and leave the precinct as directed and disperse into the CBD or other safe areas
- staff and contractors will assemble at the evacuation assembly points (located at the south west of the stadium, and at the bus plaza as an alternative location)

- primarily, patrons will move towards plaza areas controlled by the stadium, before dispersing in a similar way to stadium egress.
- Stadium staff and contractors with warden and crowd movement responsibilities will help ensure safe access for fire appliances and other emergency vehicles and for evacuating patrons and staff.

Further development of the Emergency Management Plan will occur during the Detailed Design phase.

As shown in the Transport Study, an Event Management Plan with restricted traffic immediately around the stadium will be established. Key intersections (such as Davey Street/Evans Street) will be managed and staffed as part of the event management plan and Emergency Management Plan.

During the operation of events it is expected that the greater Hobart network will be actively monitored and managed through a traffic management centre with priority given to emergency vehicles through measures such as signal phasing. Event traffic management plans will include plans considering emergency vehicle access.

ME ref 66

Request: *Further information to describe the expected / preferred and travel patterns and behaviour for residents in southern Tasmanian. The reports should detail the changes that are required, in terms of time, cost, flexibility and convenience, that are needed to alter a P50 / expected travel behaviour to the planned mode share.*

Transport scenarios presented should include:

- *a high level of event patron demand for social activities in the Hobart CBD / waterfront for periods both prior to and following events at the stadium;*
- *an equal use of the stadium for the southern Tasmanian residents within a 90 minute drive of the CBD;*
- *a high proportion / P10 use of private cars to travel to the stadium/locality/area; and*
- *a low level of use by interstate visitors.*

WSP Response: Section 4 and Appendix D of the Transport Study (WSP, 2024) included an Origins Study that considered existing travel patterns, existing and planned public transport provision, existing car parking supply and availability to estimate origin - destination matrices. While the focus of the study was on SA3 zones in Hobart, the study noted that Origin trips may also come from other SA3s (for example, Huon-Bruny Island; Central Highlands (Tas); Launceston), and these trips have been grouped as being from ‘outside Hobart’. For the purposes of the study, around 3% of trip origins were expected from outside Hobart and are expected to be private cars that park or drop off. Other options for travel from outside Hobart may include private coach/charter bus, or travelling into Hobart before an event then walking (for example from hotels, or with family and friends) or using an existing or temporary park and ride facility which have been scoped for all approaches to Greater Hobart from other parts of Tasmania.

The strategic modelling (detailed in Section 5.3 of the Transport Study) included various scenarios developed to address the POSS guidelines (base case plus four scenarios, and additional scenario testing (for 40,000 capacity, and a 2050 test to understand traffic volumes during the operating life of the stadium).

We believe that the range of scenarios tested and the development of transport mode shares demonstrates the transport operations for the Stadium, for the purposes of this stage of planning. It demonstrates it is viable with further detailed refinement not likely to materially change the proposed solution. Overall, the impact of higher mode shares by private vehicles is that it may take slightly longer to get to the stadium. It is likely that over time, patrons to the stadium will learn from travel experiences and see the advantages of using sustainable travel modes such as bus, walking and cycling and leave their car at home.

If the study was to start with parking supply for which to build other transport mode shares around, this would result in most people electing to drive, impacting background trips, freight and leading to a particularly poor sustainable travel outcome for what will soon be the newest stadium in Australia. The Transport Study, therefore, has specifically not started transport planning with parking supply as the key benchmark. We acknowledge that parking supply is an important component of any

stadium transport plan and we also recognise that restricting parking supply in coordination with providing the comparative capacity of public transport and through active transport links will support sustainable travel behaviour change, particularly if it is more convenient and cost effective than driving. This has been proven to be a successful approach to planning transport for stadiums both in Australia and throughout the world.

We have identified a surplus of parking in the CBD to accommodate patrons under the scenario where the mode share targets are not met, as there are 6,000 parking bays in the existing publicly accessible off-street parking supply just within 1km range (including on-street, off-street and informal bays). At a typical occupancy of three patrons per car, this represents a high capacity for private car mode share.

A high level of event patron demand in the CBD/ waterfront before and after events at the stadium is likely to have a positive effect on transport, as demand is spread out over a longer period of time, reducing peaks. The pedestrian planning suggests that any constraints to pedestrian capacity are likely to be experience within Sullivans Cove at the associated bridges over the docks and longer waiting times to move through these facilities may be experienced during events of high attendance, e.g. those above the seated capacity of the stadium.

ME ref 67

Request: *Maps and information on the potential / current availability of carparking (on-street, formal and multi storey) within a 30-minute walking distance to the stadium.*

Actions the proponent is proposing to take to provide or restrict the use of new or existing car parking are to be outlined. Where these actions relate to responsibilities of other authorities, identify the outcomes and the extent of any agreement with those authorities.

WSP Response: Section 6.9 and Appendix J of the Transport Study (WSP, 2024) address car parking. A map of notable car parking locations within 1km of the stadium is shown in Figure 6.12. The 1km catchment zone aligns generally to metered on-street spaces within the CBD and aligns with other stadium restricted parking areas in other capital cities such as Brisbane and Sydney. For simplicity, the applicable Stadium catchment zone has been aligned to this extent. The distance of 1km is considered a reasonable walking distance for events and aligns with guidance by organisations such as the International Olympic Committee (IOC) and other global sporting bodies such as FIFA and Formula 1. While it is acknowledged that some event attendees might be willing to walk from more distant parking areas, all publicly-accessible parking within this zone has been considered as part of a potential event parking supply. The Appendix J Parking memo notes:

- There are around 6,000 parking bays in the existing publicly accessible parking supply (including on-street, off-street and informal bays)
- Current occupancy rates for the critical periods are in the order of 10%, suggesting that sufficient parking supply is available to accommodate stadium needs, providing private vehicle modes can be restrained and suitable alternative transport provided.

The Appendix J Parking memo also describes areas where car parking is not recommended or will be unavailable for events, along with the strategy to restrict parking in these areas. This will be progressed through the event management plan (see Transport Study Appendix J Figure 2.1 for map).

The Access Study also considered the demand and capacity of carparks to inform mode share considerations.

Recent City of Hobart parking occupancy data from the 2024 Christmas Pageant event in the CBD with an estimated attendance of 35,000 showed that the city's three multi-storey car parks were collectively only 24.58% full during the event.

ME ref 68

Request: *Peak pedestrian movement scenarios are to include a high level of event patron demand for social activities in the Hobart waterfront / CBD locality prior to and following an event.*

A specific pedestrian movement scenario based on a high level of movement to events at the Princes Wharf/Salamanca Place locality following an event at the stadium should be given.

The reports are to present maps that show the routes and volumes associated with pedestrians having safe, visible, amenable, direct and convenient access to and from the stadium.

The reports are to provide details and plans of the infrastructure, routes and queuing areas associated with pedestrians having safe, visible, amenable, direct and convenient access to and from the stadium under a range of likely peak pedestrian movement scenarios.

WSP Response: Section 5.4 and Appendix G of the Transport Study explain the pedestrian modelling undertaken for the stadium. The modelling focuses on post-event where the majority of spectators leave in a short period of time (15 minutes). The pedestrian modelling was completed for 31,500 and 40,000 spectators, demonstrating maximum demand during the peak post-event period.

The modelling does include a high number of pedestrians exiting the stadium towards the waterfront and the city, the highest demand being from Evans Street to Hunter Street. The modelling shows routes and volumes for these scenarios and describes pedestrian management needs for the stadium. The report also discusses temporary and permanent pedestrian infrastructure improvements for an acceptable level of service to be achievable.

The pedestrian modelling in Appendix G outlines the performance of the waterfront pedestrian network during a 31,500-crowd event. It demonstrates that the bridges over Victoria and Constitution Docks are the limiting factor for pedestrian flow capacity on the walk to Princes Wharf and Salamanca Place. The capacity of the pedestrian network east of Constitution Dock along Franklin Wharf is considered adequate being approximately 600 metres away from the stadium, with the majority of CBD based patrons moving west into the city by the time they reach Elizabeth Street.

It is noted that if infrastructure cannot be upgraded to increase capacity (or is delayed and planned to be upgraded in the future), the trade-off is a longer wait time for pedestrians to move through the area. The delay depends on the crowd size and how pedestrians are managed at other upstream points. Details of pedestrian management would be included in the Event Management Plan.

ME ref 70

Request: *The reports should provide a strategy for the delivery of proposed event bus service that details the routes, frequency and duration of bus services, cost to users and total user travel times.*

Plans of infrastructure required to operate the proposed event bus service at the Stadium / CBD pick up drop off location including bus and passenger queuing and boarding information is to be provided.

WSP Response: The Transport Study provides a strategy for the planned event bus service and shows the concept routes for the service. Further development of the strategy will be undertaken as part of the Event Management Plan to confirm routes, frequency and duration requirements, and expected user travel times. The ultimate scale of the event bus operation will be dependent on investment in other bus services (i.e. Rapid Bus), which may be incrementally delivered over time.

With regard to cost to users, an integrated ticketing program is recommended. Integrated ticketing bundles event travel with event ticket (see Section 6.11 of the Transport Study). This is common practice for event transport. This occurs for events in Sydney and Brisbane. At Sydney Olympic Park the costs of event bus and rail services are captured in the event ticket price which is charged to the event promoter through a costs recovery agreement with the state transport authority. This means if you choose to pay for parking, you are effectively paying for your transport twice by using non-sustainable modes. These arrangements have been in place for 25 years in NSW.

The Transport Study explains the event bus plaza in Section 6.5.1 and Appendix I. The event bus plaza is where event bus services will pick up/drop off at the stadium. The concept plan of the bus plaza is shown (Figure 6.8 and Appendix I), which shows a 7m wide pedestrian circulation path and pedestrian queuing areas.

ME ref 71

Request: *Plans for new or altered infrastructure associated with:*

- the northern access road,
- use of event bus and ride share vehicles
- pedestrian and cycle routes
- as part of the overall development plans for the site.

The project description to include a detailed description of the transport infrastructure and services necessary for the stadium to operate as proposed and to realise stated benefits and how this relates to the operation of land uses and infrastructure that exist or are proposed in the locality.

WSP Response:

Supporting and enabling projects are detailed at:

- pages 24, 49 – 65 and 72 of the Transport Study (WSP, 2024), which provide details as to the Northern Access Road in the context of the Reports and Guidelines. Development of the Northern Access Road is not included in the stadium designs as it is a State Government project.
- page 57 of the Transport Study, which describes the specific design requirements for the event bus plaza and bus bays for accessibility pick up / drop off
- page 63 the Transport Study, which details the local area transport and access plan (including event bus plaza and disability drop off / pick up).
- Page 72 – 77 Transport Study shows supporting and enabling projects including purpose, status, impact without, priority, indicative scope and cost estimates.

Yours sincerely



Graeme Steverson
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Attachment A: WSP Event and Stadium experience



1. **Brisbane 2032**
Summer Olympic Games
2. **Paris 2024**
Summer Olympic Games
3. **Sochi 2014**
Winter Olympic Games
4. **London 2012**
Summer Olympic Games
5. **Beijing 2008**
Summer Olympic Games
6. **Athens 2004**
Summer Olympic Games
7. **Salt Lake 2002**
Winter Olympic Games
8. **Sydney 2000**
Summer Olympic Games
9. **Atlanta 1996**
Summer Olympic Games
10. **Los Angeles 1984**
Summer Olympic Games
11. **USA Canada Mexico 2026**
FIFA Football World Cup
12. **Qatar 2022**
FIFA Football World Cup
13. **South Africa 2010**
FIFA Football World Cup
14. **New Zealand 2011**
Rugby World Cup
15. **Dubai 2020**
World Expo
16. **Shanghai 2010**
World Expo
17. **Gold Coast 2018**
Commonwealth Games
18. **Glasgow 2014**
Commonwealth Games
19. **Melbourne 2006**
Commonwealth Games

Global Event Experience

Clients

WSP works with a diverse range of event clients across Australia

