

Streets People Love Hobart



Submission to the Inquiry into the
Macquarie Point Northern Access Road
by the Parliament of Tasmania Public
Works Committee

2nd February 2026

Prepared by Dominic Lang

Reviewed by Penelope Clark

Reviewed, endorsed and submitted by Hayden Norfolk

Contact: [REDACTED] | <https://streetspeoplelovehobart.au/>

Thank you for the opportunity to comment on the concept design for the Macquarie Point Northern Access Road.

Streets People Love Hobart is a community-led initiative organised by a passionate group of local advocates, and supported by many local businesses. Our mission is to engage people and advocate for streets that prioritise people, safety, and sustainability. We believe Hobart deserves vibrant, welcoming spaces where everyone can connect, move, and thrive.

Importance of the area north of Macquarie Point for active transport

The proposed location for the road is an important area for people walking and riding bikes. The Intercity Cycleway passes through the area on its way to the CBD. It is the busiest walking and cycling route in the city, used for both for commuting and recreation. There are also active transport connections to the Domain.

Events at the stadium will only increase active transport to and in this area. The Transport Study for the stadium expects 25% of patrons to travel to the stadium by walking or riding, with even more parking nearby than walking (WSP Aug 2024). Many of these trips will be from the northern suburbs, along the Intercity Cycleway; from the eastern shore, across the Tasman Bridge; and from parking on the Domain.

It's critical that the design of the access road facilitates safe and efficient walking and riding through the area, both for day-to-day travel, and during stadium events.

Comments on the access road concept design

Aside from the addition of an underpass for the Intercity Cycleway, the concept design shows little that improves walking and riding through the area. While recognising this is still a concept design, many adjustments that would benefit people walking and riding are already apparent. These include:

1. Incorporating intersections that are safer for people walking and riding (Figure 1), such as by:
 1. Prioritising walking and cycling when crossing side streets using designs like continuous footpaths and raised pedestrian crossings.
 2. Narrowing intersections and tightening corners to slow vehicles.

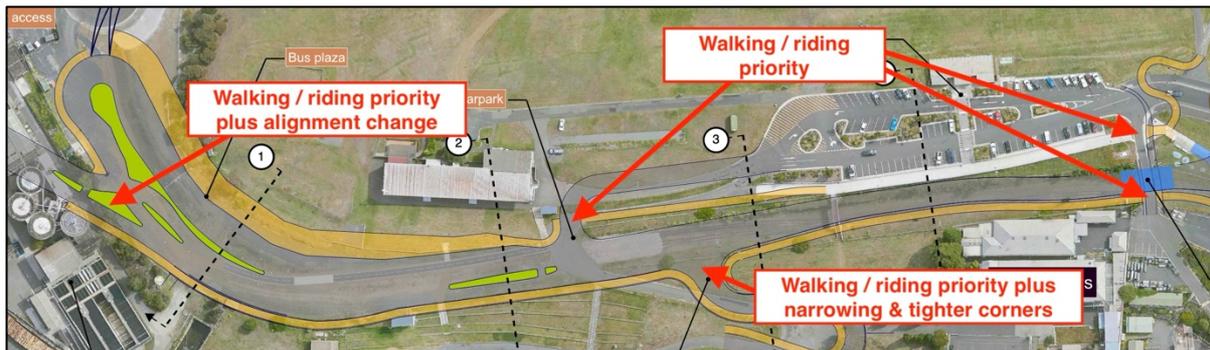


Figure 1 – Examples of intersections needing safer design. In particular, the proposed alignment of the port access road would likely encourage excessive speed through the pedestrian crossing point.

2. Providing separated paths for people walking and people riding (Figure 2). Shared paths are not appropriate for high volumes — Australian guidelines suggest separation at more than 100 pedestrians per peak hour, which these paths will easily exceed (Austroads 2021).
3. Ensuring cycle paths are at an appropriate incline and curvature, and that they intersect with roads and other paths at appropriate angles for cyclists to travel safely and efficiently, with clear line-of-sight.



Figure 2 – Tortuous shared paths designed presumably to control speed of people on bikes. Separated paths would allow for more direct routing.

4. Ensuring paths are wide enough to meet peak volumes during crowd dispersal after stadium events (Figure 3). This is important to avoid people spilling onto the access road and minimise the risk of collisions between pedestrians and event buses.

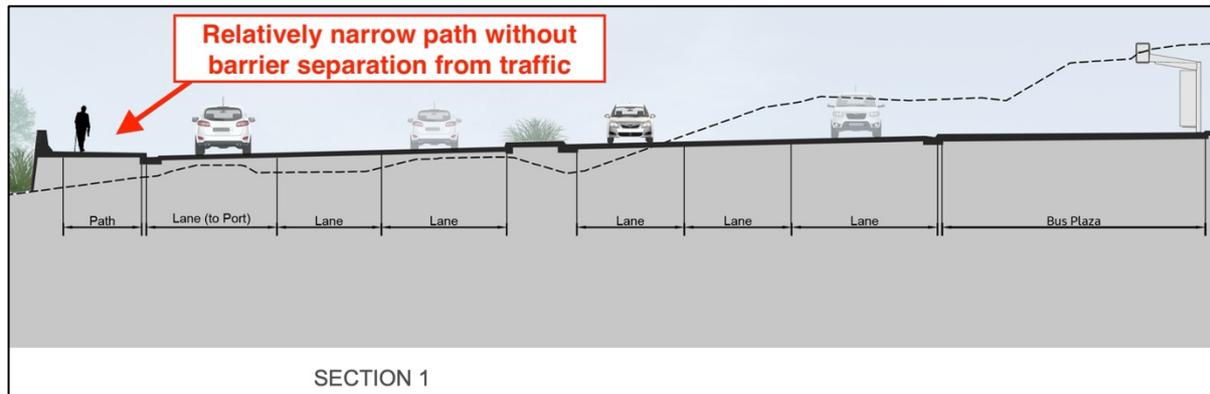


Figure 3 – Example of a path which appears too narrow for stadium crowds and which is located immediately adjacent to the road.

5. Ensuring walking and riding paths go where people want to go, not just where it is easiest to build (Figure 4 & Figure 5). If the paths are not direct enough, and there are no physical barriers, pedestrians are likely to ignore the paved infrastructure and create new desire-lines, intersecting roads and mixing with cars and buses in a dangerous manner, especially in high-volume times such as during stadium events.

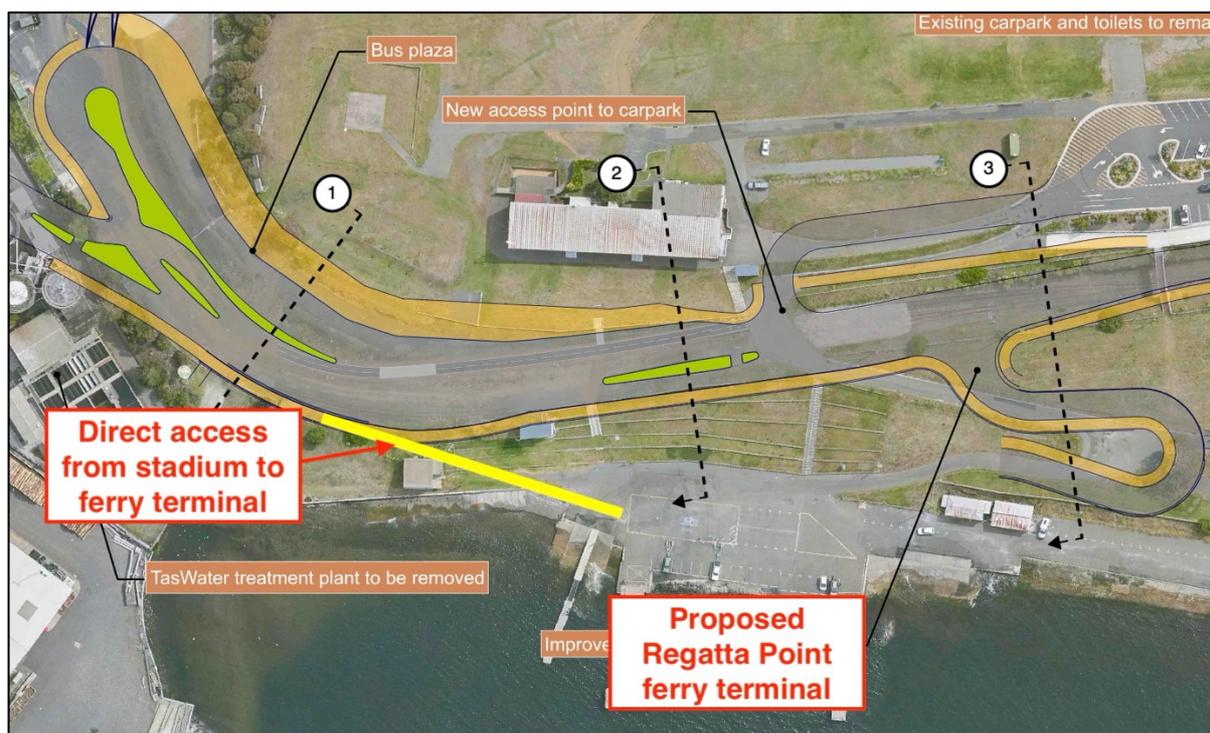


Figure 4 – An example of importance of providing paths where people want to go, in this case to allow travel directly from the stadium to the proposed ferry terminal.

6. Ensuring the project scope includes improvements to the movement of people walking and riding throughout the area (Figure 5).

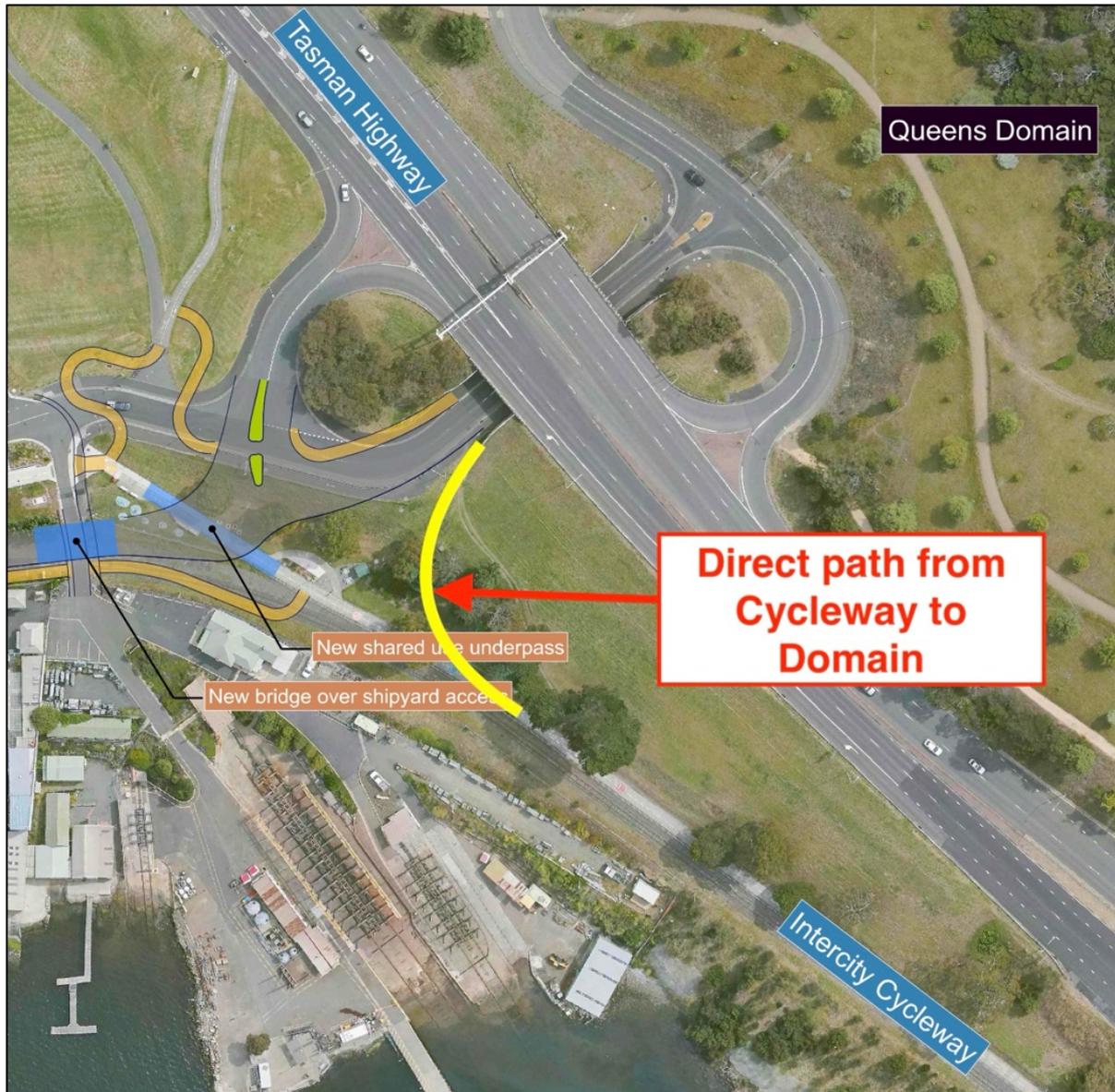


Figure 5 – A second example of providing paths where people want to go, in this case directly from the Intercity Cycleway towards the Domain. Demand here is clear even from space by the desire-lines formed by people repeatedly taking a shortcut across the grass.

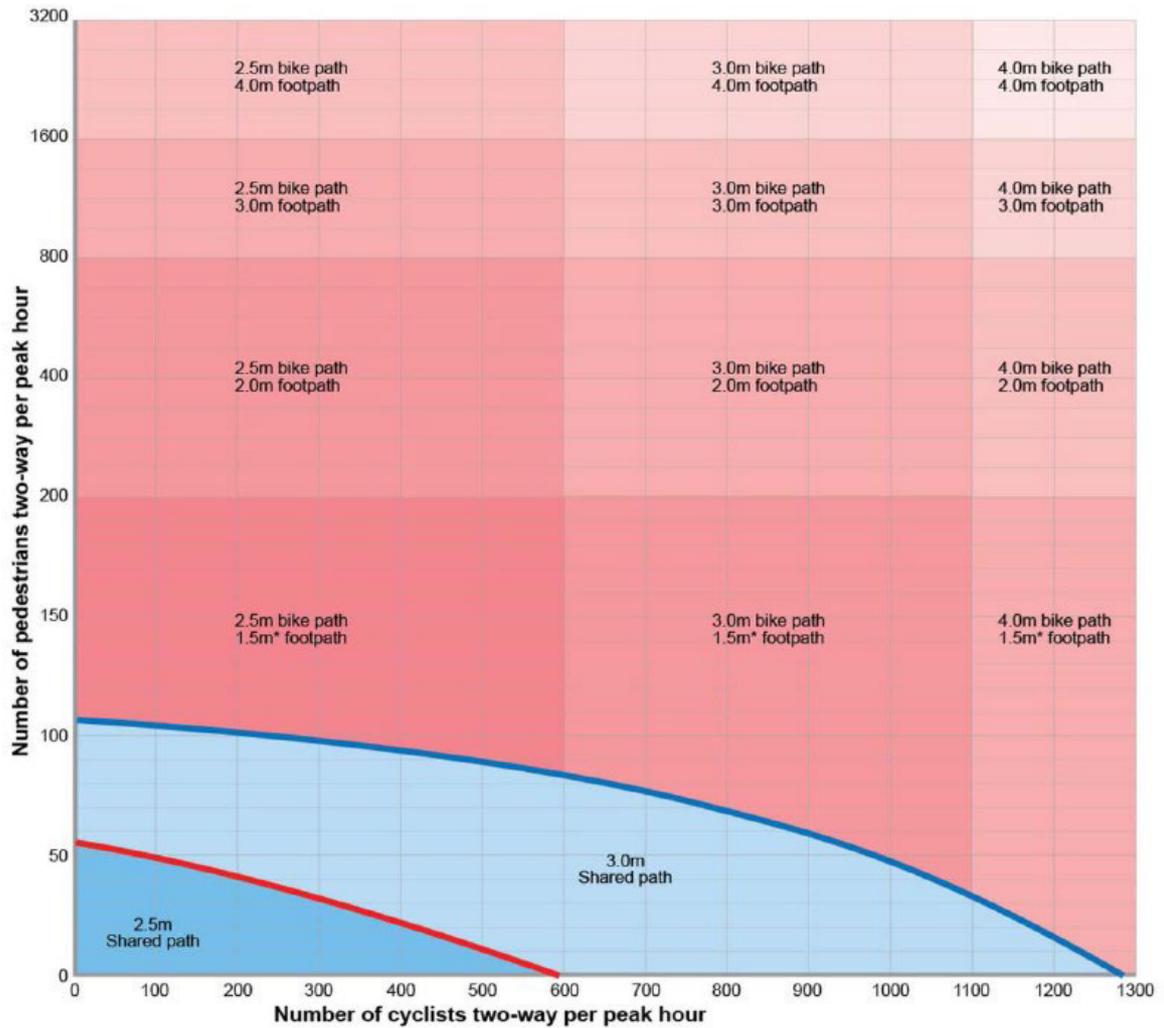


Figure 5.5 — From “Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling”. Path widths for a 75/25 directional split (e.g. stadium ingress/egress). Where the path widths are shown for a bicycle path and a pedestrian (footpath) path together, these are separated paths.

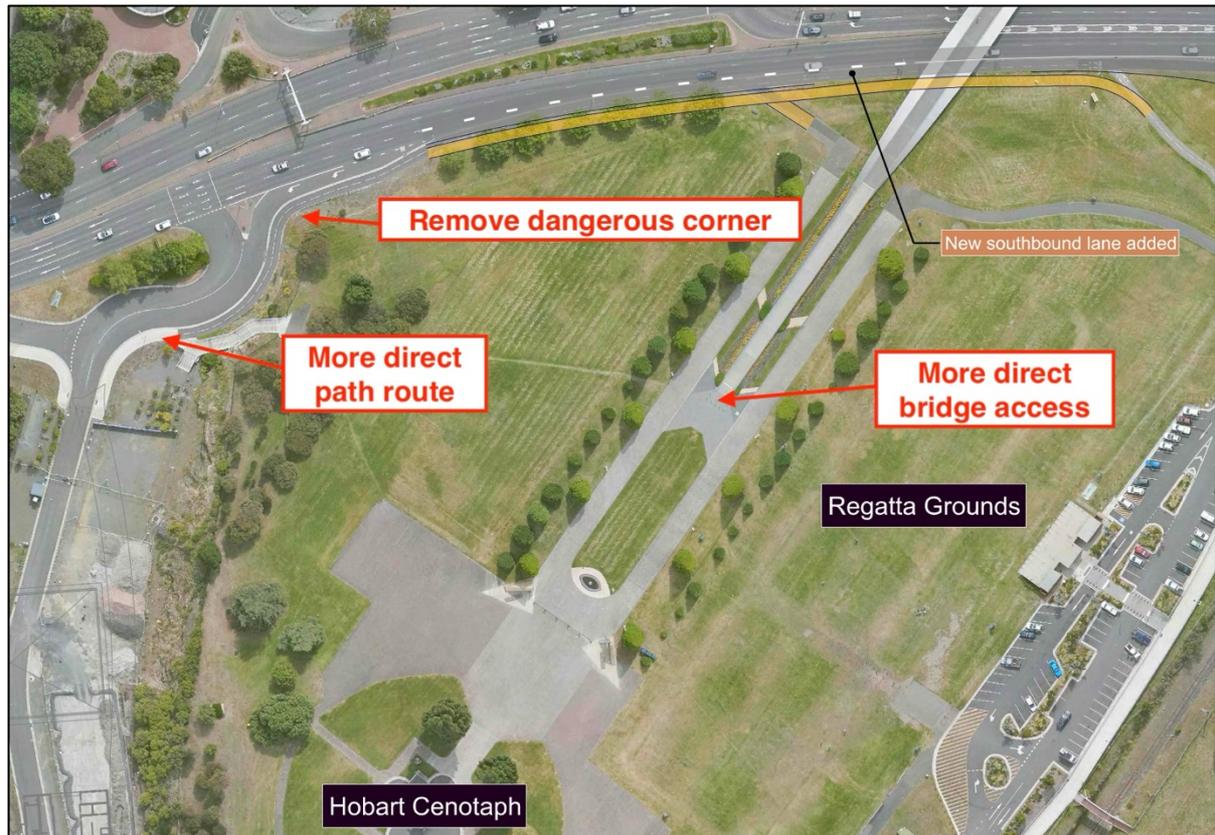


Figure 6 – Examples of potential improvements to walking and riding within the area of works. These particular changes could be achieved with a rerouted shared or separated path(s) – appropriate to incorporate into the construction of the additional southbound lane and likely to simplify traffic management during that project.

Finally

Thank you again for the opportunity to comment on this important project. We look forward to seeing the design evolve from a road design to a comprehensive transport design, facilitating efficient and safe movement of people by all methods of transportation, and protecting the most vulnerable road-users in our community, such as wheelchair users, cyclists, and pedestrians, of all ages and abilities.

Yours sincerely,

Hayden Norfolk
Vice President
Streets People Love Hobart
<https://streetspeoplelovehobart.au/>