



Expert witness

Graeme Steverson

for

Macquarie Point Multipurpose Stadium

Project of State Significance

**Expert witness statement,
Response to Draft Integrated Assessment Report and
Response to Representations**

21st June 2025



Table of Contents

1.	Introduction	3
2.	Transport Study summary and response to the Tasmanian Planning Commission's request for further information	5
3.	Adoption of the Transport Study as part of written evidence	8
4.	Information in addition to the Transport Study	9
5.	Whether and why the Transport Study addresses the Guidelines	13
6.	Response to Draft Integrated Assessment Report and Representations	14
7.	Facts, matters and methodologies	19
8.	Reference material	21
9.	Summary of your opinion or opinions	23
10.	Statement of provisional opinions	24
11.	Any matters falling outside your expertise	25
12.	Other significant contributor	26
	References	27

Background, experience and relevant expertise

1. Introduction

- 1.1. My name is Graeme Steverson and my field of expertise is event transport planning.
- 1.2. I hold a Master's degree in engineering science (Transport Planning) from the University of New South Wales (Australia) and a Bachelor's degree (Honours) in Science from the University of Newcastle (Australia). I am a Fellow of the Australian Institute of Traffic Planning and Management (**AITPM**).
- 1.3. I am a Technical Director with WSP, one of the world's leading professional services firms with 72,800 employees providing engineering, advisory and science-based expertise. I have worked in the transport planning field for over 30 years across Australia and globally (China, Japan, India, New Zealand, United Arab Emirates, Spain, Greece, United Kingdom and the United States of America). I hold the role of Global Lead for Transport Planning for WSP and I have been acknowledged by WSP as a Technical Fellow through our internal Technical Excellence Recognition program.
- 1.4. During my 30+ years of experience in planning event transport locally and globally, I have been involved with the planning of transport infrastructure, services and operations for:
 - 1.4.1. Six Olympic and Paralympic Games (Sydney 2000, Salt Lake 2002 Winter Games, Athens 2004, Beijing 2008, London 2012, Brisbane 2032)
 - 1.4.2. Four Olympics bids as International Transport advisor (Tokyo 2016, Madrid 2020, Brisbane 2032, Ahmedabad 2036)
 - 1.4.3. FIFA Football World Cup 2026 in the USA (San Francisco Bay Area, Seattle, Philadelphia)
 - 1.4.4. World Expo Dubai 2020
 - 1.4.5. Two Rugby World Cups (Australia 2003, New Zealand 2011)
 - 1.4.6. Three Commonwealth Games (Melbourne 2006, Gold Coast 2018, Victoria 2026)
 - 1.4.7. The assessment of the Major Venues package (stadium and arena) as part of the Brisbane 2032 Olympics Games 100 Day Review
 - 1.4.8. Feasibility of Victoria Park as the main stadium for the Brisbane 2032 Olympic Games
 - 1.4.9. Redevelopment of the Queensland Sports and Athletic Centre as the main stadium for the Brisbane 2032 Olympic Games
 - 1.4.10. Redevelopment of the Gabba as the main stadium for the Brisbane 2032 Olympic Games
 - 1.4.11. Advisor to the Western Australian government on the siting study, Design Fund Build and Maintain contract and the operational plan for Optus Stadium in Perth
 - 1.4.12. Sydney Olympic Stadium redevelopment study which included pedestrian and traffic planning
 - 1.4.13. Marvel Stadium redevelopment study which included pedestrian and traffic modelling
 - 1.4.14. Advisor to Auckland Regional Government on the operation of major venues in the city
 - 1.4.15. Transport Planning for iconic London sports venues such as Wembley Stadium, Wimbledon, Lord's Cricket Ground, O2 Arena, Earl's Court and London Stadium at the Olympic Park for the London 2012 Olympics
 - 1.4.16. The redevelopment of Eden Park stadium in Auckland to host the 2011 Rugby World Cup
 - 1.4.17. The redevelopment of the Gold Coast stadium at Carrara to support the introduction of the Gold Coast Suns into the AFL.
 - 1.4.18. Transport advisor for four Master Plans for Sydney Olympic Park which balance the urban renewal ambitions of the precinct with its status as a globally recognised sports and entertainment precinct.
- 1.5. I have designed six event bus terminals for major sporting stadiums in Australia at Sydney Olympic Park (ANZ Stadium – Aquatic and Plaza Bus Terminals), Moore Park (Sydney Football Stadium and the Sydney Cricket Ground), Carrara, Gold Coast (People's First Stadium), Auckland, New Zealand (Eden Park) and Perth (Optus Stadium).

- 1.6. I have had five years outside of consulting where I worked in the Organising Committees of the Sydney 2000 Olympic Games, Salt Lake 2002 Olympic Winter Games and the Athens 2004 Olympic Games. In these roles I planned, implemented, operated and observed crowd behaviours and crowd management systems, security operations and large event transport terminals giving me practical on-the-ground event experience to go with my planning experience.
- 1.7. I was Manager Transport Planning for the Sydney Olympic Park Authority during Rugby World Cup 2003 at ANZ Stadium which staged seven matches including all the finals matches. I was also Acting Manager - Traffic for the State Transit Authority, Sydney's government bus operator.
- 1.8. I have been working on the Macquarie Point Multipurpose Stadium project since 2023 when Macquarie Point Development Corporation (**MPDC**) engaged WSP to undertake the Macquarie Point Precinct Event Transport Access Study (2023) (**Access Study**). WSP was subsequently appointed through a competitive tender process to undertake the Macquarie Point Multipurpose Stadium Transport Study (2024) (**Transport Study**) which directly supports the Project of State Significance (**POSS**) planning pathway.
- 1.9. My evidence will outline how transport planning for the stadium complements the transport mode share targets agreed between the State, City of Hobart and MPDC (during the Access Study project) that are designed to directly improve the level of passenger transport use and ultimately reduce the reliance of private vehicle use and its associated impacts to traffic and parking that are a concern expressed in the media, the Tasmanian Planning Commission's (**the Panel's**) Draft Integrated Assessment Report (**DIAR**) and a number of the representations.
- 1.10. My evidence will also support the fact that the transport plans are based on international and national best practices for events and stadiums, while acknowledging the local Hobart and Tasmanian context.
- 1.11. It is acknowledged that most transport infrastructure improvements, investments and service planning are external to the Project precinct, are not the remit of the MPDC and are captured in other government policy and strategies. They require the support of state and local government agencies, bus and coach operators including private companies, to be delivered. Further, some of these improvements, investments and service planning can only happen if these agencies take carriage of these works and planning. These investments offer significant long-term benefits beyond the staging of events for Hobart as a city, for the local community and visitors alike.
- 1.12. There has been ongoing consultation and dialogue with the State, City of Hobart and MPDC from the start of the planning for the stadium and none of the supporting or enabling projects would be considered new ideas to these agencies. WSP's recommendations are strongly founded on existing government policy to ensure the stadium is integrated within the transport network and the urban fabric. The projects and initiatives outlined in the Transport Study and this evidence provides the foundation for a coordinated and agreed event transport plan.
- 1.13. My evidence will cover the following matters:
 - 1.13.1. An overview of the Transport Study and the relevance of the 2023 Access Study.
 - 1.13.2. An outline of the methodology based on a 'vision and validate' approach.
 - 1.13.3. Context of what the Transport Study is and isn't at this early stage of planning.
 - 1.13.4. Stakeholder involvement in the Transport Study.
 - 1.13.5. Key components of the plan.
 - 1.13.6. Commentary that provides additional context and background supporting transport planning outcomes or decisions taken.
 - 1.13.7. How the Transport Study addresses the POSS Guidelines for movement.
 - 1.13.8. Discussion outlining background work undertaken previously and our methodology for the Transport Study.
 - 1.13.9. Planning documents and government policies that have been considered, and/or support the Transport Study outcomes.
 - 1.13.10. A statement supporting the Transport Study findings.
 - 1.13.11. Statements on any provisional opinions or findings.
 - 1.13.12. Confirmation of any matters outside my area of specialisation.
 - 1.13.13. The role our Technical Director for transport modelling Alex Gu played in the project.

2. Transport Study summary and response to the Tasmanian Planning Commission's request for further information

- 2.1. The Transport Study builds upon the findings of the Access Study and outlines various options and transport components for event transport and day to day access for the stadium.
- 2.2. Planning has been guided by a 'vision and validate' approach which allowed state and local agency representatives, myself and the WSP team to agree on the desired transport outcomes for the stadium to achieve. The vision and validate approach focuses on establishing an agreed future vision for sustainable travel mode share, developing and testing measures against specific criteria, and making recommendations that align with desired place outcomes, environmental sustainability, social equity and health (Austroads, 2025). This process requires early and ongoing collaboration between agencies and design thinking to better identify problems, opportunities and solutions, and determine a coordinated sequence of steps to move from the current state to the agreed future vision (NSW Government, 2022). Ongoing monitoring with effective, coordinated, governance is critical to guide implementation over time, to achieve the vision. In this way, travel behaviour can be influenced over time, and we gradually reduce dependency on private motor vehicles.
- 2.3. A more traditional, retrograde approach would be to plan the project based on how people travel in Hobart today and perpetuate these outcomes into the future. This could require the project to build and widen roads for predicted traffic growth generated by the stadium, and construct car parking bays to meet the anticipated demand. This was not considered feasible for Hobart's constrained street network, is cost prohibitive, and does not represent best practice and contemporary approaches to transport planning. This approach not only conflicts with the goal of shifting transport mode share away from private vehicles, but it also leads to an increase in vehicle use due to induced demand (ATAP 2016).
- 2.4. To quote the Hobart Transport Vision (Infrastructure Tasmania, 2018), *"...our current commuter travel patterns are unsustainable, particularly if Hobart is to maintain its highly-valued liveability. Doing nothing is not an option, nor can we simply build our way out of the problem. Evidence has proven that more roads and wider roads result in more cars and worse congestion. Instead, we need to re-balance our network to provide more choice, greater equity and improved accessibility for all."* This aspiration is reinforced across numerous strategic documents including Keeping Hobart Moving (Department of State Growth, 2023), Hobart Transport Strategy 2024 and the Central Hobart Plan 2023.
- 2.5. The 2023 Access Study established the foundations for the Transport Study. In conjunction with key stakeholders, five (5) Transport Guiding Principles were set and agreed. These are:
 1. Collaboration between state government, local government and local partners is crucial to delivering successful stadium transport.
 2. Access for all.
 3. Sustainable transport options are prioritised.
 4. Leverage existing and future transport provision.
 5. Event transport services should complement existing transport services.
- 2.6. The Transport Study considered not just the state of the transport network on Day 1 (or the first event), but the future vision for transport in Hobart. To align this vision, WSP worked with stakeholders and drew on the City of Hobart's Transport Strategy 2024 and Central Hobart Plan, and Department of State Growth's Keeping Hobart Moving and Inner Hobart Transport Network Operations Plan (TNOP). Each of these strategies and policies identify measures to reduce car use. The Transport Study integrates these established policy directions to plan for a more efficient transport network in a geographically constrained city centre whilst leveraging existing transport networks and travel options.
- 2.7. The various transport initiatives outlined in the Transport Study would support different spectator travel demands depending on the event, time of day, day of week, time of the year and the degree to which permanent transport infrastructure is implemented across the city in future years. The levels of effort required from each transport component need to be tested and agreed between transport stakeholders before selecting the right plan for the wide variety of possible event scenarios and overlapping activities in the surrounding area. It is not practical nor feasible to prepare specific event transport plans for the multitude of event scenarios before the Project of State Significance (POSS) approval is granted. This represents a typical approach at this stage of planning, design and project development for a stadium.

- 2.8. The Transport Study considered stadium capacities of 24,500 (seated and standing and 31,500 (seated, standing and on the pitch) and 40,000 as a sensitivity test (seated, standing and on the pitch). Any recommendations are considered through the lens of the guiding principles, international best practice success factors and mode share targets identified in the 2023 Access Study. The feasibility of each recommendation was considered within the context and constraints of Greater Hobart and its transport network.
- 2.9. The methodology for the Transport Study was prepared in direct response to the POSS Guidelines for Movement. The draft Guidelines were provided along with the brief at the Request for Quote stage. The Guidelines for Movement focused on:
 - 2.9.1. Travel scenarios and management options
 - 2.9.2. Traffic freight and transport routes
 - 2.9.3. Access: mass/public transport, car use and parking
 - 2.9.4. Pedestrian/cycling movement.
- 2.10. Please see section 7 for more detail on our methodologies.
- 2.11. The Transport Study culminates in a mode by mode plan for the 31,500 capacity event scenario and a day-to-day scenario for typical activities taking place in offices and function spaces. The 31,500 capacity was selected as it is considered the upper limit and therefore results in the greatest anticipated impact on the transport network and areas surrounding the stadium. However, I note a 31,500 capacity event and the associated impacts of this would be an exception to regular stadium operations and occur on an infrequent basis and with significant lead times for planning. A 40,000 capacity scenario was excluded in the baseline planning as it would likely be a special occurrence “one off” event requiring targeted planning.
- 2.12. In the proposed plan, WSP has identified changes to walking and cycling routes for events, changes to local access for parking, pick up, drop off, freight movements, port operations, and businesses, residents and visitors to Hunter Street and the Waterfront. These changes acknowledge the movement of crowds to and from the stadium and address the potential areas of conflict between transport modes. Plans leverage existing waterfront traffic management plans for cruise ships regularly implemented by TasPorts. To support the plans, a list of supporting and enabling projects were identified, supplementary to the scope of the POSS assessment requirements. Acknowledging that stadium transport is not just at the stadium, projects included infrastructure, governance, behaviour change initiatives and placemaking in the surrounding areas and across the Greater Hobart area. Projects were identified through stakeholder engagement, via planning documents when they aligned with project needs or as new projects identified by our team. Strategic costs for each project were provided by specialist cost estimators WT Partnership.
- 2.13. Key components of the Transport Study are:
 - 2.13.1. An event bus plaza. The event bus plaza design would incorporate four route groupings of two bus bays (eight total) plus a straight edge kerb for accessible pick up/drop off.
 - 2.13.2. Establishment of series of event park and ride facilities located at key sites across Greater Hobart to provide direct access to the event bus plaza and reduce the amount of traffic on the road network accessing the stadium.
 - 2.13.3. Leveraging the planned rapid bus services as a core component of the transport plan. Should rapid bus be staged or not implemented in time for Day 1, rapid bus routes could be supplemented or replaced with temporary event bus services.
 - 2.13.4. Utilising the substantial existing off-street parking supply within a 10-minute walk in Hobart CBD, which experience low occupancy during typical event periods at the stadium. This approach is consistent with other large Hobart events including the Wooden Boat Festival and the Christmas Pageant.
 - 2.13.5. When considering the proposed transport mode shares, 40% of people may use a private vehicle to access the stadium.
 - 2.13.6. Cycling access to the precinct along existing and planned cycling routes with designated dismount areas aligned with peripheral bicycle parking facilities on the edge of the precinct to reduce conflict with pedestrians.
 - 2.13.7. Ferries are useful and form part of the plan but would not serve significant volumes of spectators for the stadium due to limited catchments, fleet sizes and vessel capacities.

- 2.13.8. Temporary closure of Evans Street before and after events to facilitate safe movement of large volumes of pedestrians. This is consistent with what regularly occurs now for visiting cruise vessels and the largest comparable events held at Macquarie Point, notably the annual Ogah Ogah parade for Dark Mofo.
 - 2.13.9. Similar, timed, road closures are a typical traffic management and pedestrian safety measure for stadium events and large crowds interstate and internationally. This approach has the benefit of safely moving the largest demand group (spectators) safely across roads with less police or traffic control resources and less risk than would otherwise be required to keep roads open.
 - 2.13.10. Traffic and/or crowd control at the intersection of Davey Street and Evans Street.
 - 2.13.11. Restricted vehicle access to Evans Street, Hunter Street and the waterfront areas for businesses and residents.
 - 2.13.12. Traffic control at the northern section of the Northern Access Road to control vehicles entering towards the stadium and the Port.
- 2.14. It is acknowledged that the plans presented in the Transport Study are not developed to the required detail to be implemented today. The plans require ongoing consultation, engagement and coordination between agencies and stakeholders including impacted businesses and residents over the coming years. This should be coordinated by agencies following completion of the project assessment and should include engagement with transport operators, as is typical for stadium planning and operations. Bus fleet and driver availability (or shortfalls) should be further assessed and resolved through the service contracting arrangements for event transport which may not be limited to the existing transport operators in Greater Hobart.

3. Adoption of the Transport Study as part of written evidence

- 3.1. I adopt the Transport Study and response to the Panel's request for further information as my written evidence. I also include as an appendix (Appendix A) a table which captures my review and response to the transport related representations.

The impacts and risks of not planning and preparing

- 3.2. If there was no transport plan implemented for stadium events the movement and transport related impacts could be significant. The potential safety risks from having no plan would likely be unacceptable to state and local agencies, hence why planning, travel behaviour change and multi-agency coordination is the norm.
- 3.3. Typical issues that are seen when plans are implemented poorly, or when external factors influence the transport plan operation are:
- Bus passengers delayed when demand for fleet or drivers doesn't match passenger demand.
 - Bus passengers delayed when the bus plaza and bus staging area is designed and/or managed inefficiently.
 - Localised traffic congestion when spectators aren't informed of the public transport options and choose to drive.
 - Localised, unmanaged, traffic congestion resulting from not planning and implementing a traffic management plan.
 - Unplanned road closures by police that could have been planned for prior and communicated to the public and spectators.
 - The potential for vehicle and pedestrian conflict is increased when crowds and traffic are unmanaged.
 - Residents' dissatisfaction due to impacts from on street parking, resulting from a lack of prior changes to parking zones.
 - All of the above points can contribute to a poor experience for the beginning and end of a spectator's experience, and can lead to a dwindling stadium attendance.
- 3.4. In my experience for planning operations for over 25 stadiums across the globe and based on international and local best practice examples summarised in the Access Study, agencies and persons responsible for transport in cities with stadiums need to plan accordingly so that their cities can continue to function while events take place i.e. "keep the city moving".

Addressing the POSS Guidelines relating to movement

Please see section 6.

4. Information in addition to the Transport Study

4.1. General comments

- 4.1.1. The Transport Study addresses capacities of 24,500 and 31,500, which as a headline implies that 31,500 capacity events might be routine and common. In reality, most events requiring implementation of a transport plan would have a maximum capacity of 24,500 for AFL and Cricket and average AFL attendance is anticipated to be 20,800. All Transport Study planning and subsequent DIAR commentary focuses only on the worst-case scenario which would not be the typical, week-in, week-out condition.
- 4.1.2. Special events where additional spectator capacity (seated or standing) is made available on the pitch would be infrequent and as in any city, can be expected to be planned as a special case across transport and security agencies with typical lead times of six months at least. The upper maximum capacity and therefore greatest impacts are anticipated to occur once each year.
- 4.1.3. The Transport Study focuses on both Day 1 and future years. As per the POSS Guidelines for Movement, the proposed plans are designed to extend and adapt over time. The Transport Study does not present 'the' plan for all scenarios but rather establishes the foundational elements which can be scaled accordingly depending on the specific characteristics of the event and the associated audience profile e.g. sport or concert.

4.2. Parking

- 4.2.1. The City of Hobart advised that there is more parking supply than expected demand generated by the stadium. This is supported by anecdotal evidence of 60,000 people attending the 2025 Wooden Boat Festival (across 4 days) and 35,000 people attending the 2024 Hobart Christmas Pageant (single day) without supplementary event transport services being provided.

4.3. Public transport

- 4.3.1. Journey to Work data has been used to guide for how people might choose to travel to the CBD. Journey to Work data is Australian Bureau of Statistics data for how people travelled to work on Census day Tuesday, 10th August 2021.
- 4.3.2. The key premise behind traffic and transport management for the stadium is to encourage mode shift away from what we have seen in the Census Journey to Work data. That is, to put a much greater emphasis on public transport and lower the emphasis on private vehicles. The aim is to encourage a greater number of patrons to use high-quality, efficient, frequent passenger transport with a convenient bus plaza location near to the stadium. This seeks to address sustainability goals and adverse traffic impacts on background road users.
- 4.3.3. To realise this aim there needs to be a "carrot and stick" approach:
 - Improve passenger transport capacity and convenience and promote these services through the sporting clubs and associations that members of the public have an affinity with (carrot).
 - Discourage private vehicle use through parking restrictions and parking enforcement (stick).
- 4.3.4. The above is not under the control of MPDC. However, the responsible agencies and transport providers are aware of the plans including the mode share targets. It is anticipated that the stadium can be a catalyst for more public transport trips in and around Greater Hobart, however, we acknowledge that public transport would not be a solution for everyone which is why CBD parking is leveraged in the plan also.
- 4.3.5. WSP acknowledges there would be an increase in public transport use over time as its convenience is realised by event patrons and that mode share targets won't be realised on Day 1.
- 4.3.6. Bus services are ideally suited to event transport operations due to their flexibility and ability to quickly respond to meet spectator demands. I note several of the representations suggest alternative or emerging mass transit options, but none provide the operational flexibility afforded by buses (i.e. relatively quickly diverting resources to routes experiencing high demands).
- 4.3.7. Event bus services operate successfully in similar sized car dominated cities such as the Gold Coast and Newcastle as well as the larger capital cities of Sydney, Brisbane, Perth, Adelaide and Auckland New Zealand.

- 4.3.8. An event bus plaza should be designed consistent with the tried and tested designs from other Australian stadiums and consists of a configuration which is three lanes wide in each direction (similar way to an airport drop-off zone) and have a capacity to carry in the order of 8,000 passengers per hour and be located within 300 metres of the stadium exits to be superior in convenience to private vehicle travel. For private charter coaches the following is required:
- Coach service planning in coordination with industry
 - Development of a coach parking booking system
 - Identifying approach routes for coaches to access precinct coach parking
 - Gaining agreement from third parties for off-site coach parking
 - Detailed layouts of off-site coach parking
 - Educating coach operators on the new arrangements
 - Trialling the new management of coaches for events.
- 4.3.9. Park and ride locations identified in the Transport Study are indicative, providing a viable concept to facilitate further operational planning. Detailed planning of event routes, catchments, car parking, service planning, communications and timetabling can be expected after project approval, as is a typical planning timeline for supporting projects.
- 4.3.10. Bus fleet and driver availability was not within the scope of the project assessment. While these may be a constraint, the 2029 horizon provide local coach companies and Metro Tas with the opportunity to assess whether they want to or need to procure fleet and drivers to serve this future demand. While not funded by the project or under assessment at this time, an expanded bus fleet provides flexibility and value for broader public transport services and operations. There is also the opportunity to contract event bus services to other transport operators beyond the existing provider depending on market demand.

4.4. Planning and coordination

- 4.4.1. Highly collaborative and coordinated stadium transport management should be put into action following project approval. A multi-stakeholder coordination capability can be seen for a range of events in Hobart of a comparable scale and this should be expanded and adjusted to meet the needs of stadium operational planning also. To clarify, this is transport, CBD and precinct related planning and not the actual event.
- 4.4.2. The requirement for temporary traffic management such as lane closures that reduce network capacity will be partially mitigated in part by crowd control barriers, fencing, variable message signs, marshals and wayfinding that guide spectators along preferred, pre-planned routes. This detailed planning is typical for stadium events and should be developed in the coming years through a multi-agency approach.

4.5. Pedestrians

- 4.5.1. The planning for pedestrians in event precincts beyond stadium entry points is often overlooked. In the case of Macquarie Point, walking will be the most important transport mode for part of every spectator's journey to and from an event. Prioritising comfortable pedestrian movements is fundamental to providing a quality visitor experience and generating return visitation. Failure to do so could create safety and security risks that could diminish the return on investment to government both in terms of financial and reputational cost.
- 4.5.2. Key pedestrian routes to and from the precinct are outlined below:
- 4.5.2.1. Event mode
- Primary desire lines from within the stadium building, reinforced by a generous southern plaza and crowd management would ensure most egress occurs to the southeast, principally via Franklin Wharf and the Davey Street eastern footpath.

- Subsequently, the greatest pressure is likely to occur on Davey Street between Evans and Hunter Streets, requiring both temporary traffic management and a permanently expanded footpath. Incremental movements from this primary route heading south towards destinations including off-street parking, accommodation and venues in the central city would disperse pedestrian demand across four signalised crossings along Davey Street, while some trips would continue onwards towards Salamanca. Encouraging pedestrian activity on the waterfront is a longstanding strategic ambition for Hobart.
- To the north, patrons have direct access to event bus transport, ferries and cycling via the Intercity Cycleway.
- The remainder of patrons would travel to the CBD via Collins Street, and the Queens Domain via the Bridge of Remembrance.

4.5.2.2. Typical days

- The Tasman Highway and Brooker Avenue are key constraints for pedestrian access. With greater frequency of pedestrian demand, a manageable impact on the road network is anticipated, to be mitigated with crossing upgrades, optimised signalisation and the potential Collins Street Bridge. These improvements are considered by our work but have not yet been progressed through to feasibility or design.
- In time, a redesign of Evans Street would ensure the increased pedestrian demand is safely managed where interactions with heavy vehicles, coaches and traffic are anticipated.

4.5.3. Key pedestrian links through and within the precinct are outlined below:

4.5.3.1. Event mode

- With both an internal and external concourse, the design provides adequate opportunities for patrons to circulate around the stadium. During high attendance events (5-10 times per year), dismount requirements for people riding bikes will likely be required.
- Providing bus transport with a dedicated waiting area for 7,200 passengers will reduce the number of spectators walking through the precinct.

4.5.3.2. Typical days

- The development would improve the permeability of the site, with a new accessible pathway for people walking and riding on the outer eastern concourse. This is envisioned to be a lively and active space, with frontages to the new pathway maximised, despite topographical constraints.
- Reinstating the pathway in front of the Cenotaph cliff face with a generous space would benefit both people walking and riding to Regatta Point, the Intercity Cycleway path, and beyond.

4.6. Traffic impacts and management

4.6.1. Traffic assessments focused on a strategic view of traffic across the city, using State Growth's GHUTDM. Four scenarios were considered in the model and are noted below. Scenarios 2 & 4 were included to test the impacts of more people choosing to use private vehicles to access the stadium.

1. Seated sell out, 24,500 capacity, 40% private vehicle
2. Seated sell out, 24,500 capacity, increased private vehicle to 60%
3. Concert sell out, 31,500 capacity, 40% private vehicle
4. Concert sell out, 31,500 capacity, increased private vehicle to 60%.

4.6.2. One assessment focused on travel times to Macquarie Point.

- ##### 4.6.2.1. Travel times under the event demands modelled on the PM peak are predicted to be lower than the same route for a typical AM period except for the Tasman Highway route in Scenario 4 (which increases stadium capacity and the percentage of private vehicle travel). The Tasman Highway is the most susceptible to changes in travel time from increased traffic volumes.

- 4.6.3. A second assessment focused on travel times past Macquarie Point.
 - 4.6.3.1. In the 2030 AM peak base case (without the stadium), the journey from the Tasman Bridge to the Brooker Highway is expected to take eight minutes. If the same trip was undertaken in the 2030 PM peak with the stadium demands included (as spectators are travelling to an event), the trip is estimated to take six to 10 minutes depending on the modelled scenario.
 - 4.6.3.2. In the case of the trip from the Tasman Bridge to the Southern Outlet past Macquarie Point, the travel time worsens slightly for all scenarios compared to the base case with no stadium. Some of this time increase is expected to be mitigated through an event travel behaviour campaign.
 - 4.6.3.3. The Southern Outlet to the Brooker Highway travel time in the 2030 AM peak (without stadium) is estimated to be 16 minutes. The travel time remains largely unchanged for the same journey undertaken in the PM peak with stadium demands included.
 - 4.6.3.4. Modelled travel times and average speed comparisons are detailed further in the Transport Study.
- 4.6.4. I note that the traffic network would not be able to prioritise both inbound traffic (to stadium) and outbound traffic (from the CBD) at the same time. Again, this leads to recommendations for a spectator travel behaviour change campaign that promotes public transport and active transport modes for those that can.

5. Whether and how the Transport Study addresses the Guidelines

- 5.1. The POSS Guidelines relating to movement are addressed in the Transport Study in multiple ways. Responses to the Guidelines are summarised in section 3 of the Transport Study and addressed in detail in Appendix C – POSS Guidelines. Regarding the Appendix, each Guideline clause is itemised and supported with a report reference or answer.
- 5.2. It is worth specifically noting several key items in the Guidelines for movement. These are paraphrased and responded to below:
 - 5.2.1. **Guideline 6.1.1 – The reports (Transport Study) should provide a range of scenarios and measures to be implemented and extended/adapted over time.**
 - 5.2.1.1. The transport study assessed a range of private vehicle usage percentages and considered capacities of 24,500, 31,500 and 40,000.
 - 5.2.1.2. The Transport Study outlines various scenarios and measures to be turned up or down over time as transport infrastructure develops in the background.
 - 5.2.1.3. The Transport Study provides a range of measures by providing multi-modal transport options.
 - 5.2.2. **Guideline 6.1.2 – Provide an overall framework that enables a range of scenarios including capacity creation and behavioural change and achieve safety outcomes.**
 - 5.2.2.1. The Transport Study provides a framework with a long list of projects that would support capacity creation and behavioural change. We agree with the Panel that behavioural change is important, and it was encouraging to see this addressed in the Guidelines. City-shaping development like a CBD based stadium provides the avenue to drive travel behaviour change for those that are willing to explore new transport options but haven't previously considered it.
 - 5.2.2.2. Safety is paramount and is the driving factor for vehicle access restrictions in and around Evans Street.
 - 5.2.3. **Guideline 6.1.3 – Consider modelling and assessing a range of transport planning scenarios including high proportions travelling by car, high proportions of pedestrians, high and low levels of confidence associated with mode share changes**
 - 5.2.3.1. Given the broad, citywide requirements and relatively short timeframes for the preparation of the Transport Study as part of the POSS process (less than 12 weeks), strategic modelling was selected as the most appropriate form of modelling at this stage of the development of the project. State Growth's Greater Hobart Urban Travel Demand Model (GHUTDM) highlighted the impacts across the city on key routes, test a range of scenarios efficiently to allow time to do further planning once modelling was complete.
 - 5.2.3.2. Undertaking microsimulation modelling of the local area (CBD environment) could have been problematic within the 12 week Transport Study program, as modelling for event demands can be:
 - Lengthy – the many scenarios (time of day, day of week, stadium capacities) introduce a time requirement if all are modelled. Choosing one scenario to reduce time would not have answered questions on the other scenarios.
 - Complex – interactions between pedestrians, vehicles, traffic signals and any manual or police signal control needs to be accurately reflected in the model, within a relatively tight timeframe and with endorsement from a range of stakeholders.
 - Difficult to calibrate and validate – there is no local existing comparator stadium facility in the Hobart CBD to validate crowd or traffic behaviour on.
 - 5.2.3.3. It was felt that there was a very real risk that microsimulation modelling could delay the completion of the Transport Study and impact the overall POSS submission deadline while not providing any meaningful results, given the absence of complementary traffic management and safety and security plans that require extensive consultation and coordination with government stakeholders and transport network operators to develop.

6. Response to Representations and Draft Integrated Assessment Report

- 6.1. The commission identified 29 representations for inclusion in the Project assessment process. I have reviewed these and identified 16 representations that comment on transport or transport related matters.
- 6.2. My review of these 16 representations is included in Appendix A.
- 6.3. Regarding the representations, I would like to start by echoing the thoughts of Amy Hills of the Tourism Industry Council of Tasmania, one of the selected 29 representors (representation 279). *“The ritual of walking longer distances, jumping onto packed trams or buses form part of the iconic event and sporting experience”*.
- 6.4. While we do what we can to ensure distances aren’t too long, and buses aren’t too packed, I couldn’t agree more. In my job I get to inform how thousands of people experience unforgettable moments at sporting events and concerts, and this starts and ends with their transport journey.
- 6.5. I have summarised the transport related matters into the themes of Car-based Hobart, CBD parking, access arrangements, the Collins Street bridge and traffic and traffic management.
- 6.6. Car-based Hobart
 - 6.6.1. A number of the representations refer to the preference to self-drive in Greater Hobart. This is understood and acknowledged in the Transport Study. The preference to self-drive is why the Transport Study recommends a Travel Behaviour Change campaign to inform the public of the new transport choices that would be available to access the stadium. Global best practice suggests the teams (Devils and Hurricanes) and/or promoters are best placed to lead these campaigns to influence their fans’ travel choices. If Hobart’s population and economy is to grow, travel choices will need to expand and evolve.
 - 6.6.2. The preference to self-drive is also acknowledged in the transport mode shares. The working assumptions allow for 19% of people to drive their own car or be a passenger in a friend or family members car, and park in the CBD. The assumptions also allow for 2% as corporate parking, 8.5% as drop offs within the CBD and 10% using taxis or ride share. This is 40% of people making use of a private vehicle to access the stadium. Hobart’s predilection for driving has not been ignored. Furthermore, there is opportunity to conveniently drive to suburban park and rides or rapid bus stops and make use of high frequency buses to access the stadium’s front door. This represents a further 30% on top of the previously mentioned 40%. Similar approaches to these have been achieved in car dominated cities such as Auckland, Gold Coast, Perth and Adelaide.
- 6.7. CBD parking
 - 6.7.1. While not actively promoted in the Transport Study, the City of Hobart confirmed through their own engagement in the process that there are 6,000 parking bays within 1.2km of the stadium. This is more than ample for most events that would take place in the evenings and weekends, and within typical walking distances for stadium planning. As a comparison of another car based city, People First Stadium on the Gold Coast has a capacity of 27,500 and 1,100 parking spaces on site or nearby, some of which are reserved for other uses during AFL matches.
 - 6.7.2. The operation of the CBD road network has considered and been informed by the approval over time of the 6,000 parking bays available in the city prior to the establishment of the stadium. The revealed operation of these spaces for events of similar size shows that the operation of these car parks has not had a detrimental impact to the operation of the network.
- 6.8. Access arrangements
 - 6.8.1. The representations of some locals and business owners in Glebe and the CBD seek clarity on their residential access arrangements, changes to local parking and delivery access. These requests are acknowledged as legitimate concerns at this early stage in the project’s life. Transport planning for a stadium or event must consider the needs of local residents and businesses, and this would be the case for the project. Some of these factors have already been considered as can be seen in the planning to limit the impacts on Evans Street and Hunter Streets to as little time as possible on match and event days. It is typical for stadium planning process that this level of detail would not have been determined at this stage. Access planning should consider residents, businesses, deliveries and their unique requirements. In the case of Glebe and the Queens Domain, this is one area where it has been recommended to investigate the need for changes to parking so that residents and sports clubs are not unduly affected by stadium patrons.

6.9. Collins Street bridge

- 6.9.1. The potential bridge between the eastern side of Davey Street/Tasman Highway and Collins Street could help with safety for event generated pedestrians and maintain 'green time' for traffic and public transport passing through the Tasman Highway and Brooker Avenue intersection. However, this potential bridge is not under assessment at this time and has had no detailed planning undertaken to support it at this stage. The alignment of the potential bridge over or through the Bahai property at 1 Tasman Highway, Hobart, shown in a report figure was an error and was intended to only show the connection and not the actual alignment of the possible bridge. As to bridge footings and spatial requirements in Collins Street or at the western periphery of the precinct, this has not been investigated as yet.

6.10. Traffic and traffic management

- 6.10.1. It is obviously important to keep traffic moving through Greater Hobart. This is a key driver for public transport being promoted heavily as the primary stadium travel option for longer trips. The location of traffic controllers and traffic management equipment to support traffic moving through the CBD as well as access to the stadium would be detailed in event traffic management plans as part of the operational transport management plan. The need for this temporary equipment is likely to be dependent on permanent infrastructure design and variable crowd sizes. It is normal for stadium design that this level of detailed planning is still to be done.

6.11. The sections and headings below reference the DIAR and its numbering and heading conventions. Responses are provided to the DIAR comments.

- 6.11.1. The Panel's finding in section 7.1.1 (d) that the majority of movement will be via Franklin Wharf and Davey Street (explicitly excluding the Event Bus Hub and Regatta Point ferries) is consistent with the analysis and recommendations presented in the Transport Study. Static pedestrian modelling has been completed based on these destination desire lines; however, many trips will diverge towards the CBD to access parking, public transport, hotels, restaurants and bars etc.
- 6.11.2. In section 7.1.1 (i), the Panel dismisses the Collins Street Bridge as it is *"unlikely to change the desired route of the majority of pedestrians."* The intent of the bridge is not to attract the majority of pedestrians. The intent is to attract a portion of pedestrians to reduce the pressure on Davey Street and Franklin Wharf. In doing so, the effectiveness of *"non-infrastructure management actions"* (7.1.1 (d)) on Davey Street/Franklin Wharf increase. These two elements are complementary. If the panel dismisses one, it makes the other issue look far worse. Further, the Panel does not acknowledge that the proposed bridge would serve one of the key desire lines to the vast majority of central Hobart parking supply which is located off-street within the CBD.
- 6.11.3. I note that State Growth acknowledges this in their comments which stated, *"the provision of a connecting link to Collins Street may assist in managing pedestrian behaviour and reduce the number of people using pedestrian routes on Davey and Macquarie streets."*
- 6.11.4. There is a general conflict in commentary from the Panel to encourage all pedestrians to use the waterfront route to Salamanca and those of State Growth and HCC to provide pathways and disperse pedestrian activity to all available points of the compass.
- 6.11.5. During engagement with stakeholders for the Access Study, the proposal for a Collins Street pedestrian bridge was put to WSP. The proposed bridge links to Action 2 in the Central Hobart Plan - *"Investigate the options for safer and higher amenity pedestrian and micromobility links to Macquarie Point."*
- 6.11.6. It is my opinion that a grade separated active travel bridge from the Macquarie Point precinct to Collins Street could provide significant benefits to the city and precinct. Based on a first principles transport planning review, these benefits could include:
1. Significant road safety benefits, with reduced exposure for people walking and riding from traffic, including heavy vehicles
 2. Improved public safety and security, with hostile vehicle risks reducing due to a reduction in pedestrian queuing at signalised crossings at the Brooker/Tasman/Davey intersection
 3. Increased intersection capacity through more green time to traffic and public transport, ensuring traffic performance is maintained or improved, both day-to-day and during events. This includes

improved traffic flow, more reliable travel times, reduced pedestrian delay and reduced queuing and delays

4. Increased economic viability and development potential for the precinct due to improved connectivity with the CBD and public transport services
5. Quantifiable health and emissions benefits due to increased walking and cycling, particularly day-to-day.

- 6.11.7. I note the proposed bridge is not under assessment as part of this project and is not considered critical for Day 1 stadium transport operations.
- 6.11.8. A feasibility study for the bridge has not been completed - we strongly recommend and encourage agencies to collaborate to progress this investigation as a key priority.
- 6.11.9. In section 7.1.1 (l) the mid-block pedestrian link from Evans Street to Franklin Wharf was considered and dismissed in Transport Study planning as it could create a choke point during egress on the Evans Street side of the link, unless it was over 10m wide (depending on pedestrian demands going in this direction which the Panel suggests is high). Such a connection could have impacts on the heritage fabric of Hobart and we feel is unrealistic. However, day-to-day or during smaller events, providing permeability through the IXL building would make the connection to Franklin Wharf more attractive, reducing pedestrian demand along Davey Street, and is supported.
- 6.11.10. The Panel draws attention to the Central Hobart Plan regarding an unfunded and unapproved “*new proposed link between the waterfront pedestrian precinct and the central city bus interchange at Franklin Square.*” At the same time the Panel criticises the Transport Study for also referencing stakeholder policy and planning of unfunded infrastructure and service solutions.
- 6.11.11. There needs to be a consistent approach regarding the issue of unfunded and unapproved projects and a consistent application of the Project boundary.
- 6.11.12. Similarly, the concern regarding the capacity of footpaths on Collins Street overlooks the alignment with the Central Hobart Plan outlined by the Transport Study. The Collins Street Vision plan is an action in the Central Hobart Plan to invest in footpaths and the public realm on Collins Street. With low traffic demand, there is a significant opportunity to reallocate road space to expand footpaths and invest in the public realm on Collins between the Brooker and Campbell Street.

6.12. Evacuation scenario pedestrian movement (7.1.2)

- 6.12.1. I have not commented on 7.1.2 Evacuation Scenario Pedestrian Movement as our company did not undertake this analysis, however we do note that the diagram showing the hotspots does not acknowledge that pedestrians are likely to use the sections of the internal concourse of the stadium to evacuate the building.

6.13. Mass passenger transport and transport modes

- 6.13.1. Section 7.2 (c & d) comments on the bus fleet requirements. The Transport Study has not suggested that a new transit style bus fleet is procured solely for event bus services, nor is this a matter for project approval. Private bus and coach operators (not just the current contracted operator Metro) should be given the opportunity to provide event bus services.
- 6.13.2. Section 7.2 (e) comments on the event bus plaza design. The design is constrained by the slope and cliff face below the Cenotaph and the Port. A straight kerb edge simply isn't possible in this location. For this reason, a dedicated accessible pick up / drop off point was identified with a straight kerb edge closest to the stadium prior to the bus turning area to meet accessible needs and reduce the delays to the loading at other bus stands.
- 6.13.3. In section 7.2 (g), the Panel does not acknowledge the location of the dedicated accessible bus stand within the Event Bus Plaza to address the concerns of the curved nature of the bus hub. The dedicated accessible bus stand was reviewed by a specialist accessibility consultant, Nick Morris. This approach of separating the accessible bus pick up improves bus efficiency and is an approach that has worked well at the Sydney Olympic Park northern bus plaza for 25 years.
- 6.13.4. I do note though that this is not universally accessible and that the Panel acknowledges this.

- 6.13.5. I agree with the Panel on 7.2 (h). Areas adjacent to the bus plaza should be as clear as possible.
- 6.13.6. Section 7.2 (j) discusses Fruin pedestrian levels of service. The Fruin Level of Service is a common pedestrian planning method for evaluating pedestrian flow or density. The levels of service range from A (least dense) to F (most dense and highly uncomfortable and unsafe). The Panel's reference to level of service C which may be used for commuter planning is not realistic for event conditions.
- 6.13.7. In event scenarios where crowds egress in a short 10-15 minute period people are used to higher crowd densities.
- 6.13.8. More appropriate and typical for stadium and event planning would be middle of D or top of E levels of service. Comparable levels of service for event bus hubs and plaza designs have successfully operated in five states across Australia and in several major events.
- 6.13.9. Section 7.2 (m) comments on integrated ticketing. Yes, event bus travel should be free or integrated into the event ticket price.
- 6.13.10. Event bus is intended to be high frequency (fill and go). Event buses are not typically scheduled over an extended period of time and we wouldn't recommend that. It would likely be scheduled for two hours on arrival (ingress) and be completed within an hour for departure (egress). (Notwithstanding the Panels comments on clearance times.)
- 6.13.11. Section 7.2 (n and o) refer to ferry capacity. Ferries have been considered as a minor mode in terms of carrying capacity in the transport plan from the commencement of planning in the Access Study.
- 6.13.12. City of Hobart advocated for the inclusion of ferries in the plan.
- 6.13.13. The outcomes in the Transport Study have been directly informed by the strategic transport planning undertaken and policy determined by stakeholders such as State Growth and City of Hobart, both of which seek to develop sustainable transport options for the future. It appears from the Panel's comments that there is a desire to maintain the status quo of car dominated travel for the life of this facility, which is counter to State Growth's and City of Hobart's planning and policy. This Project should not be viewed as a barrier to maintaining car dominance in Hobart. It should be viewed as a catalyst for change to more sustainable travel behaviours for those that can.
- 6.13.14. 7.2 (r) The event bus concept has identified possible suitable park and rides sites that are i) relatively close to the stadium so as to not spike bus fleet numbers and ii) meet the needs of Devils members based on membership postcode analysis. Addressing transport disadvantage would likely require longer bus trips and in turn more bus fleet and drivers, which has been identified as a challenge already by the Panel. The stadium transport plan cannot be expected to solve inherent transport disadvantage that may exist in Greater Hobart, but it would be considered and addressed where possible.

6.14. Transport system effects

- 6.14.1. 7.3 (c) A higher level of car use was tested using State Growth's Greater Hobart Urban Travel Demand Model.
- 6.14.2. 7.3 (h) All park and ride sites need to be assessed for their suitability through typical planning processes such as with a Traffic Impact Assessment. If a park and ride is determined to draw in too much traffic, and traffic impacts are too great then it might be suggested that that area doesn't get an event bus service (which would reduce traffic on the link into the city and within the city). It is not an appropriate use of time and money prior to project approval to develop traffic management plans for unconfirmed sites.
- 6.14.3. 7.3 (j) A stadium in the CBD would increase travel activity, and this would represent an impact on traffic operations in some way as all stadiums across the globe do. At times this would be a negative impact on background traffic, and it is considered unrealistic to set the target of not negatively impacting existing network operations in any way.
- 6.14.4. 7.3 (k) The traffic incident response plans in place today would be required to be updated to incorporate the stadium and stadium related incidents should the project be approved.
- 6.14.5. 7.3 (l) Correct, the signage strategy does not include regional transport related signage. It was considered too soon in the process (before project approval) to spend the time and resources on this task.

- 6.14.6. 7.3 (m) It is unrealistic to suggest traffic network protocols be agreed prior to approval of the stadium. The POSS Guidelines for Movement asked for an understanding of origins and destinations which was investigated. It is absolutely appropriate that detailed traffic management strategies, protocols and operating plans and staffing and police plans be documented in the next stage of planning following project approval.

6.15. Parking

- 6.15.1. 7.4 (c) Yes, there may be congestion in the CBD if many people choose to drive. This is why WSP are suggesting a travel demand management campaign supports the transport plan and provides strong advice to take up the public transport options.
- 6.15.2. A travel demand management (**TDM**) campaign aims to influence travel choices to optimise the transport network or create capacity in some areas or modes as needed to support a wider initiative. These can be as localised as encouraging walking to school to reduce school pick up traffic to city wide campaigns to support events such as the Commonwealth Games or Olympics. The four typical approaches to travel demand management are to remode – shifting journeys from one transport mode to another; retime – shifting journeys from peak to off-peak periods; reroute – shifting journeys to less congested routes; reduce – reducing the number of journeys using the transport network. TDM campaigns for major events such as Olympics have seen reductions in background traffic volumes of between 10 and 30%.
- 6.15.3. If people choose to drive, then they may get stuck or delayed in the traffic they have created. The capacity of the CBD road network has been considered in the cumulative approvals of off-street parking located within the Hobart CBD and the project is not suggesting adding additional capacity but leveraging underutilised supply. It is unclear how off-street car parking operators would identify event patrons or why they would deny them access. Some off street parking operators may wish to extend operating hours for event days, given event days will be known well in advance and could provide revenue through parking fees.

7. Facts, matters and methodologies

This section discusses the methodology for key components of the transport planning.

7.1. Mode share method – Access Study

- 7.1.1. The Access Study was undertaken by WSP in 2023. The Access Study presented initial planning to develop target transport modal splits for stadium access, and the demands and spatial requirements for each mode of transport, building upon and in coordination with both precinct and wider city and state planning policy and strategy. This modal split was developed in collaboration with MPDC, State Growth and the City of Hobart. The transport mode splits considered best practice comparable with Australian stadiums, local knowledge and context and the aspirations for a sustainable travel plan.
- 7.1.2. For stadium planning, the following transport mode shares were established:
 - 7.1.2.1. Base Target – non-car mode share of 60%
 - 7.1.2.2. Stretch Target – non-car mode share of 70%.
- 7.1.3. Three different event scenarios were used:
 - 7.1.3.1. Regular event – 15,000 spectators - represents the average crowd for domestic teams (AFL, Cricket)
 - 7.1.3.2. Capacity event – 23,000 spectators (now updated to 24,500) – represents the proposed seated capacity of the stadium
 - 7.1.3.3. Special event – 30,000 spectators (now updated to 31,500) – represents the maximum venue capacity for events which use the playing surface for additional seating or standing e.g. concerts. It is noted this is expected to be an infrequent scenario, occurring for only 1-2 events a year.
- 7.1.4. The Access Study set out key planning principles, considerations, and demand and capacity assumptions to determine the mode share for each mode.

7.2. Mode share method - Transport Study

- 7.2.1. The project brief for the Transport Study had an 'origin study' at its core.
- 7.2.2. The Origins Study was undertaken as part of the Transport Study (2024). The Origins Study was an assessment to proportion the transport task for Macquarie Point Stadium by potential event patron origin location ('where will they come from, and by what transport mode will they travel to the stadium?').
- 7.2.3. Building on the previous Access Study, the Origins Study determined the potential origins of people's travel and the mode of transport they may use. The Origins Study considered existing travel patterns, existing and planned public transport provision, existing car parking supply and availability, to estimate origin - destination matrices.
- 7.2.4. The origin of trips to the Stadium was estimated, mode by mode, through a high level spreadsheet analysis of ABS Journey to Work data from the 2021 Census. The Origins Study assumed that from each SA3, proportions of people travelling to the stadium would be similar to journey to work patterns. For example, the proportion of people travelling by car increases further away from Hobart's centre; and active transport trips have the highest proportion in Hobart-Inner.
- 7.2.5. The AFL Tasmania Devils Football Club membership data (191,764 members as of May 2024) was reviewed for this study to understand membership by postcode, as a check for origins of people who may attend AFL games at Macquarie Point. Membership data was assessed to understand spatial patterns for members. This assisted with the transport assumptions by origins for events, when compared to the general population patterns from the 2021 Census.
- 7.2.6. The event related origin matrices were developed for the same range of scenarios as the GHUTDM strategic model. The event related origin matrices were then added into each of the GHUTDM modelled scenarios to test the overall scenarios.

7.3. Strategic Modelling method - Transport Study

- 7.3.1. Strategic modelling using the GHUTDM was undertaken. This model was selected as it is established, is used regularly for strategic planning purposes in Hobart, allows for testing of both traffic and public transport, has coverage of the Greater Hobart area and would allow for various demand scenarios to be loaded in following the results of the Origins Study.
- 7.3.2. The strategic modelling methodology (shown in Figure 1) is outlined in the below steps:
- 7.3.2.1. Develop the Base Case 2030 GHUTDM model to obtain the typical PM peak demand matrices.
 - 7.3.2.2. Incorporate event travel demand matrices for each scenario. Event travel demand matrices were derived using findings from the Origins Study.
 - 7.3.2.3. Assign combined 2030 PM peak travel demand matrices to the road network.
 - 7.3.2.4. Assess the road network performance by assessing metrics including volume to capacity ratios (V/C) and comparing against typical non-event day.

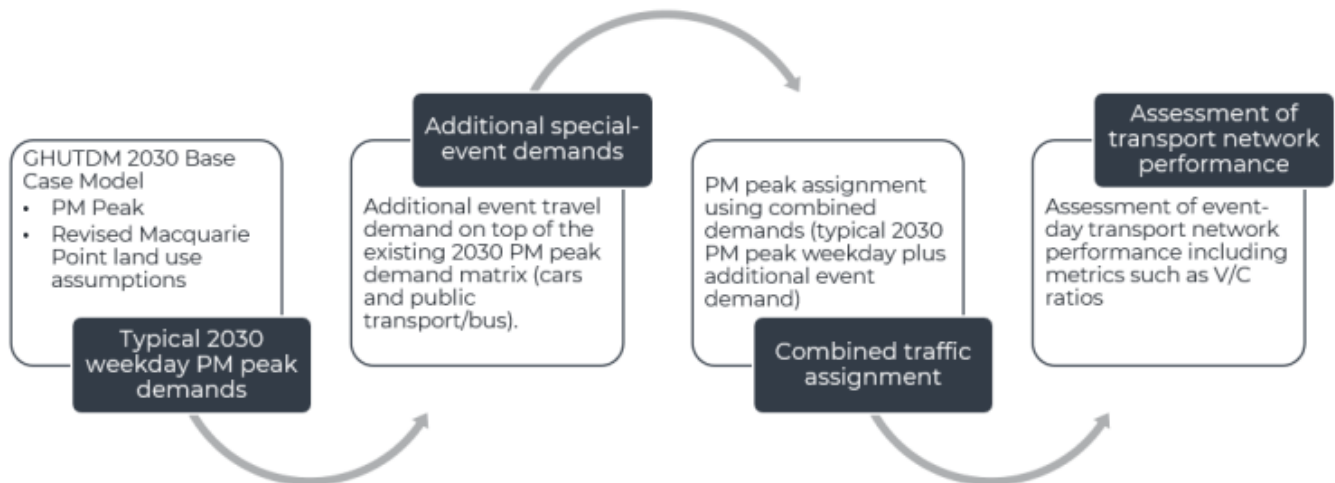


Figure 1 Modelling methodology

- 7.3.3. A Base Case plus four scenarios were developed to address the POSS Guidelines:
- 7.3.3.1. Scenario 1: Seated sell-out 24,500 capacity, 40% private vehicle.
 - 7.3.3.2. Scenario 2: Seated sell-out 24,500 capacity, 60% private vehicle.
 - 7.3.3.3. Scenario 3: Seated sell-out 31,500 capacity, 40% private vehicle.
 - 7.3.3.4. Scenario 4: Seated sell-out 31,500 capacity, 60% private vehicle.
- 7.3.4. Additional network tests were undertaken to understand the traffic impacts from an increase in maximum stadium capacity to 40,000 and to understand traffic volumes during the life of the stadium. These scenarios were:
- 7.3.4.1. 2030: 40,000 capacity stadium.
 - 7.3.4.2. 2050: 25,400 capacity stadium.
- 7.3.5. A similar methodology to the Origin Study was used previously for Subiaco Oval in Perth, and People First Stadium (formerly Metricon) on the Gold Coast. These projects used membership data to establish the origin of people travelling to the Stadium.

8. Reference material

The WSP team has extensive experience with projects in Greater Hobart involving all transport modes. As such we have an in-depth understanding of the policy context. While we recognise that the stadium proposal was not part of strategic plans prior to 2023, we have worked to integrate and align our assessment and recommendations with the existing policy context. Key government plans and strategies considered by the Transport Study include:

8.1. Department of State Growth

30-Year Greater Hobart Plan (2022)

A comprehensive guide for the development of transport, housing, and employment centres in Greater Hobart, supporting the 2050 Vision for a connected, friendly, and safe city.

Greater Hobart Cycling Plan

Aims to develop a safe, convenient, and comfortable cycling network for all ages and abilities. It supports active transport links to Macquarie Point.

Hobart City Deal

A 10-year partnership to guide investment in Greater Hobart, focusing on accessibility and the concept of a 30-minute city. It includes public transport upgrades and introduction of River Derwent ferry services.

Keeping Hobart Moving (Draft, 2023)

A long-term program to create a safe, accessible, and future-ready city. Identifies rapid bus services, ferries, and cycling projects, with three phases of development from 2023 to 2033, focusing on planning, design and delivery of transport infrastructure.

8.2. City of Hobart

Central Hobart Plan (2023)

A structure plan for central Hobart, describing several precincts including the Civic and Cultural precinct adjacent to Mac Point. It outlines five goals: creating a dynamic capital city, engaging public spaces, sustainable buildings, integrated movement networks, and fostering an investment-ready city.

Transport Strategy 2024

Focuses on providing diverse transport choices for residents, workers, and visitors. It identifies four key themes: encouraging behaviour change, ensuring safe and healthy streets, climate-ready transport, and leveraging emerging trends to improve the city.

Parking and Kerbside Management Plan (Draft, 2024)

Guides the management of streets, kerbside space, and parking. It establishes six principles: transport choice, reliability, user experience, value of parking, demand management, and efficiency and equity.

8.3. Tasmania Devils Football Club membership data

The AFL Tasmania Devils Football Club was launched in March 2024. Club membership data (191,764 members as of May 2024) was reviewed for this study to understand the origins of membership by postcode, as a basis for origins of people who may attend games at Macquarie Point. Membership data was assessed to understand spatial patterns or hotspots/centres for members. This assisted with the transport assumptions by origins for events, when compared to the general population patterns from the Census.

Membership data shows that more than half of members are Tasmanian (54%). Membership from the Hobart statistical areas makes up 53% of all Tasmanian memberships. Hobart – North East (SA3) has the largest proportion within Hobart SA3s, (18,257 or 18% of all Tasmanian memberships).

8.4. Australian Bureau of Statistics (ABS) data (2021 Census Journey to Work)

The Origins Study used ABS statistical areas (ABS SA2 and SA3) to define the origin of demand for event transport. Journey to Work data from the 2021 Census was used to proportion event transport demand across the Greater Hobart Area. The Hobart SA2, which covers Macquarie Point, Hobart CBD, Battery Point and North Hobart, was used as a proxy destination for the stadium when reviewing 2021 Census Journey to Work data (JTW).

8.5. Greater Hobart Travel Survey

We recognise that Journeys to Work represent a small portion of the total travel task – about a third in the AM peak and less than 20% (less than 1 in 5) trips across the day (BITRE 2016).

As such Journey to Work data can skew towards private vehicle use and under represents younger people and older people who are less likely to be able to drive a motor vehicle independently.

To take account of these patterns, we reviewed our assessments against the 2023 Greater Hobart Travel Survey data to validate and calibrate our analysis.

All material received, reviewed and considered is shown in Table 1.

Table 1 **Reference material**

Material	Reviewed	Integrated
Reports		
Central Hobart Report – Movement Analysis, (Urbis, 2022)	✓	✓
Civic and Cultural Precinct - Movement Analysis (Urbis, 2022)	✓	✓
East Derwent Highway Upgrade, Development Application Report (Jacobs, 2020)	✓	
Dark Mofo 2023 Traffic Management Plan (GHD, 2023)	✓	
Dark Mofo 2023 Fire Management Plan Dark Park	✓	
Dark Mofo 2023 Emergency Evacuation Plan Dark Park (Dark Lab 2023)	✓	
Port of Hobart freight summary (2023)	✓	✓
Green Star Communities v1.1, sustainable transport and movement chapter.	✓	✓
Hobart Transport Strategy 2024 (City of Hobart 2024)	✓	✓
Southern Campus Transformation, Preliminary Urban Design Framework (UTas, 2021)	✓	✓
Proposed Master Development Plan, Traffic and Transport Assessment (SALT, 2022)	✓	✓
Hobart Transport Vision (Department of State Growth, 2018)	✓	✓
Keeping Hobart Moving (draft) (Department of State Growth, 2023)	✓	✓
Hobart Rapid Bus Service (WSP, 2023)	✓	✓
Data		
Tasmania Devils membership data by postcode as of 17 May 2024	✓	✓
Greater Hobart Urban Travel Demand Model and associated traffic data (2024)	✓	✓
Estimated precinct employment data (MPDC, 2024)	✓	✓
Port of Hobart Evans Street freight trips (2017)	✓	✓
TasPorts Commodity Data for 2016/2017 and average data	✓	✓
Site survey (2020)	✓	✓
City of Hobart live parking dashboards (https://www.hobartcity.com.au)	✓	✓
TasPorts high and low traffic management plans	✓	✓
Drawings and sketches		
Northern Access Road and stadium footprint, (Department of State Growth, 2023)	✓	✓
TasPorts Northern Access Road Concepts (x2) (Burbury Consulting, 2024)	✓	✓
Precinct concepts (Cox Architecture, 14 June 2024)	✓	✓
Draft Urban Design Framework POSS Report (Cox Architecture, 27 June 2024)	✓	✓

9. Summary of opinions

- 9.1. The CBD location allows the transport plan to leverage existing and planned transport infrastructure and networks, including proposed high frequency bus routes and existing CBD parking.
- 9.2. The CBD location also represents a central location within Greater Hobart that allows a roughly equal proportion of residents to access the stadium from all directions and relative distances e.g. unlike a suburban location in the North (MyState Bank Area) or East (Bellerive Oval / Ninja Stadium).
- 9.3. For a weekday event, the stadium transport plan benefits from the CBD location as a proportion of event attendees will already be nearby at their places of work or study.
- 9.4. The existing mode share for walking for short trips in Greater Hobart is notably high among Australian capital cities.
- 9.5. The provision of new and enhanced transport services and networks is only half the challenge (the carrot), with travel demand management and travel behaviour change campaigns the remaining element (stick) required to deliver a consistently successful event transport operation. These would typically be prepared in the two years leading up to opening.
- 9.6. The draft permit conditions for transport developed as part of the Planning Permit Granted Under Section 8 of the Macquarie Point Planning Permit Bill 2025 have been reviewed. It is my opinion that they clearly and comprehensively address the required management responses for developing a stadium event operations plan which would mitigate the impacts of staging events on the transport network.
- 9.7. It is typical and appropriate that there is still planning to be done to refine the Transport Plan while the stadium is being assessed for approval. Figure 2 attempts to show where we are in the process and the steps remaining from a transport perspective.

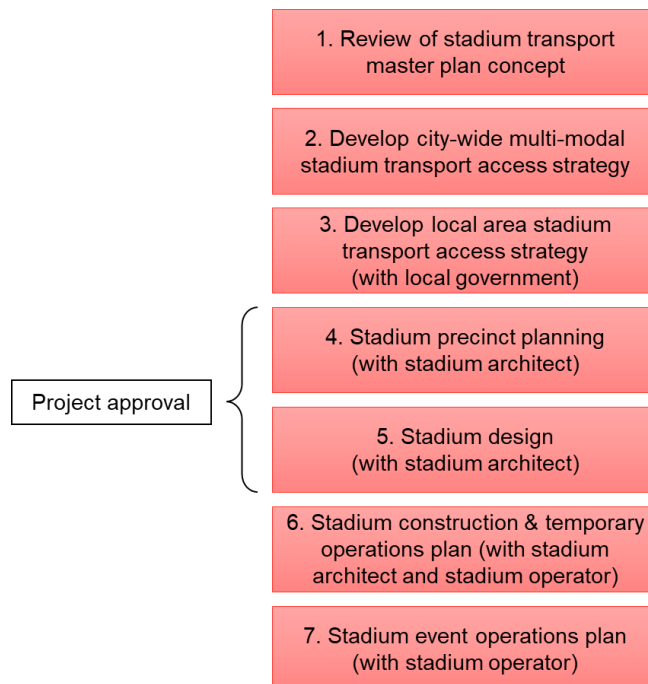


Figure 2 Stadium transport planning stages

10. Statement of provisional opinions

- 10.1. No one can yet say with certainty where all spectators will be travelling from to reach Macquarie Point Multipurpose Stadium. This would be revealed over time through ticketing and membership seating data. A variety of factors including event type and time and day of the week will influence who attends events. To fill this knowledge gap and inform transport modelling an Origins Study was carried out in line with the project brief. This has been outlined throughout my statement. The inclusion of the Devil's membership data provided a solid foundation for AFL attendance and may provide some overlap with cricket fans but the extent of this overlap is not known at this stage. There is an opportunity to collect data for attendees of the Big Bash League at Bellerive Oval and Dark Mofo to further refine the assumptions made in the Origins Study and update the strategic transport modelling. For this reason, the Origins Study is considered provisional and will have to be considered provisional until data is collected from the first event at the stadium.
- 10.2. Strategic transport modelling that was conducted using the GHUTDM can be considered provisional. This is because the model is subject to model year 2030 forecasts in population, jobs and demographics at the time of the study conducted in 2024. 2030 was the selected model year as the model is built on five year increments with 2030 being the closest to stadium opening in 2029. Transport modelling serves as an industry standard and is accepted practice to inform transport planning but not dictate it.
- 10.3. The stadium transport plan would make use of public transport networks in whatever state and whatever capacity they provide. Existing public transport options should serve as the backbone for stadium transport and the stadium transport plan would flex around the capacity offered from these networks and the demand of the event. As such, the extent to which rapid bus, public bus and ferry form part of the transport mix is provisional.
- 10.4. The transport plan was prepared prior to any confirmation of budget commitments for infrastructure, service uplift or integrated planning or confirmation of roles and responsibilities for delivering the plan. As such, the plan was designed to be flexible and scalable and to strongly suggest integrated multi-agency planning start as soon as practical. The plan should be considered provisional until government agencies stand up a stadium transport working group, collaborate and refine a plan that is achievable for their agencies while delivering a high-quality offering to spectators. I note though that commitments for infrastructure, service uplift or integrated planning are not the subject of this project approval.

11. Any matters falling outside your expertise

- 11.1. Two key elements that I would consider outside of my expertise, although I am familiar with their typical processes and requirements, are:
- Stadium fire and emergency evacuation planning
 - Crowd movement within the stadium building and external concourses.
- 11.2. Further, dynamic pedestrian modelling on the surrounding footpath and street network was out of scope of the Transport Study undertaken by WSP.

12. Other significant contributor

12.1. Alex Gu, FIEAust, CPEng, RPEV, Technical Director

- 12.1.1. Alex Gu is WSP's national capability leader in transport modelling. Alex provided specialist transport modelling capability to the project. He has more than 25 years' experience, specialising in transport planning and modelling, economic appraisal, traffic engineering, and management. He has worked extensively throughout Australia including Tasmania as well as New Zealand.
- 12.1.2. Alex is a specialist transport modeller with skills in multiple modelling software packages and is responsible for the delivery of many transport studies across Australia. He has led modelling teams involved in work from strategic planning, demand forecasting to operation modelling (meso and microsimulation), and has trained/supervised transport modellers. Alex is highly familiar with the Department of State Growth's strategic transport model, the Greater Hobart Urban Travel Demand Model, having previously led three projects using and developing the model. These projects are:
 - 12.1.2.1. GHUTDM Strategic Modelling Support, Hobart, TAS, Australia (2023-present): Department of State Growth, Project Director
 - 12.1.2.2. MetroPlan Modelling via Greater Hobart Urban Travel Demand Model, Hobart, TAS, Australia (2021): Department of State Growth, Project Director
 - 12.1.2.3. Greater Hobart Urban Travel Demand Model (GHUTDM) Update, Hobart, Tas, Australia (2020): Department of State Growth, Project Manager
- 12.1.3. Some of the other strategic modelling projects Alex has led include:
 - 12.1.3.1. Better Buses – Strategic Transport Modelling, Melbourne, Vic., Australia (2023): Infrastructure Victoria, Project Director and Internal Reviewer
 - 12.1.3.2. VITM Reference Scenarios and Insights, Melbourne, Vic., Australia (2022): Department of Transport (DoT), Project Manager and Lead Modeller
 - 12.1.3.3. Hobsons Bay Transport Planning Study, Melbourne, Vic., Australia (2019-2020): Department of Transport/Hobsons Bay Council, Lead Transport Modeller
- 12.1.4. Alex is also a transport economist and experienced in quantifying economic benefits of transport projects using both economic and transport modelling tools.



References

ATAP (Australian Transport Assessment and Planning) (2016) 'Induced travel demand', [Australian transport assessment and planning guidelines: T1 travel demand modelling](#), Commonwealth of Australia, accessed 9 October 2024.

Austroads (2025), *Improving Austroads Guidance for Cycling and Micromobility Planning*, Accessed 16 June 2025

NSW Government (2022), [Practitioner's guide to Movement and Place](#), accessed 17 June 2025



Appendix A

Comments on representations

Comments on Representations for Transport Study		
File name	Comments	WSP Comments
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	The lack of critical transport infrastructure to support a functional stadium	The Transport Plan proposes solutions to support a functional stadium. Critical transport infrastructure is part of that and will require acceptance and funding by Department of State Growth and/or City of Hobart or other levels of government.
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	As an asset owner of local roads, footpaths and carparks, stormwater and lighting infrastructure, The City agrees that there is a significant risk that large crowd events held at the stadium would negatively impact on the journeys of the public and other road users travelling to, from, or through central Hobart.	Without prior planning, and communications to inform travel choices and change behaviours, yes there is a risk that large crowd would impact on others' journeys.
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	Concerns may be mitigated by:	
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	Provision of new public transport infrastructure and increased services	Agreed and recommended in plan
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	Provision of improved pedestrian infrastructure on pedestrian desire lines to limit any need for lane or road closures on surrounding arterial roads, and	Agreed and recommended in plan
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	The ability to schedule large crowd events at times when the expected most intense generation of crowd and vehicle movements associated with those events (the period immediately post event) do not coincide with periods of high demand on the surrounding arterial road networks (weekday commuter peak periods, and weekend mid-day periods)	Agreed from a transport perspective, but sporting codes have typically shown an alignment to TV broadcast times and not local transport needs.
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	City agrees that:	
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	Footpaths on Evans Street, Hunter Street etc will be necessary to facilitate the day to day use of the Macquarie Point precinct regardless of its future use	Agreed
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	South-eastern side of Davey Street between Evans Street and Hunter Street, this section has a current minimum width of about 3.7m, which could be increased to a minimum of about 7.0 metres	Agreed and recommended in plan
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	Overall, the City would have no particular concern with short term road closures on local roads under the management of the City of Hobart (Evans Street, Hunter Street, Campbell Street etc) to facilitate safe and appropriate post event pedestrian movements	Noted
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	The City has in the last ten years developed significant expertise in designing and implementing pedestrian treatments in the Morrison Street – Castray Esplanade – Salamanca Place precinct, where design treatments utilising flush kerb lines, and relocatable fixed bollards to separate vehicular and pedestrian zones have been successfully used.	Noted
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	A Collins Street pedestrian bridge has however been identified as an important future pedestrian linkage to improve pedestrian accessibility between the Hobart CBD and the Cenotaph / Macquarie Point precinct and Inner City Cycleway, that in the view of the City should be progressed regardless of whether a stadium forms part of that precinct.	Agreed and noted as an opportunity in the plan
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	Response to DSG comments	
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	While it is a matter for the Department of State Growth, it would be problematic to the transport network, and difficult to effectively communicate if there were closures of lanes or roads routinely required for events at the proposed stadium.	Noted
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	Other comments	
336-Jennifer-Lawley-City-of-Hobart-doc-1-Submitted-08-May-2025	there is a need to ensure that patron parking for sporting facilities on the Domain remains available	Noted. And likely for action in Operational Transport Management Plan (OTMP). Regularly achieved at other sport precincts in Australia.
336-Jennifer-Lawley-City-of-Hobart-doc-2-Submitted-08-May-2025	NA	
279-Amy-Hills-Tourism-Industry-Council-Tasmania-TICT-doc-1-Submitted-07-May-2026	It should be noted that there is not a stadium or a major event held across the world that does not encounter some form of traffic congestion, traffic management support and transport challenges.	Agreed
279-Amy-Hills-Tourism-Industry-Council-Tasmania-TICT-doc-1-Submitted-07-May-2027	Indeed, the ritual of walking longer distances, jumping onto packed trams or buses form part of the iconic event and sporting experience. The TICT raises this only to highlight that these 'challenges' should also be seen as 'opportunities'	Agreed
448-Anis-Adely-National-Spiritual-Assembly-of-the-Bahais-of-Australia-doc-1-Submitted-08-May-2025	Cox map showing dotted line for bridge going through/over the Bahai property on the corner of Tasman and Brooker	The line is indicative at best and should not have implied that the bridge passes over the Bahai property. Any feasibility work for the bridge to determine if it fits and any potential alignment of the bridge is yet to be undertaken.
448-Anis-Adely-National-Spiritual-Assembly-of-the-Bahais-of-Australia-doc-1-Submitted-08-May-2026	we are concerned that the Transport and Event Traffic Management Plan(s) do not recommend any event related traffic alterations	Yes understood but too soon for this detail.

Comments on Representations for Transport Study		
File name	Comments	WSP Comments
461-Mary-Mulcahy-Tasmanian Museum and Art Gallery-doc-1-Submitted-08-May-2025	Develop coordinated traffic-management plans that protect museum operations – including access to loading docks, ensure uninterrupted access to car parks for TMAG patrons, and provide dedicated drop-off zones for tour buses and school groups.	Yes, agreed. Should be included and consulted in operational transport management plan development.
473-Kate-Shield-8-May-2025	That Macquarie Point is so restricted and the stadium footprint so large, means that a stadium can't fit on the site without it being too close to its neighbours. This amplifies the loss of amenity arising from pedestrian and traffic congestion in the vicinity.	Noted
473-Kate-Shield-8-May-2026	Traffic bottlenecks at entry points along the Tasman and Brooker Highways, traffic noise and pollution, road rage incidents and accidents will all increase, and all be compounded by the tight timeframes and pressing deadlines imposed by the 'contract' signed between the Premier and the AFL.	Traffic bottlenecks are dependent on a lack of advanced communication of travel conditions. This is unlikely to be the case, but there is likely to be short term congestion at peak times.
473-Kate-Shield-8-May-2027	Crowded footpaths with significant choke points are a feature of the Mac Point site, with patrons all trying to move in the same direction to the south and west away from the precinct and into the CBD, and could inflame any existing crowd tensions, especially if the game ended with a controversial decision.	Speculative. No AFL or cricket stadiums in Australia split fans arrivals and departures due to the risk of crowd tensions. There is certainly very little evidence of this being a concern for AFL or cricket matches.
473-Kate-Shield-8-May-2028	It is not only the potential for crime that may be exacerbated by the crowded egress from the site, but also the physical safety of patrons. Jostling over uneven surfaces, stepping off sidewalks into gutters or onto roads are all more likely when ranks of people are walking closely behind others with no ability to see the ground in front of them and watch where they're walking.	These trip hazards have been identified in the Transport Plan with suggestion for a future project to improve these.
659-Roland-Brown-Fitzgerald-and-Brown-Lawyers-7-May-2025	The current walking pathways from the west in the heart of Sullivans Cove especially along Evans St and in part Macquarie Street abutting the Grand Chancellor are poorly activated, passively surveyed and frankly, unattractive and uninteresting to walk along. The rear of the Grand Chancellor on Macquarie St is a textbook example of what not to do in the core of this city. That condition can also be found along Evans St.	Agreed. We recommended a streets and place making project to activate surrounding streets so that they felt connected to the stadium precinct, and not an afterthought
669-Jerry-de-Gryse-7-May-2025	I also concur with the findings in 3.3 regarding the lack of adequate street level amenity around the building and the impacts of wind and shade and the constraints on pedestrian movement affecting the quality of the experience of the externals spaces around the stadium.	Similar to above points of footpaths
669-Jerry-de-Gryse-7-May-2026	I also hold concerns regarding inadequate resolution of the transport and pedestrian access to the Stadium. Pedestrian flows to the site are constrained (Figure 7..1)and in several instances require crossing of major arterial roads at which signalisation provide only limited time for safe crossing.	Agreed. To be refined in the OTMP
832-Peter-McGlone-Tas-Conservation-Trust-8-May-2025	Lots of commentary on the environmental impacts of the 3 level underground car park	No WSP involvement other than ensuring access through the bus plaza
862-William-Manning-Federal-Group-14-May-2025	Its footprint, construction phase, and ongoing event operations will necessarily disrupt the functioning of adjacent uses. These include constraints on access for staff, visitors, and contractors; the reduction or displacement of parking availability;	Access arrangements are yet to be finalised, but it is obviously known that there are hotels, restaurants and other tenants that need access to be addressed in some way.
862-William-Manning-Federal-Group-14-May-2026	The Panel finds that the proposed transport strategy will not result in the proponent's assumed significant behavioural changes. As a result, private vehicle use on event days is expected to be far higher than modelled. This misalignment has critical implications for businesses in the surrounding precinct.	A plan has not yet been developed to support transport behavioural changes. This would be done in future stages, collaboratively across key agencies
862-William-Manning-Federal-Group-14-May-2027	The stadium does not provide sufficient on-site parking to accommodate the expected volume of attendees.	Large amounts of parking parking will induce traffic into the CBD, further congesting roads. This is not the answer to any new development or stadium. The mix of parking and public transport was understood by agency stakeholders and is typical for stadium transport planning.
862-William-Manning-Federal-Group-14-May-2028	This effect will extend well into the Hobart CBD and surrounding neighbourhoods. On event days, attendees may be required to park multiple kilometres from the venue.	CoH advises there are approximately 6,000 parking spaces within 1.2km of the stadium
862-William-Manning-Federal-Group-14-May-2029	The assumption that customers will accept walking multiple kilometres in adverse weather, at night, or across unfamiliar terrain, is not supported by typical visitor behaviour, especially for discretionary or premium spending.	Seem to be conflating the typical current visitor behaviour of discretionary or premium spenders with sports fan behaviour seen around the world.
862-William-Manning-Federal-Group-14-May-2030	The Panel notes that the operation of the stadium on events days would involve the closure of Evans and Hunter Streets to traffic. This is not a theoretical risk; it is an imposed operating condition	Temporary road closures are likely to be required in the vicinity of the stadium, similar to when cruise ships are in port. Detailed work on access arrangements and road closures is yet to be undertaken.
862-William-Manning-Federal-Group-14-May-2031	For adjacent businesses in the precinct, these closures remove access to essential services that cannot be substituted. Valet parking, taxi and coach drop-offs, guest pick-up, deliveries, and time-sensitive group logistics all rely on unimpeded vehicle access to street frontages. These are not amenity enhancements; they are baseline operational requirements embedded in the service models of premium accommodation.	Access arrangements are yet to be finalised, but it is obviously known that there are hotels, restaurants and other tenants that need access to be addressed in some way.

Comments on Representations for Transport Study		
File name	Comments	WSP Comments
862-William-Manning-Federal-Group-14-May-2032	Despite this, no detailed traffic management or access continuity plan has been presented.	Correct, detailed planning has not been undertaken before the stadium is approved. This would form part of the OTMP
221-Barry-Neilsen-text-Submitted-28-04-2025	Parking on Hunter Street, access via Evans Street. Request condition of retaining at least a barricaded lane available at all times	To be discussed in detail in next stage of planning, but access for local residents is always a key concern in major event planning.
273-Kerry-Burns-Glebe-Residents-Association-doc-1-Submitted-07-May-2025	Pedestrian movement issues both on-site and to/from events in surrounding areas needing to be addressed as a necessary element of the Project;	Yes understood but too soon for this detail
273-Kerry-Burns-Glebe-Residents-Association-doc-1-Submitted-07-May-2025	Provision and planning for mass/public transport, with the target of 60% non-car mode share of access to the Stadium seen as unplanned and unrealistic;	It is planned and ambitious by design
273-Kerry-Burns-Glebe-Residents-Association-doc-1-Submitted-07-May-2025	The likely higher level of car-based trips to and from events being expected to worsen the existing traffic congestion in Hobart. Solutions for managing the Stadium impact on traffic have not yet been presented.	Increased traffic congestion has been modelled at a citywide level. Detailed analysis yet to be done in the CBD
273-Kerry-Burns-Glebe-Residents-Association-doc-1-Submitted-07-May-2025	The need for car parking in the vicinity of the Stadium will place additional pressures on street spaces in surrounding areas (including Glebe) and on the Queens Domain.	Yes, agreed.
305-Ian-Terry-text-Submitted-08-05-2025	Traffic bottlenecks	Increased traffic congestion has been modelled at a citywide level. Detailed analysis yet to be done in the CBD
326-James-Avery-doc-1-Submitted-08-May-2025	Stadiums Tas - Supports operational conditions being placed on the project such as more planning to address concerns	N/A
334-Jeanette-McDonald-doc-1-Submitted-08-May-2025	Impacts from bridge - noise, view, amenity	N/A
334-Jeanette-McDonald-doc-1-Submitted-08-May-2026	Local access into parking via Sun Street or Collins Street when there are large crowds	Detailed local access arrangements yet to be looked into, but is always a priority for event or stadium transport planning.
334-Jeanette-McDonald-doc-1-Submitted-08-May-2027	Removal of parking for the bridge, loss of parking supporting deliveries/removalists	Bridge feasibility has not been undertaken and any funding or political commitment is unconfirmed.
334-Jeanette-McDonald-doc-1-Submitted-08-May-2028	Assumptions on road closures and changes from the bridge	Detailed local access arrangements yet to be looked into, but is always a priority for event or stadium transport planning. Bridge feasibility has not been undertaken and any funding or political commitment is unconfirmed.
355-MILAN-PRODANOVIC-text-Submitted-08-05-2025	Having been a traffic engineer in Tasmania for five decades, I fully agree the proponents 19% expected car use by people going to the stadium is a total nonsense. As stated in the report, Hobart is a car city for local residents, so car use will be the major mode of transport to/from the stadium site	40% of people are estimated to make use of a private car to access the stadium (self-drive, passenger, ride share, CBD parking, stadium parking and taxi). Another 30% have the opportunity to use their cars to access high-quality and efficient public transport via park and rides or rapid bus stops.
355-MILAN-PRODANOVIC-text-Submitted-08-05-2025	Suggests changes to parking schemes will be required	Yes, likely and to be investigated in future stages if the project is approved.
355-MILAN-PRODANOVIC-text-Submitted-08-05-2025	There is no mention of any Traffic Impact Assessments having been undertaken, a normal requirement for a development, which details pedestrian traffic assignments and levels of pedestrian volumes and desire lines to/from the stadium, nor any determination of vehicle traffic generation into the area because of stadium events	Traffic Impact Assessments have been undertaken by SALT. Traffic levels assessed in the strategic model in various PT/car scenarios
313-Jamie-Wood-text-Submitted-08-05-2025	Trackless rail tram on magnets as seen in a prototype in Dubai	The public transport options align to policy, planning or expectations of State Growth and trackless rail tram on magnets is not in any local planning that we have seen.