

23 October 2024

Claire Hynes
Acting Executive Commissioner
Tasmanian Planning Commission
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Hobart TAS 7001
Via email: tpc@planning.tas.gov.au

Dear Ms Hynes

Clarence City Council Submission on Macquarie Point Multipurpose Stadium Project of State Significance – Integrated Assessment Reports

Thank you for the opportunity to provide further feedback on the Macquarie Point Multipurpose Stadium Project of State Significance Integrated Assessment Reports following our submission on the Draft Guidelines in January 2024.

As outlined in our original submission the focus for the Clarence municipality is concentrated on the impacts on our residents from an access, traffic and movement perspective across the Derwent River during events at the multipurpose Stadium. As such the focus of our review has been on Appendix N – Transport Study – WSP August 2024.

The Transport Study has limited details around the construction traffic impacts, particularly the potential for impacts on the broader road network especially the Tasman Highway. The Study also does not address service vehicles access to and from the Stadium, including the impacts of event bump in/bump out (event set up and pack down). Clarence City Council considers it imperative that these matters are specifically considered through the assessment process, given our community's experience with region-wide traffic impacts in the past linked with cultural events in Hobart.

We have specifically addressed our concerns against the relevant portions of the Assessment Guidelines as set out below:

TPC Guideline		Comments from Clarence City Council	
1.0 Proposal			
1.1 Description of and plans for the proposed project			
Clause 1.1.2 The reports are to provide information on the: • scope of the proposed project, including: - the timeframe for implementation of the proposed project; - possible future development and activities related to the proposed project; - the staging and timing of the proposed project including ancillary works and expected dates for construction, completion and operation.		The success of the project (from a transport and movement perspective) relies heavily on significant travel demand measures, in particular a large proportion of people travelling to the venue via public bus, bus rapid transit and event bus. There is no clear strategy around how this will be achieved when there are significant limitations on the current public transport system with poor reliability, lack of drivers, cancelled services etc. The bus rapid transit project is still in early planning stages and there is no surety this will be in place and operating ahead of 2029. The Transport Study has highlighted “all event bus fleet and drivers would be in addition to regular rapid and local bus services” but there is no detail around whether this is achievable (page 46) particularly if additional event buses are required to move patrons (page 15) if permanent rapid bus infrastructure is not delivered ahead of the stadium opening. Noting the number of potential patrons travelling from Hobart’s eastern shore, there has been little to no detail around event bus routes (and proposed stop locations), the capacity requirements for parking to support these services and any localised traffic impacts from patrons accessing these parking areas. There is also a significant potential for “event ferry” services between Bellerive and Lindisfarne into the city. Generally, the event access requirements will be outside the current commuter ferry service periods and existing ferry vessels could be made available to service events at the new stadium (either to a new berth at Regatta Point or to the existing berth at Brooke Street Pier).	
1.4 Design and management response			
Clause 1.4.2 The reports are to assess and provide information on: • off-site management actions that are proposed to address broader social, cultural or economic effects of the project.		As above, there is limited information in the Transport Study around additional requirements within the Clarence City Council area to address the identified traffic congestion issues associated with operation of the stadium (particularly when hosting an event). There are no details focussing on the infrastructure requirements for bus park and ride, impacts around ferry berths and the high need for bus rapid transport systems to be in place to achieve the desired mode split to access the stadium. The stadium has a significant impact on capacity and access across the Tasman Bridge (in both the 40% and 60% non-car mode scenarios, page 32, and page 34) which will impact directly on the community of Clarence (and to a lesser extent, Sorell and beyond).	

Clause 1.4.3 Without limiting the content of the reports, the following details and plans are to be provided: • a description of significant places in the adjacent and broader area such as public parks, cultural venues, leisure or business locations and any proposed linkages to the project site; The reports are to indicate where any management action or other undertaking outlined in this section is proposed to be given effect through an approval or permit for the project that may be granted.	There is a likely high level of patronage to the stadium from the Clarence City Council area. From a transport linkage perspective, there are several projects required to support access from the eastern shore into events at the stadium. Many of these projects are still being scoped or are in the early planning phases and (in most cases) will require their own separate planning approvals. For example, the proposed park and ride site at Rokeby is still to be designed and may require a planning permit to proceed to construction. Similarly, a new ferry berth at Lindisfarne still requires a planning permit and significant infrastructure to be designed and built to support a new ferry service at this location. The success of the stadium is contingent on significant improved transport infrastructure being provided to support non-car transport access to the site. And this new transport infrastructure is subject to further approvals and permits to progress.
6.0 Movement	
6.1 Travel scenarios and management options	
Clause 6.1.1 The reports are to provide a transport assessment that provides evidence and information on a range of potential travel demand scenarios and travel demand management measures to be implemented and extended/adapted over time to achieve acceptable outcomes for stadium users and the broader transport/ movement network. The purpose of the transport assessment is to provide information on the range of strategies and measures that may be required under different demand scenarios to: • enable visitors and Tasmanians using the stadium to have an easy, safe, amenable, reliable and convenient door to door travel experience, • minimise the risk of local and regional traffic disturbance before, during and after events.	The capacity impacts on the Tasman Bridge (as predicted in the Transport Study for both the 60% and 40% non-car mode scenarios, page 32 & page 34) are likely to result in disturbance on the road network in Clarence and impact travel time reliability, especially when an event at the stadium is scheduled for a weekday evening (where stadium arrivals coincide with the evening commuter peak). This is little to no narrative in the study about these flow on impacts from the congestion on the Tasman Bridge.

Clause 6.1.2 The reports are to provide an overall framework supported by suitable models and assessment methods that: • enable a range of possible travel demand scenarios to be understood from the perspective of the users and the overall transport network, • enable assessment of the effectiveness of a range of possible solutions including capacity creation, network management and behavioural change, • underpin a proposed suite of travel demand measures that can be implemented prior to the stadium commencing operation, as well as extended and adapted over the life of the stadium.	There is limited information in the Transport Study regarding travel demand measures, apart from an information campaign. Success of a modal shift away from car usage is heavily reliant on bus rapid transit and event bus services although the report has not demonstrated whether there is sufficient fleet or driver resources to support this. More than 50% of trips from the Clarence City Council area will need to be made by bus to achieve the desired modal split for the stadium. There is no discussion in relation to potential ITS solutions to support travel demand management i.e. use of the LUMS OTIS system to communicate re: travel times, park & ride etc; or game day travel planning apps to support travel decisions etc. Also, there is no discussion regarding a wayfinding or signage strategy for the transport network remote from the stadium site for event traffic management and travel demand management. The detail on travel demand measures and the strategy seems pretty light-on and relies heavily on the “multi- agency transport working group” and the event travel behaviour campaign to pull together a plan.
6.2 Traffic, freight, and transport routes	
Clause 6.2.1 The reports are to discuss how the use of the stadium relates to and affects: • the current and estimated (with/without the proposed project) traffic volumes and levels of services of roads in the area and specifically the risk of and timeframes associated with periods of saturation and congestion, • periods of congestion/saturation on roads in the locality of the stadium as well as the broader road network effects.	The Transport Study identifies issues with predicted capacity on the Tasman Bridge into the future (page 18, page 32 and page 34). However, it indicates the impacts of the proposed stadium will be no worse than the existing issues with capacity on the Tasman Bridge. Yet, there is no clear strategy for how the limited capacity on the Tasman Bridge will be managed / addressed – for both the existing / baseline and for the additional demands created as a result of the proposed stadium. There has also been little to no analysis around impacts at park and ride locations (if any) in relation to people accessing these sites. For weekday evening events this is likely to coincide with evening peak traffic volumes. These are known issues at a number of locations across the network (i.e. MyState Bank Arena) and these impacts may also be problematic at the proposed park and ride sites.
Clause 6.2.2 The reports are to assess the road network changes/improvements and the other management interventions required to maintain the function, level of service and safety of major roads and the broader network.	The success of travel demand measures required to support mode shift away from car transport rely heavily on bus and ferry as an alternative. A number of proposed projects are required to be delivered in the Clarence City Council area to support these alternative modes including: - park and ride at Rokeby - bus rapid transit network - ferry terminal in Lindisfarne - event park and ride at Geilston Bay - event bus stops along the route (exact locations TBA). All these projects are still being scoped or are in the early planning phases and (in most cases) will require their own separate planning approvals. There has been little to no analysis

	in relation to alternatives if any of these projects fail to be delivered ahead of the stadium completion.
Clause 6.2.3 In preparing the reports, specific consideration is to be given to: the potential for and effects of traffic congestion resulting from use of the stadium on the provision of emergency services in Hobart area.	Given the high level of congestion identified in the Transport Study for the Tasman Bridge (page 32 and page 34) there is likely to be impacts on emergency service vehicle access (particularly inward journeys to the Royal Hobart Hospital). The report is virtually silent on these impacts apart from a small statement on page 3, Appendix C which suggests MPDC will be informing emergency services of potential areas of congestion – rather than assessing the impacts of this congestion.
Clause 6.2.4 The reports are to provide plans, maps and graphs that show: - the function and characteristics of the land transport network both generally and during periods of low level of service, and how these characteristics change under a range of transport scenarios or traffic related risks associated with the stadium, - the land transport task and characteristics associated with proposed mass transit services and how this may affect the broader transport network, - the location and type of proposed road network change/improvement and management interventions.	There is limited detail around the impact event related congestion will have on event bus access into the stadium, particularly if the bus rapid transit network is not operating ahead of the stadium opening. This is particularly problematic for bus services travelling via the Tasman Bridge which is heavily congested for inbound trips ahead of an event at the stadium – this is mentioned in passing on page 35 of the Transport Study but there are no details of the actual impacts to public transport.
6.3 Access: mass/public transport, car use and parking	
Clause 6.3.1 The reports are to discuss and provide information on issues, effects and user preferences associated with people choosing to use mass/public transport rather than cars (private cars/ride share) to travel to the stadium/locality for events. Based on this, the reports are to provide evidence-based strategies for: - achieving a planned mass/public transport versus car mode share, - managing the provision and use of car parking in the broader area to achieve transport outcomes.	The detail around how mode shift will be achieved is very limited and is heavily reliant on a travel behaviour campaign. There is also heavy reliance on the bus rapid transport routes being established, and park and ride infrastructure being built so there is sufficient capacity to achieve the mode shift required to ensure the success of events at the stadium. The Transport Study hasn't contemplated whether there is adequate fleet and driver resources to support the increased level of bus access. There is limited analysis regarding remote parking requirements to support park and ride for bus and ferry services to the venue.

Clause 6.3.2 The reports are to provide an assessment of the issues and options associated with: - people accessing the stadium/locality and outline, the maximum extent, location and design of mass/public transport services and infrastructure (including park and ride) required to achieve planned usage levels with a high degree of confidence, - strategies to achieve the majority of people accessing the stadium/locality by mass/public transport services.	The success of mass / public transport is heavily reliant on a number of new services being provided (including bus rapid transit, a park and ride facility in Rokeby and event bus services) and there is a limited degree of confidence that the required infrastructure and services will be in place ahead of the commencement of operations and events at the stadium. Interestingly, Table 1.2 of the Transport Study (page 14) suggests successful mode shift requires upwards of 40% people moving by rail. It is unclear whether the Transport Study has considered the likely high demand for bus passengers stopping at the Campbell Street bus stop (when travelling from the eastern shore) and walking to the stadium. This demand would likely increase if a Collins Street active transport bridge was provided across Macquarie / Davey Streets / Brooker Avenue. There is a very limited discussion of ferry as a mode for accessing the stadium – particularly from Hobart’s eastern shore. This seems to be a really important transport option considering the limitation of the Tasman Bridge and the high number of patrons likely to travel from the Clarence City Council area. If ferries could connect directly to a Regatta Point terminal the pedestrian demands at the end of an event would be better distributed.
Clause 6.3.3 In preparing the reports, specific consideration is to be given to: - the capacity of the existing mass/public transport system, - the capacity for plans and strategies for mass/public transport movement to be altered or extended based on experience and evaluation.	There is limited to no discussion in the Transport Study about the capacity of the existing bus network to support the stadium. There is discussion around a future bus rapid transit system and how this would benefit access to the stadium but limited discussion around alternatives if this system is not operating ahead of the stadium opening. Limited discussion around ferry capacity and there is no consideration of an “event ferry” as an option – particularly since current commuter ferry services are very limited in their hours of operation. There are also limited park and ride options to redirect or capture traffic travelling on the Tasman Highway from Cambridge / Sorell etc – this is a potential opportunity to be discussed in Section 5.3.5 (page 35).
Clause 6.3.4 The reports are to provide maps, plans and graphics that describe and show: - the detailed design of: - mass/public transport infrastructure to be used during peak periods.	There is limited detail around the proposed bus park and ride routes, in particular the proposed interim stops on route between Rokeby / Geilston Bay to the stadium. The report highlights there has not been an assessment of whether there is sufficient bus fleet or driver availability to support the proposed event buses. The report doesn’t seem to contemplate integrating bus with ferry (to avoid predicted congestion on the Tasman Bridge).

6.4 Pedestrian / cycling movement	
Clause 6.4.2 The reports are to assess: - the physical connections and improvements and management arrangements with surrounding land and road owners, required for pedestrians and cyclists to have safe, visible, amenable, direct and convenient routes when moving to and from the stadium and surrounding area, - the level of security of proposed bicycle parking infrastructure and number of bicycle bays to be accommodated.	It is unclear how the Intercity Cycleway will be managed past the site through to the Hobart waterfront. This also impacts access for people riding bicycles (and other micromobility) from the Tasman Bridge. The proposed bicycle parking numbers in the Transport Study (Table 6.1, page 52) does not match the number of people predicted to ride bicycles to the venue. And the report is silent on parking areas for micromobility devices (especially private e-scooters versus share e-scooters). This may result in informal bicycle and scooter parking using nearby street furniture (like sign poles, street trees, etc) which is undesirable where this could reduce the capacity of the footpaths adjacent to the stadium and create pinch points, trip hazards and other impacts.
Clause 6.4.3 In preparing the reports, specific consideration is to be given to: maintaining the function and traffic flow of major arterial roads in the area during periods of high pedestrian use.	There will need to be significant risk management measures implemented where high pedestrian numbers interface with the Tasman Highway and Davey Street corridors. These corridors are of particular importance for people travelling between the Tasman Bridge and the Hobart CBD (and beyond).
Clause 6.4.4 Without limiting the content of the reports, the reports are to provide plans, maps and graphs that show: - linkages between existing and proposed infrastructure, - proposed infrastructure improvements and management interventions.	There has been limited analysis of linkages and access to park and ride facilities, including interim stops along the routes and no details around potential upgrades or improvements that might be required to support this increased level of demand during stadium events (i.e. do interim stop locations need to be temporarily increased in length to cater for higher frequency and concurrent buses).
9.0 Signage	
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Provide: A wayfinding/signage strategy.	The signage strategy has exclusively been developed for the stadium and immediate precinct. There is going to be a very strong need to include signage and messaging associated with broader transport and access to the site, especially on event days when there is a heavy reliance on non-car mode access to the site. There could be value in extending the wayfinding strategy to include transport related signage or wayfinding strategies – for both event and non-event days. Given the heavy reliance on bus rapid transit, Park and Ride (bus) and Park and Ride (ferry) the use of signage similar to the “Type 2 Site Totem” signs could be valuable at these origin locations to make it clear when these services are operating and to commence the event experience from the very beginning of the journey, making it a wholly integrated experience.

Thank you for the opportunity to provide a submission on the Integrated Assessment Reports as part of the Macquarie Point Multipurpose Stadium Project of State Significance. We look forward to further input and consultation opportunities as the project progresses.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Ian Nelson', with a stylized flourish at the end.

Ian Nelson
CHIEF EXECUTIVE OFFICER