

Mark Elliott



02/02/2026

To Whom It May Concern

Re: Macquarie Point Northern Access Road

I am writing this letter to oppose the construction of a Northern Access Road or Busway to access the Macquarie Point stadium and precinct.

In place of the proposed Northern Access Road / Busway, I would like to see the existing rail corridor re-instated and developed to provide a light-rail system that can efficiently transport people to and from the city and Macquarie Point area.

It is my understanding that if bus and private-car options are the dominant transport options for the proposed stadium, then:

- availability of public car-parking (which is already expensive and difficult to source during peak times and events in the Sullivans Cove area) will become a much larger problem in the Macquarie Point precinct.
- a significant fleet of dedicated busses will be required to transport people to and from the precinct during events, which will not be required at other times.
- the already strained transport corridors from Hobart city will become flooded with excess traffic and cause even more frequent and significant congestion and traffic jams.

If rail access was provided this would allow Macquarie Point patrons and city commuters to be efficiently moved to several strategically placed transport hubs north of the city centre. These transport hubs could be placed where better / cheaper car-parking would be available and allow for the introduction of integrated bus routes that don't need to access the city. These hubs would also promote business and residential development in their vicinity due to being located at strategic access points for people travelling to and from the city.

Introduction of a Light-Rail network in the existing northern suburbs rail corridor would allow commuters to easily and likely affordably transit between the northern parts of greater Hobart and the city area. Traffic congestion and parking is already a significant problem for Hobart, and I feel a solution to assist this for Hobart in the future should be focussed on use of the rail-corridor. Light-rail projects in other cities such as Gold Coast and Canberra have not had the benefit of an existing rail-corridor to work in - something that is already available in Hobart.

When I travel to other cities, I enjoy the opportunity to travel by train where possible - as I find it efficient and generally a cost-effective way to get around. When on holidays, I also enjoy finding rail-based tourist opportunities to explore and ride where possible (much to my family's annoyance). With the construction of the new Bridgewater bridge, the existing rail corridor from Hobart to the rest of Tasmania has been severed. It is unfortunate that Hobart as a capital city no longer has a rail connection to other parts of the state. I feel this is a short-sighted decision that will affect the future of rail transport in Tasmania (for both the existing freight system and any future passenger options). It is unfortunate that organisations like the Tasmanian Transport Museum are now land-locked and unable to access the rail-network to the rest of the state. Even with this being the case, I feel it would be a foolish decision to further curtail the existing rail

corridor with an access road (for more bus and car traffic). Providing rail access from Macquarie Point to the northern suburbs (including the transport museum) could be developed and promoted as a tourist rail opportunity.

In summary, I feel a light-rail option should be provided to use the existing rail-corridor in preference to a Northern Access Road for Macquarie Point as it provides more opportunities for attracting tourists, encouraging development in northern suburbs and mostly to provide a more-efficient means of accessing the Macquarie Point precinct than adding significant bus and car traffic to an already congested road system Hobart city.

Sincerely,

Mark Elliott

A solid black rectangular redaction box covering the signature area.