

## Public Works Committee – Questions on Notice

1. **Please provide information on the funding impact the estimated cost of this** project has on other projects being funded through the Urban Congestion Fund.

The Northern Access Road is funded from a specific new allocation of \$78.9 Million in the 2025-26 budget as follows:

- a. \$3 Million for project planning and scoping
- b. \$75.9 Million for delivery and construction

The Northern Access Road funding was placed into an existing transport budget item known as the Urban Congestion Fund.

Other projects funded with separate funding allocations within the Urban Congestion Fund include:

- c. Intelligent Transport System upgrades across Greater Hobart - Tasman Highway and Tasman Bridge Lane Utilisation Management System (LUMS) and Overhead Traveller Information System (OTIS)
- d. Hobart Public Transport infrastructure planning for Northern Suburbs Transit Corridor and Greater Hobart rapid bus network
- e. Derwent Ferry infrastructure
- f. Active transport, with remaining funds allocated to the Channel Highway Altona pedestrian bridge overpass
- g. Transport decarbonisation associated with green buses planning

Funding for the Northern Access Road does not impact the delivery of any existing Urban Congestion Fund projects

2. **Please confirm if the Department of State Growth is (or is likely to be) seeking federal funding for the procurement and construction of the proposed Rapid Bus Network.**

Yes, it is likely that the Department of State Growth will seek Australian Government funding for the procurement and construction of the proposed Rapid Bus Network.

A Strategic Business case for a rapid bus network across Greater Hobart has been recently released and a detailed business case is now being prepared.

3. **Please confirm how many events are expected to be held at the Macquarie Point Stadium per year. Please provide a total, and breakdown by type/size of event.**

Macquarie Point Stadium is expected to host 334 events per year, with a mix of live sport and entertainment, community events, major conferences and one-off showcase events, as follows.

- 334 events across 337 event days p/a
- 34 live sport and entertainment events across 37 event days
- 40 major conferences (450+ delegates per event) across 80 event days p/a
- 260 minor non-event-day bookings (e.g. corporate dinners, private functions)
- Two major tenant hirers – Tas Devils & Cricket Tas (Hobart Hurricanes) – cricket content also includes 1 x Test match & 1 x ODI/T20m p/a
- Several assumed one-off events p/a, e.g. an NRL match
- Several assumed one-off events every 4 years, e.g. Socceroos/Matildas

- 1 x full stadium concert and 1 x smaller (arena) concert
- Several community events

**4. Please confirm whether previous traffic modelling, such as the WSP Transport Study from the Macquarie Point Multipurpose Stadium Integrated Assessment, or any other such modelling, was considered in the planning for this project.**

Previous traffic modelling reports and studies have been reviewed and have informed the project development.

In particular, the Macquarie Point Multipurpose Stadium Transport Study (WSP 2024) informed the understanding of the transport strategy and objectives for the broader precinct. Key information taken from this report include:

- Transport mode share targets to inform the required bus plaza capacity
- Typical port freight and cruise ship volumes
- The high-level strategy for the wider transport plan during event times
- Understanding of greater Hobart traffic impacts during event times
- Expected access restrictions along the Northern Access Road during events
- Fundamental bus plaza requirements to support mode share
- Expected operation of the event bus service to provide 8, 50 seater buses leaving every 5 minutes.
- The proposed event bus routes

The Proposed Mixed-Use Development Traffic Impact Assessment (SALT 2024) has also been drawn upon. The traffic generation section of this report has been relied upon heavily in forecasting expected traffic on the Northern Access Road in non-event times.

Existing traffic modelling developed by the Department of State Growth for the analysis of the Greater Hobart Rapid Bus Network project was used in the development of traffic modelling for this project.

**5. Please provide the traffic modelling used for this project. Please also clarify how the Northern Access Road is expected to impact traffic flow on the Tasman Highway, traffic flows entering and exiting the Northern Access Road, and queuing at the Northern Access Road's entry points to the Tasman Highway.**

WSP 2024 undertook strategic modelling using the Greater Hobart Urban Travel Demand Model (GHUTDM). The modelling examined superimposing event-day demands on typical weekday PM vehicle demands in 2030 across the broader network. It was found that the event demands add traffic in the inbound direction inducing congestion in key corridors, particularly the Tasman Highway, Brooker Highway and Macquarie Street. Although the event-day demands create constraints on the network, the results indicated that congestion on the inbound routes during event ingress are better or comparable to the typical weekday AM peak period.

SALT 2024 used analytical modelling in the SIDRA9 Intersection software to test key intersection performance as a result of the traffic generated on the Northern Access Road. During the AM peak period, the analysis indicates that the McVilly Drive interchange will perform at a similar level under post-development traffic volumes. During the PM peak period, the analysis indicates there will be a considerable increase in delay to both through movements on the northbound Tasman Highway carriageway, and

vehicles merging onto the northbound Tasman Highway carriageway from Davies Avenue.

Further modelling for the Northern Access Road project was completed in late 2025 using microsimulation software Aimsun. This modelling used the existing State Growth Northern Suburbs Transit Corridor Model and included confirmed amendments to a reduced sub-area model desirable to State Growth. Aimsun modelling was preferred to assess the Tasman Highway corridor as it captures the variability in traffic behaviour (weaving, merging and diverging), signal coordination and queuing behaviour that influence corridor performance.

The purpose of this modelling was to assess the conditions of the road network around the redeveloped Macquarie Point precinct as a result of the new Northern Access Road and associated traffic. In particular, the modelling aimed to test various design solutions for modifications to the Tasman Highway interface to help ensure that the project will not adversely affect traffic flow on the Tasman Highway.

The modelling only considered a 'business as usual' scenario to better understand the traffic impacts associated with the Northern Access Road that coincides with the typical AM and PM commuter peak. An 'event day' stadium scenario has not been considered at this stage given that the expected traffic generated from the Northern Access Road is higher during a non-event scenario.

There is a moderate amount of additional traffic associated with the 'business as usual' scenario attributed to the redevelopment of Macquarie Point and addition of the Northern Access Road relative to the Tasman Highway volumes. Anticipated trip numbers are as follows:

<b>Location</b>	<b>AM Peak Volume (vehicles)</b>	<b>PM Peak Volume (vehicle)</b>
Northern Access Road Inbound	291	127
Northern Access Road Outbound	155	251
Tasman Highway Inbound	3920	2257
Tasman Highway Outbound	1463	2982

The modelling that has been undertaken thus far shows that higher levels of northbound morning peak congestion under the preferred design solution are expected due to the reduced northbound capacity in contraflow conditions. Additional delays are forecast but generally recover by 09:00am. In the morning peak, the Liverpool Street intersections with the Tasman Highway and Brooker Avenue are forecast to also have higher delays.

The Davies Avenue/ McVilly Drive interchange is modelled to operate within capacity. No turn at either intersection with the Northern Access Road is operating with a delay greater than 10 seconds in either peak indicating the intersections are operating at a Level of Service A.

In general, the modelling does show isolated areas of congestion, however these are mainly within the Hobart CBD and is an indication of how sensitive the CBD area is to future growth. Further updates to the modelling are underway to ensure that the traffic model accurately matches observed travel times in current conditions. This will help to refine the results and clarify the expected impacts.

**6. Please provide information on the analysis conducted on the mode of operation for the bus terminal, including loading times and transfer times.**

As mentioned above, the WSP 2024 report nominated a mode of operation for the event bus plaza consisting of four lots of dual bus bays servicing four separate routes. This arrangement planned for eight 50-seater buses (400 people) leaving every 5 minutes.

The project team checked this target early in the design phase to determine the feasibility and effectiveness of the strategy and whether it would influence any design changes. At a mode share target of 25%, the bus plaza would be required to service 6,125 and 7,875 patrons for the 24,500 and 31,500 capacity events, respectively. This results in 122 and 157 bus loads respectively for the two event sizes and clearance times of 76 and 98 minutes, respectively.

A spreadsheet accumulation model was developed by the project team to assess likely patron queuing at any point in time. This indicates that the maximum accumulation in the bus plaza and forecourt area is approximately 3800 and 5400 people for the 24,500 and 31,500 events, respectively. This information was used to inform the design of the bus plaza hardstand and was influential in the decision to shift the bus plaza further from the stadium.

The project team consulted with subject matter experts with experience in other event bus operations around Australia. A 5 minute loading time was considered very achievable and typically at the higher end of what similar facilities would seek to operate at.

The project team have not attempted to define the bus fleet requirements as a part of this project. Given the calculated clearance times and nominated routes, it is expected that some buses will be able to complete multiple trips, which reduces the required fleet size.