

Macquarie Point Precinct – Event Transport Access Study

EXECUTIVE SUMMARY

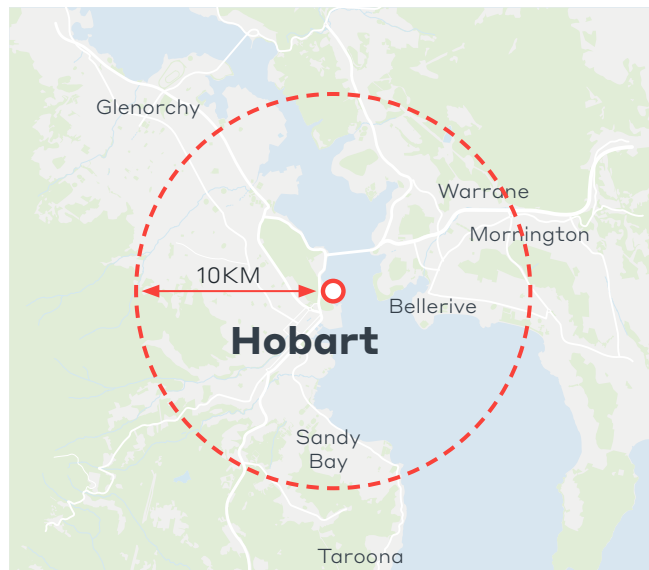
PURPOSE OF THE EVENT TRANSPORT ACCESS STUDY

This report presents initial planning to develop target transport mode shares for Macquarie Point Stadium access, and the likely demands and spatial requirements of each mode of transport. Transport concepts and recommendations have built upon precinct, city and state planning policy and strategies.

An understanding of available transport modes and their likely capacity will influence people's anticipated transport mode choice for travel to and from Macquarie Point Stadium. This is required to inform spatial planning for the stadium which is the main intent of this study.

LOCATION

The location on the edge of Hobart's CBD presents a unique opportunity for the precinct and associated transport access plan to support economic development, leverage existing transport assets and act as a catalyst for uplifting transport infrastructure and services. This will provide more sustainable transport choices and opportunity for the city.



STUDY METHOD

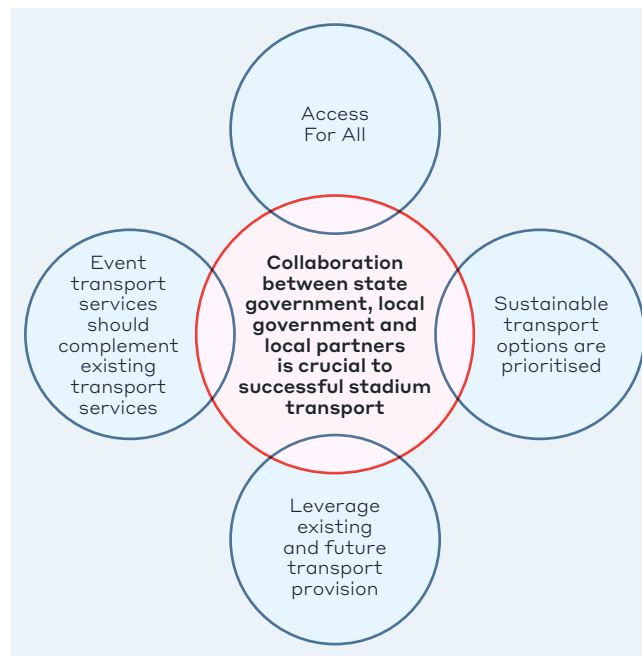
There are two ways transport mode shares can be estimated:

1. A "Vision and Validate" approach to provide the means to achieve the targeted mode shares.
2. Anchoring to existing travel behaviours and existing network capacity.

Through discussion with Macquarie Point Development Corporation and state and local stakeholders we blended these two approaches by acknowledging existing travel behaviours and providing the means to achieve a suitable scenario for the Hobart context and allow for growth in sustainable travel.

GUIDING PRINCIPLES FOR TRANSPORT AT MACQUARIE POINT

Guiding principles were developed with stakeholders to focus thinking towards positive outcomes for spectators and the city.



TRANSPORT RECOMMENDATIONS



Rapid Bus

The highest capacity public transport initiative that will serve as the backbone for travel to and from the Hobart CBD and also to the Macquarie Point Precinct.



Walking and cycling

Making walking and cycling safe and attractive with separated walking and cycling routes via the waterfront, within the Hobart CBD and a shared active travel to Rapid Bus stops and Collins Street.



Buses and coaches

An on-site event bus hub and event bus network, local bus timetable uplift and on-site coach parking for clubs and groups.



Ferry

Increase capacity to Brooke Street Wharf, a new Regatta Point wharf and an expanded ferry network with event timetable uplift.



Road network

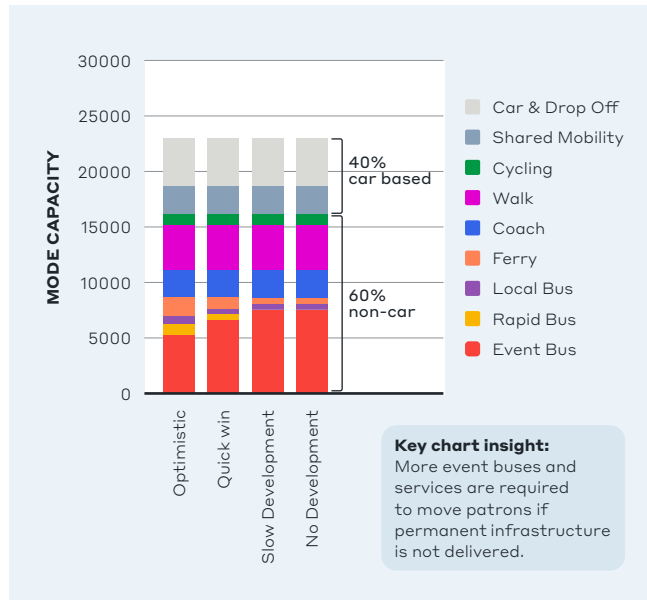
An event traffic management zone around the stadium will address the needs of local residents and businesses, improve safety for spectators walking and cycling and keep critical roads moving. A new Northern Access Road will keep the Port operating at all times and support event bus priority access over general traffic to the stadium.



Travel Demand Management

Reducing stress on the road network, encouraging sustainable travel behaviours and reducing impacts to local business and residents through a public communications strategy coordinated through event organisers, transport providers, the new club and government agencies.

MODE SHARE FOR INFRASTRUCTURE SCENARIOS



The non-car transport mode share target is 60%.

The stretch target will be 70%.

This means in the opening year of 2029 60% of spectators will primarily walk, cycle or use public transport to travel to and from the stadium with a view to increase this to 70% in future years with additional non-car transport options. This reflects the CBD location of the stadium and the capacity of existing and planned transport infrastructure and services.

To achieve target transport mode shares, parking will be restricted in the immediate vicinity of the stadium, and travel by public transport should be integrated with event tickets.

Delivery of the planned transport infrastructure and service improvements for Rapid Bus, ferry, walking and cycling is estimated to reduce event bus requirements by up to 40%.



TRANSPORT MODES

- Dispersed pedestrian movement to various modes.
- No new public car parking is required due to the significant amount of parking within walking distance throughout the Hobart CBD.
- Use of existing coach parking spaces in the Cruise Terminal with additional spaces within walking distance for capacity and special events.
- Incident management, a real time driver messaging system and coordinated traffic signals will keep the city moving. An event traffic management plan with restricted traffic immediately around the stadium will be established.
- Wharf established at Regatta Point and additional capacity at Brooke Street.
- Bicycle parking linking to improved cycling routes.
- Rapid Bus stops on Brooker Highway / Tasman Highway, connected into pedestrian and cycle access bridge.
- An event bus hub located to the northeast of the stadium including associated passenger and driver facilities and bus staging area on the approach road to the stadium.
- Taxis/ride share to utilise existing kerbside space located throughout the Hobart CBD.