

# Sorell Car Parking Strategy



Draft 2023



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## Context

Car parking is one part of a sustainable and integrated transport system, along with bus, cycling and walking.

Council has made significant investments in all parts of the transport system, including a park and ride facility with amenities for drivers and users, the Neil Davis car park and extensive upgrades of footpaths and walkways.

Given the location of the Sorell LGA within the southern region, the scale of settlements and long-established patterns of land use, the transport system is skewed to private vehicle use.

While this strategy focuses on car parking, Council will continue to support a sustainable transport network. This strategy, for instance, promotes pedestrian connectivity to car parking areas to limit unnecessary vehicle movements within settlements and help encourage active lifestyles. This strategy also supports further investment in park and ride facilities.

For Council, the provision and maintenance of car parking is a significant expense and requires a long-term focus as to the need for, and the siting of, car parking spaces whilst also maximising opportunities for individuals to choose from a range of safe, convenient and sustainable transport options.





Figure 1. Park and Ride Facility, Sorell

## Introduction

### Purpose

This strategy provides the first car parking strategy for the Sorell local government area (LGA). The purpose is to identify short, medium and long-term opportunities and actions to ensure a sufficient supply of well designed and sited public car parking as part of a broader sustainable transport network.

Key considerations include the ongoing support for bus services and minimising movements within settlements by encouraging walking between businesses and services.

The strategy has been prepared in the context of multiple drivers and changes including:

- significant population and employment growth across the LGA with long-established annual population growth of rates 3%;
- increased business and commercial construction activity;
- the long-term time horizons associated with planning for any acquisition and development of car parking; and
- the opening of the Sorell southern bypass.

The strategy will need to be adaptable and flexible in response to the timing of development and how development seeks to manage car parking.

This strategy:

- reviews existing car parking provision;
- anticipates future parking provision based on future development scenarios and potential travel demand;
- considers opportunities to expand the car parking supply and improve pedestrian access to car parking areas;
- considers opportunities for public transport and active transport;
- supports the collection and expenditure of cash-in-lieu of car parking contributions to assist in implementation.

Car dependency in a regional centre such as Sorell is difficult to reduce, with many strategies outside of Council's direct control. This includes the provision of public transport services and broader societal trends that preference private vehicles over other modes. Car dependence has a range of associated costs, including:

- environmental costs of congestion if drivers circulate to find available parking spaces;
- reduced land availability for higher value land uses, such as commercial, residential or community land uses;
- capital costs of car parking provision; and
- maintenance costs of car parking and road networks.

Contemporary car parking and traffic management strategies seek to reduce demand for parking through encouraging other modes of transport, rather than increase supply. This strategy adopts this perspective but also recognises that rates of

growth will generate a demand for additional public and private car parking.

The strategy begins with an overview of related strategies and plans to provide context. It then provides an overview of key demographic and employment characteristics of the area, followed by an analysis of car parking demand; car parking supply; planning scheme considerations, land and construction costs and ends with a number of strategies for car parking and sustainable transport.



*Figure 2. Example of new development in Sorell*



## Related Strategies and Projects

### Sorell Council Strategic Plan

This strategy seeks to build upon the four key objectives of the Sorell Council Strategic Plan 2019 to 2029, and to:

- support the facilitation of regional through through the provision of infrastructure in support of community and business needs and to help support business investment;
- assist in responsible stewardship and a sustainable organisation through assisting long-term financial and capital strategies and through establishing a car parking contributions fund;
- ensure a liveable and inclusive community through supporting increased connectivity and walkability within townships; and
- support increased community confidence in Council through supporting consistent and transparent decision-making.

### Sorell Strategic Transport Network Assessment

Ratio consultants were engaged to prepare the Strategic Transport Network Assessment for Sorell township. The purpose of the assessment was to:

- determine the likely future growth-driven traffic generation and distribution for the study area;
- review the expected changes in traffic volumes and distributions resulting from the Sorell southern bypass; and

- review the theoretical capacity of the future road network and confirm the suitability of the future transport network to accommodate planned growth, such as through the Sorell East growth corridor.

The assessment notes that:

- various land supply and traffic studies commissioned by Council and the Department of State Growth were considered (refer section 1.3);
- peak hour traffic volumes in 2042 for the Sorell southern bypass are expected to be 1,314 (AM) and 1,100 (PM);
- full development in the Sorell East growth corridor for residential, industrial, school and local convenience use will generate 18,398 average daily trips.

Full development in the Sorell East growth corridor, together with other traffic growth, may exceed the capacity of the two bypass roundabouts but will not exceed the capacity of the transport network within the town.

The assessment noted that traffic generation for shopping centres does not generally increase as floor area increases. Rather, as additional retail choice comes online the actual number of trips will reduce as the role shifts from meeting daily consumer needs to meeting weekly.

### Sorell East Growth Corridor

Future residential growth will occur on the eastern side of the Sorell southern bypass. Future development in this area will also include a school, convenience retail and industrial land use.

Through the Strategic Transport Network Assessment, Council has adopted the road network plan shown in Figure 3 which consists of:

- the recently constructed Pawleena Road roundabout;
- a flyover across the bypass;
- a pedestrian bridge across the Sorell Rivulet adjacent to the tennis club
- a future bridge across the Sorell Rivulet to Parsonage Street;
- a eastern connection from the northern roundabout constructed as part of the bypass
- shared paths running east-west from the new pedestrian bridge across the flyover and running north-east through the growth corridor.

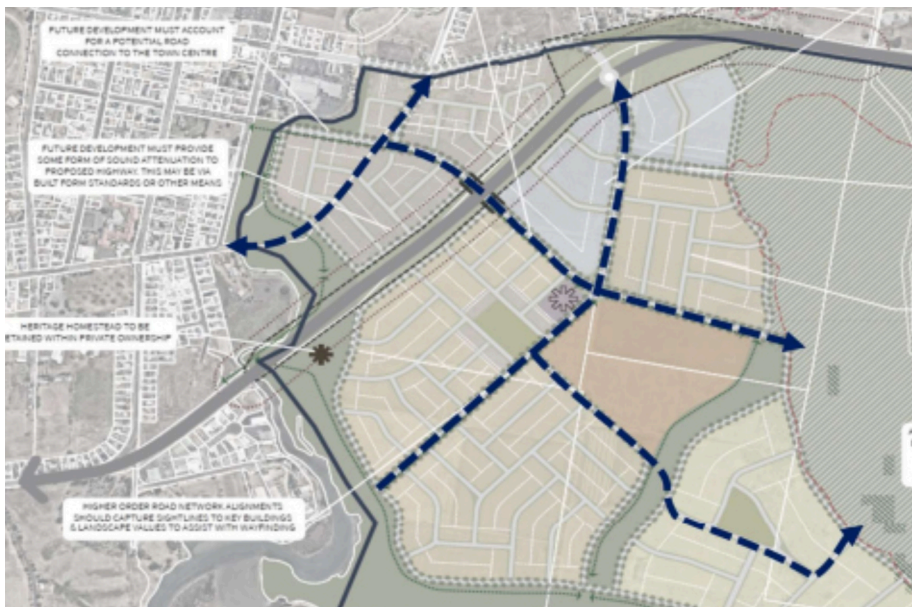


Figure 3. Collector Roads from the Strategic Transport Network Assessment

The collector road network is the focus on shared pedestrian and cycle facilities, which coupled with a new pedestrian and cycle crossing of Sorell Rivulet, will encourage active transport.

### Other Sorell Council Plans and Strategies

Car parks are part of the transport network and are managed through the Transport Asset Management Plan 2021. Council manages 25,292m<sup>2</sup> of sealed car parking areas and 33,924m<sup>2</sup> of unsealed car parking areas with a total replacement value of \$4.2 million. The current condition rating has 41% in new or very good condition, 45% in good condition and 14% in poor condition. Council also manages a number of public transport stops and shelters with a replacement value in excess of \$500,000.

Since 2010 Council has made the follow key investments in car parking:

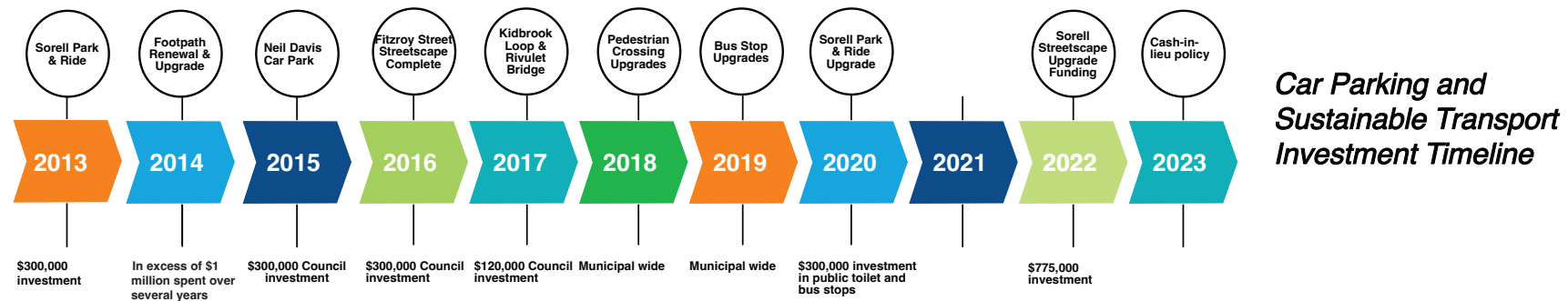
- park and ride, Sorell \$307,000 on improvements and reseal from 2019 to 2021;
- Neil Davis Car Park, Sorell \$340,000 on land and construction in 2014-15.

Sorell Council has a number of streetscape improvement programs, including the Sorell Streetscape Plan 2021.

### Sorell to Hobart Corridor Plan

The Department of State Growth released the Sorell to Hobart Corridor Plan in 2020 (the Corridor Plan). The plan outlines priorities to reduce congestion and improve travel time reliability through road infrastructure, public and active transport, intelligent transport systems upgrade and land use.





## Car Parking and Sustainable Transport Investment Timeline

Some of the initiatives described in the Corridor Plan include:

- transit lanes between the Cambridge interchange of the Tasman Bridge for priority access for buses, taxis and multi-occupant vehicles;
- increased bus frequency and establishing park and ride facilities, including at Midway Point, and Sorell;
- completing missing cycle path links;
- improve bus access from the Rosny interchange to improve travel times;
- an alternative Tasman Highway access at Pass Road; and
- extending Flagstaff Gully to the Bowen Bridge.

### South East Traffic Solution

The South East Traffic Solution (SETS) encompasses works at Midway Point, the Hobart International Airport flyover, the Sorell Southern Bypass and the duplication of the Tasman

Highway from the Hobart International Airport to Sorell.

The Sorell Southern Bypass, the Hobart International Airport flyover and Midway Point intersection works were complete in 2023, with causeway duplications schedule to be completed from 2024.

The scope of SETS works will:

- improve travel time reliability from Sorell to Rosny Park and other eastern shore locations;
- remove some cars and heavy vehicle movements from Sorell township, with amenity benefits of less traffic noise and less through traffic; and
- provide new opportunities for Park and Ride facilities, including new policy measures and incentives to encourage bus patronage within existing contract framework.

The SETS may:

- have a negative influence on travel time reliability from Sorell to Hobart CBD and other western shore locations by improved

traffic flows to the eastern shore potentially resulting in more peak traffic at the Tasman Bridge; and

- create an opportunity or need to provide bus transit lane in the causeway duplications to improve travel times for bus services.

### **RACT Greater Hobart Mobility Vision - 30 Year Strategy**

The 30 year transport vision by RACT seeks to shift travel behaviour from private vehicle to alternative transport such as buses, bicycles, f.. Through increasing the range and affordability of transport choice.

Various initiatives are outlined, including increased residential densification around public transport routes, a single ticketing system, park-and-ride facilities, new ferry routes and improved cycleways. For Sorell, the key initiative is the rollout of 'end of line' park-and-ride facilities.



## Sorell Township Urban Master Plan 2015 Update

The 2015 master plan update was prepared before much of the recent growth and activity in Sorell. This is reflected in discussions regarding the amount of vacant commercial land and how the new Sorell Plaza (i.e., Coles) may have flooded the market for new commercial floor space and see existing vacant parcels remain so for some time.

Since this time, critical commercial growth has occurred with low commercial vacancy rates, newer and more diverse business offerings and new proposals for most vacant commercial lots.

Key town centre objectives discussed in the master plan include:

- a multi-functional town centre with a strong sense of local identity and character;
- streetscape improvements to the existing retail street network;
- maintain and enhance a distinction between unique, finer grain high street retail along Cole Street and Gordon Street and larger big box type commercial use;
- high levels of pedestrian accessibility and amenity; and
- clear and consistent signage.

When the master plan was prepared, vacant commercial lots consisted of:

- one 5ha Council owned lot;
- one 2.2ha private lot along Dubs and Co Drive;

- ten small Dubs and Co Drive lots totally 0.65ha; and
- various residential properties in commercially zoned areas.

Since this time:

- the majority of the Council land has been developed principally for community purposes such as the emergency services hub, planned jobs hub, plaza and cultural precinct and existing Council and health services;
- developments are under construction or approved for the majority of the Dubs and Co Drive lots, with all approved developments deficient in car parking spaces due to the narrow width and small size of the lots;
- a number of new businesses have commenced with effectively all floor space occupied across the town; and
- the Sorell southern bypass will reduce private and heavy vehicle movements through the town.

The bypass is a significant opportunity to improve the amenity of the town. The economic effects are expected to be positive with the bypass unlikely to reduce trade to any significant degree.

## Demographic and Employment Considerations

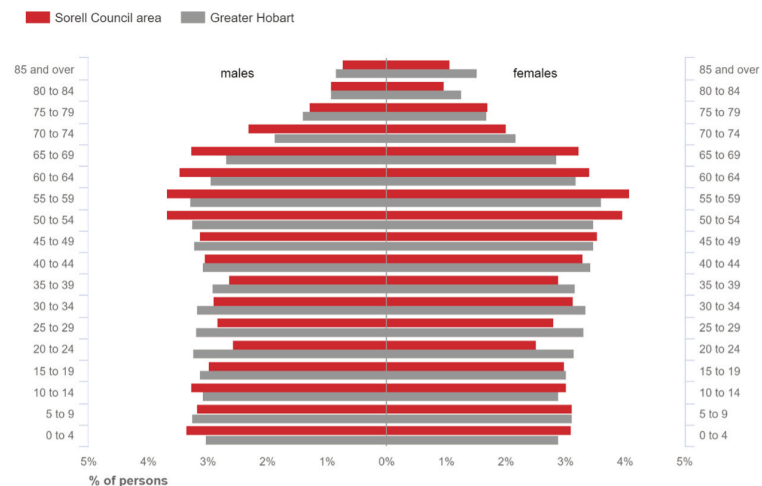
### Age and demographics

The demographic character of the Sorell LGA is mixed. Relative to Greater Hobart, there is a higher proportion of people aged 0-4 years and 10-14 years and a higher proportion of people between 50 and 74 years. There is relatively fewer people aged between 20 and 39 years with similar proportions of people aged 40 to 49 years. That the population is both relatively older and younger is an important consideration to how people access retail centres given both older and younger people have less mobility choice. This is also indicative of a strong community that is ageing in place as well as a growing number of young families. Both demographic shifts correspond with the increase in dwelling construction activity since 2018.

### Industries & Employment

As at July 2021, a total of 3,232 jobs exist in the Sorell LGA. The major sectors by employment are Retail Trade; Construction; Accommodation and Food Services; Agriculture, Forestry and Fishing; and Manufacturing. Relative to Southern Tasmania, more people are employed in each of these sectors. There are relatively less jobs in Health Care and Social Assistance; Education and Training; Professional, Scientific and Technical Services; Arts and Recreation Services, Wholesale Trade and Transport, Postal and Warehousing.

Age-sex pyramid, 2016



Source: Australian Bureau of Statistics, Census of Population and Housing, selected years between 1991-2016 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).

.id informed decisions

### Employment (total) by industry

Sorell Council area	2020/21		2015/16		Change		
Industry	Number	%	Southern Tasmania	Number	%	Southern Tasmania	2015/16 - 2020/21
Retail Trade	401	12.4	10.2	459	15.2	10.5	-58
Construction	400	12.4	7.7	343	12.1	8.4	+57
Accommodation and Food Services	394	12.2	8.6	313	11.1	7.9	+81
Agriculture, Forestry and Fishing	377	11.7	3.8	199	7.0	3.6	+178
Manufacturing	314	9.7	5.9	285	10.1	6.1	+29
Health Care and Social Assistance	309	9.6	14.5	305	10.8	13.9	+4
Education and Training	262	8.1	10.0	223	7.9	9.9	+39
Public Administration and Safety	121	3.7	9.5	110	3.9	10.2	+11
Professional, Scientific and Technical Services	113	3.5	7.2	101	3.6	5.8	+11
Transport, Postal and Warehousing	111	3.4	4.5	107	3.8	3.8	+4
Other Services	102	3.2	3.4	91	3.2	3.8	+11
Administrative and Support Services	72	2.2	2.7	80	2.8	2.9	-8
Electricity, Gas, Water and Waste Services	64	2.0	1.9	27	1.0	2.0	+37
Arts and Recreation Services	43	1.3	2.5	31	1.1	2.5	+13
Wholesale Trade	43	1.3	2.1	40	1.4	2.2	+3
Financial and Insurance Services	41	1.3	2.2	38	1.3	2.4	+4
Rental, Hiring and Real Estate Services	36	1.1	1.2	51	1.8	1.4	-16
Mining	21	0.7	0.2	17	0.6	0.4	+5
Information Media and Telecommunications	9	0.3	1.7	11	0.4	2.1	-2
<b>Total industries</b>	<b>3,232</b>	<b>100.0</b>	<b>100.0</b>	<b>2,830</b>	<b>100.0</b>	<b>100.0</b>	<b>+402</b>

Source: National Institute of Economic and Industry Research (NIEIR) 02021. Compiled and presented in economy.id by .id (informed decisions). NIEIR id data are adjusted each year using updated employment estimates. Each release may change previous years' figures. Learn more

1, <https://economy.id.com.au/tasmania/Employment-capacity?WebID=330>



Between 2015/16 and 2020/21, significant employment growth occurred in Agriculture, Forestry and Fishing; Accommodation and Food Services; Construction; Manufacturing; Electricity, Gas, Water and Waste Service and Education and Training with a fall in Retail Trade.

Key industries in terms of economic output are Agriculture, Forestry and Fishing; Construction; Manufacturing (particularly food product manufacturing); Health Care and Social Assistance and Retail Trade.

### Travel to Work

The majority of residents choose to commute outside the Sorell LGA for employment. In 2021 there were 3,232 jobs within the Sorell LGA and 7,917 employed residents equating to a jobs to residential ratio of 0.42<sup>1</sup>. In general terms, this means that should the majority of residents desire to work within the LGA, there would not be enough jobs. The ratio's for nearby LGAs are Brighton (0.46), Tasman (0.91), Clarence (0.65) and Derwent Valley (0.66). Increasing the employment base is important for a wider range of choice for residents.

Within Sorell, the sectors with the highest jobs to resident ratio are accommodation and food services (0.73), agricultural, forestry and fishing (0.72), retail trade (0.61), manufacturing (0.56) and retain, hiring and real estate services (0.49). The lowest sectors are information media and telecommunications (0.12), public administration and safety (0.17) and electricity, gas, waste and waste services (0.21).

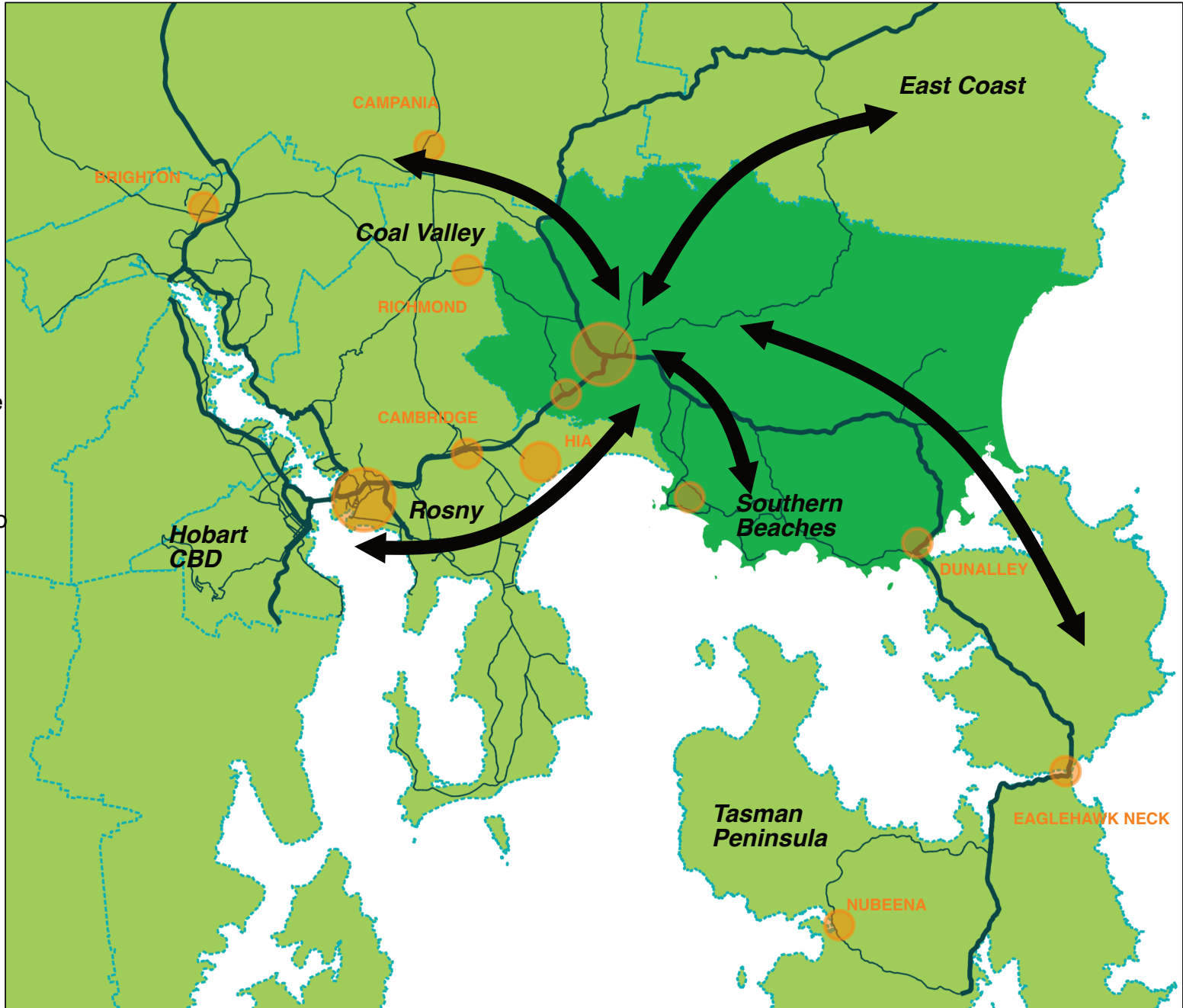
How people travel to work affects how they travel to retail areas. Many vehicle trips to retail areas are made on the way to or from employment.

### Car Ownership

The average number of vehicles across the LGA is 2.1 per household, which is higher than the Tasmanian average. More than 27% of households have 3 or more registered vehicles, which is also higher than the Tasmanian rate of 22%. The rate of car ownership within the main settlements of Midway Point and Sorell is lower at 1.9 and 1.7 vehicles per household respectively. Car ownership, and in turn, reliance on private vehicles is high and reflective of the location of the LGA within the southern region, the dispersed settlement pattern and existing levels of self-sufficiency for employment and social services. Greater use of sustainable transport methods such as cycling, walking and public transport can be encouraged through providing increased opportunities and choice. This can be through park and ride facilities, shared paths and high levels of connectivity across an urban environment.

**South East Region**

The Sorell LGA is the central hub of Tasmania's south-east. The LGA is the gateway to the Tasman Peninsula and to the east coast as well as being located in close proximity to the Hobart International Airport (HIA).





## Car Parking Demand

How much public or private car parking can be anticipated for a local centre can be estimated through consideration of:

- expected changes and increases in land use and floor area within an activity centre, which are both influenced by population and demographic change;
- assessing the likely parking requirements associated with the above; and
- considering how parking can be provided given existing conditions and constraints, such as the road network and established development.

Car parking demand is generally driven by increased floor area for retail, office and related land uses. Floor area growth is, in turn, driven by population change. The LGA total population is expected to grow to almost 23,000 by 2042 from 16,734 in the 2021 census. Thus, floor area will increase over time.

As commercial centres expand their floor area, the range of services increases and individuals are more likely to make multi-use trips. As noted in the Sorell Transport Network Assessment, as floor area increases the rate of traffic generation decrease (i.e., traffic will increase but at a slower rate for each additional square metre of floor area). Traffic generation can be further reduced by good pedestrian connectivity across the activity centre which encourages walking from premise to premise where possible.

In terms of how much additional floor area may be anticipated in Sorell township, some approximations can be made based on population. For instance, a ratio of 2.2m<sup>2</sup> of new retail floor area per additional resident is a commonly used approach to estimating demand.

There is approximately 41,800m<sup>2</sup> of floor area in Sorell township across retail, service industry, healthcare, community, food & beverage and professional services. For a LGA population of 16,743 this is a ratio of 2.5m<sup>2</sup> of floor area to each resident. This actual ratio of floor area to population is close to the 2.2m<sup>2</sup> rate and therefore it is reasonable to apply the 2.2m<sup>2</sup> rate for current purposes.

Based on the ratio of 2.2m<sup>2</sup> of floor area per resident, the population growth is likely to create a demand for 13560m<sup>2</sup> of additional floor area to year 2042 or 645m<sup>2</sup> per year.

Assuming one car parking space per 40m<sup>2</sup> (as a rough average across retail, office and food & beverage uses), would equate to 339 additional parking spaces.

In terms of the allocation of private to public, in comparable regional townships there is a typical ratio of 50% public to 50% private owned car parking. This public car parking includes on-street and off-street parking. On this basis, it is reasonable to anticipate a demand for 170 public car parking spaces by 2042.

Whether a this demand is realised, or a higher or lower amount is realised, will obviously depend on the future rate of development and how these developments provide car parking and support pedestrian movements through the town.

## Car Parking Supply

Vehicle parking in towns and settlements is comprised of off-street public and private car parking spaces and on-street spaces. Public spaces are principally provided by Council but are also provided by the Parks and Wildlife Service, particularly in coastal recreation areas.

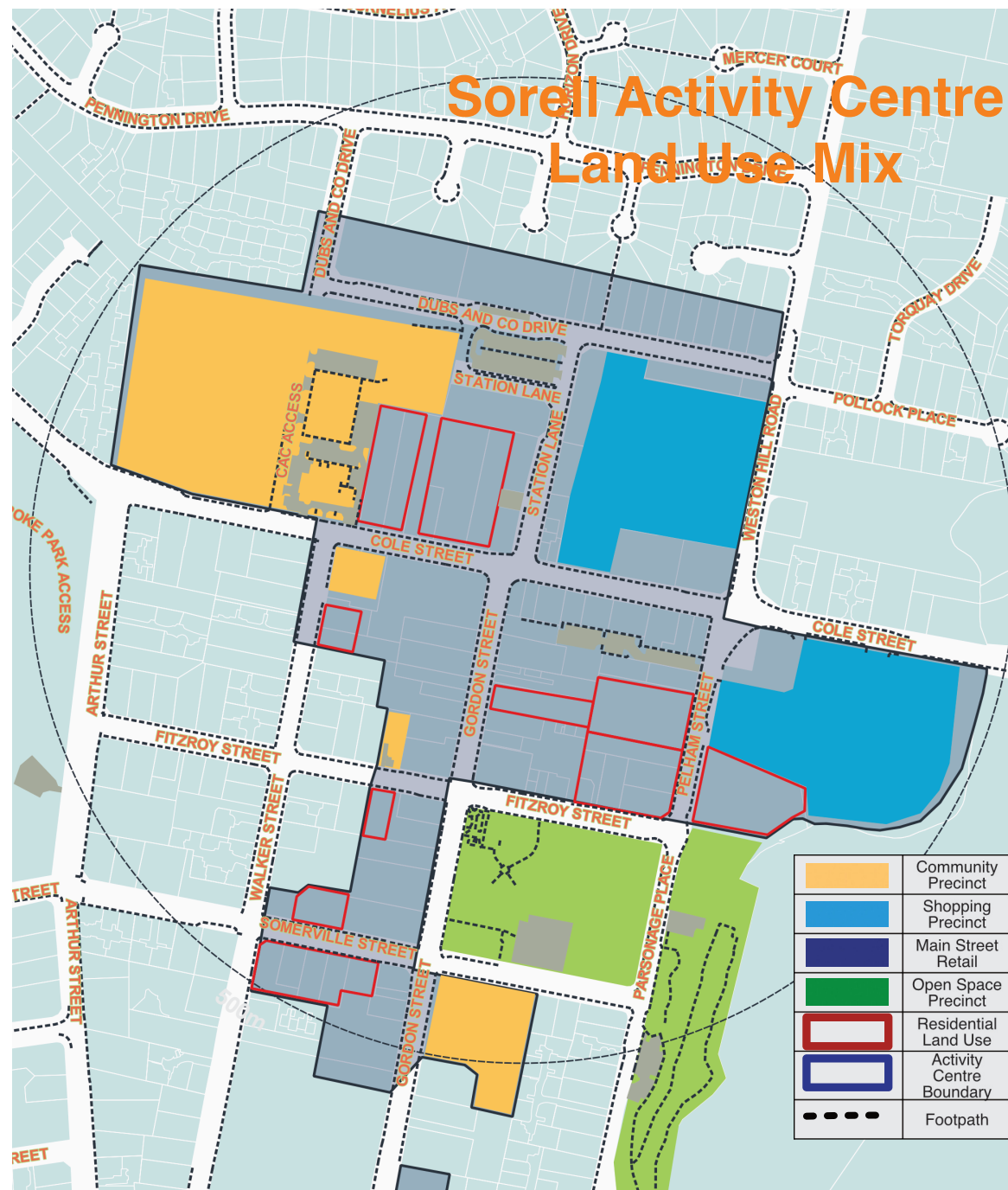
The following is a summary of car parking in commercial and other activity areas for each settlement.

### Sorell

Sorell is a regional hub for retail, health, education and community services. Sorell is also one of the fastest growing population centres in Tasmania with annual growth rates above 2%.

The Sorell activity centre is principally focused on Gordon Street and Cole Street across a total area of some 27 hectares. The activity centre is zoned General Business and extends north-south from Parsonage Place to Dubs and Co Drive (900m) and east-west from Arthur Street to the Sorell Rivulet (750m).

The north-west area of the activity centre is focused on community services such as the Council CAC (civic administrative centre), the new emergency services hub, health centre and RSL/memorial hall. The north-east area contains the two supermarket centres. The remaining parts of the activity centre are a mix of strip retail, food services and other uses.



A number of different parts of the activity centre which in total occupy a significant amount of land have a dominant residential use.

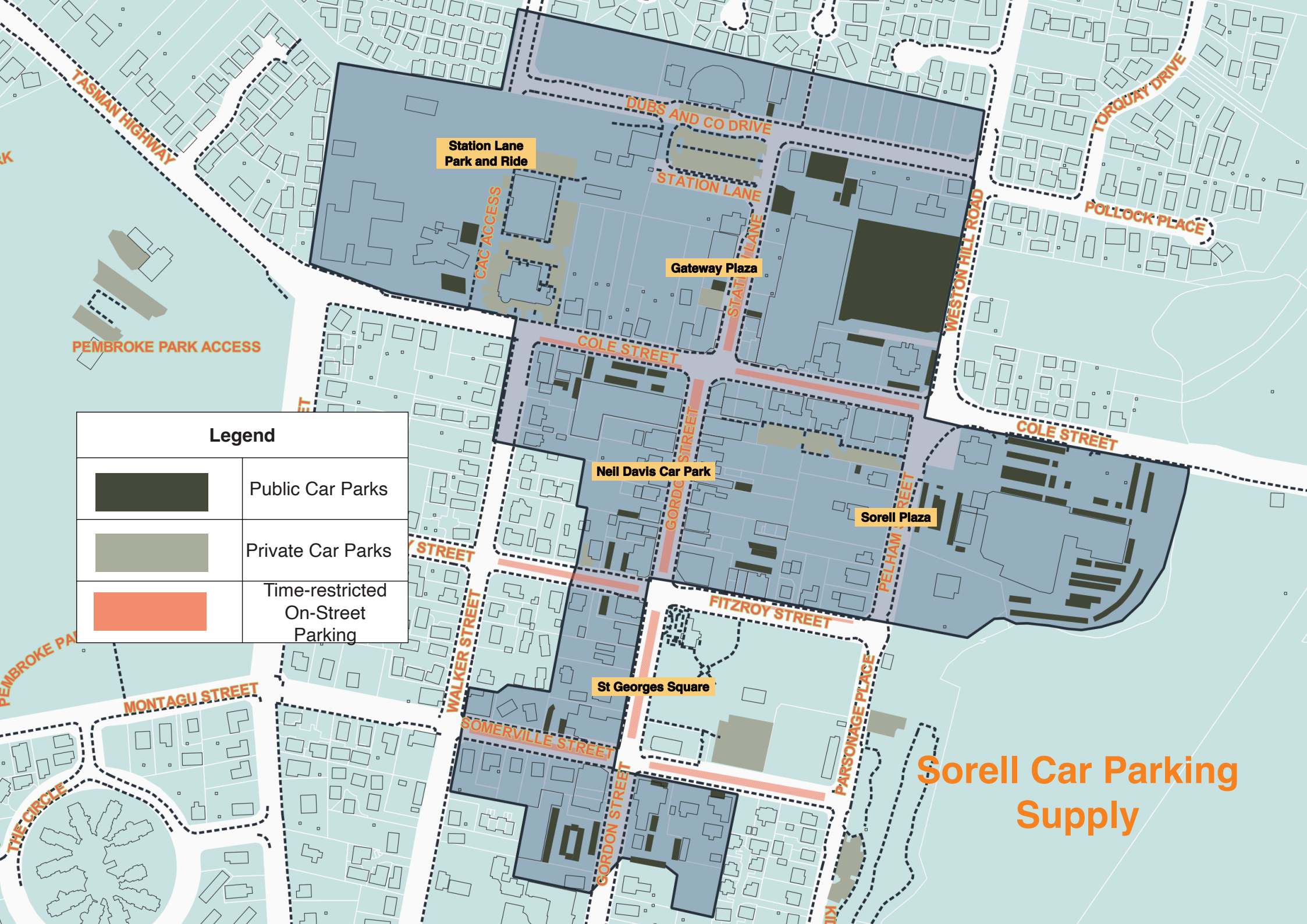
The township function is, at present, heavily car dependent. All traffic to Tasmania’s east and south-east coasts from Hobart runs through Sorell. Through traffic has reduced with the Sorell Southern Bypass, although this has not yet been quantified by the Department of State Growth. The bypass creates an opportunity to reconsider the street level amenity of the town and the destination-based movement of vehicles and pedestrians. Convenient public car parking is important in this respect, particularly that which enables individuals to walk to multiple services in the town.

There are good levels of car parking in terms of numbers and spread through the town, although this is inclusive of the two private supermarket plaza car parks. Movement of pedestrians from car parks is, however, limited due to the effects of pass-through private vehicles, heavy vehicle movements, the limited number of pedestrian refuges and limited connectivity through private commercially zoned land.




Car parking surveys show available capacity in all off-street parking areas with a strong demand for short-term car parking spaces along Cole Street and Gordon Street.

Category	Location	Capacity	Notes
Off-Street (Council)	Neil Davies	51	Refer discussion below
	CAC, Memorial Hall & RSL	112	Refer discussion below
	Pioneer Park	40	For tennis court and playground.
	Pembroke Park	50 at ovals & 166 at stadium	
Off-Street (Public)	St Georges Square (Somerville Street)	50	Refer discussion below
Commuter	Station Street	70	Refer discussion below
Off-Site (Private)	Coles Complex	320	Refer discussion below
	Woolworths Complex	383	Refer discussion below
	Others	250 (est.)	
On-Street (Line-Marked)	Fitzroy	26	One hour time limit
	Cole	67	One hour time limit
	Gordon	86	One hour time limit
	Station Lane	8	One hour time limit





**Legend**

	Public Car Parks
	Private Car Parks
	Time-restricted On-Street Parking

Station Lane  
Park and Ride

Gateway Plaza

Neil Davis Car Park

Sorell Plaza

St Georges Square

**Sorell Car Parking  
Supply**

TASMAN HIGHWAY

DUBS AND CO DRIVE

TORQUAY DRIVE

POLLOCK PLACE

STATION LANE

WESTON HILL ROAD

PEMBROKE PARK ACCESS

COLE STREET

COLE STREET

GORDON STREET

WALKER STREET

PELHAM STREET

FITZROY STREET

MONTAGU STREET

SOMERVILLE STREET

PARSONAGE PLACE

GORDON STREET

THE CIRCLE

## Sorell Park and Ride

### *Description*

Sorell Park and Ride provides 70 spaces for commuter purposes, of which four are disabled spaces. Access is from Station Lane with a dedicated bus lane from Dubs and Code Drive through to Station Lane. Facilities include bus shelters and street lighting.

Typically, 55% of spaces are occupied the day. Figures from 2022 indicate that between 50 and 55 customers board services each day from the facility. As a commuter facility, there are no weekday time restriction.

As further development takes place along Dubs and Co Drive, the facility will become more centralised and convenient for short and medium term parking. The adjacent Gateway Complex has a significant oversupply of car parking spaces and is in effect a quasi-public car park.

### *Discussion*

The majority of Dubs and Co Drive lots are small and narrow, limiting options to provide car parking on site. This constraint may increase usage of the park and ride facility for short and medium term parking, particularly as there is no other public car parking within 100m to 200m of the site. A challenge to manage the park and ride facility is the inability to limit users to commuters only. Spaces that are not taken up by early morning commuters may therefore be utilised for short-term parking by customers of nearby businesses which will

constrain parking by commuters using services later in the day. It is reasonable to expect that with further business growth in the northern part of the activity centre, there will be increased usage of short and medium term public car parking. The Gateway Complex does, at present, fulfil a public car parking role given its central location and the large supply of spaces. This may change, however, depending on the numbers of car parking provided when the Gateway Complex is redeveloped at some future point in time.



Neil Davis Car Park



## Neil Davis Car Park

### *Description*

The Neil Davis Car Park provides 51 sealed car parking spaces, of which two are disabled access spaces, and approximately 16 informal spaces to the rear. Vehicle access is via Pelham Street. The car park is conveniently located to the rear of Cole Street properties from Pelham Street to Gordon Street with pedestrian access to Gordon Street and Cole Street available at four locations through private property.

Usage is variable. The site is heavily utilised during peak usage of the Zap gym and generally has a 40% to 50% occupancy at other times.

The vehicle access to the site is close to the roundabout and can be difficult to access at peak times.

### *Discussion*

There is potential to extend the car park through the rear of Pelham Street and Gordon Street properties and to Fitzroy Street. Doing so could facilitate new development at the rear of existing properties, increase the number of car parking spaces and, importantly, increase the number of pedestrian access points and functionality of the car park.

## Sorell CAC, Memorial Hall and RSL

### *Description*

Car parking is for users of the various facilities. Access is via the CAC access road which is a two-way dead-end road that will, in the future, provide a northbound one-way connection to Dubs and Co Drive for use of the emergency services hub.

### *Discussion*

There is an oversupply of car parking in this area, particularly adjacent to the Council CAC. However, the limited road connectivity and distance from retail spaces limit a broader usage. The current oversupply may also be taken up over time as further community facilities are taken up by the jobs hub, park, cultural precinct, expansion of the health centre and future development of remaining vacant land.

## Gateway Centre and Sorell Plaza

### *Description*

The two shopping centres provide 741 car parking spaces. These are, by some distance, the dominant parking areas.





Table 2 lists Council off-street parking provided in other settlements. The provision of off-street parking is generally limited and tied to land use, such as recreation and open space facilities.

<b>Table 2. Car Parking Supply in other settlements</b>		
<b>Dodges Ferry</b>		
Council Off-Street	Boat-ramp	20 approx.
	Blue Lagoon	20 approx.
	Skate Park	18
Other	Recreation Ground	80 approx.
	School	120
<b>Midway Point</b>		
Council Off-Street	Community Centre	15
<b>Lewisham</b>		
Council Off-Street	Nil	Nil
Other	Boat Ramp	20 approx.
<b>Dunalley</b>		
Council Off-Street	Foreshore	36 approx.
	Hall	27
	Skate Park	23
	Cannery	26
<b>Carlton</b>		
Council Off-Street	Nil	Nil
Other	Surf Club	30 approx.
<b>Primrose Sands</b>		
Council Off-Street	Nil	Nil
Other	Boat Ramp	Nil formal

### *Discussion*

Car parking for the newer Sorell Plaza is principally provided for customers of the Plaza. The location of Sorell Plaza is such that it is not convenient for people to park and walk to business not on the Plaza site. The larger Gateway Centre car park is centrally located and does provide a quasi public car park role. Gateway also has significant redevelopment potential given the age of buildings and the extent of undeveloped land.

### *St George's Square (Off Somerville Street)*

#### *Description*

This is a privately owned car park attached to the St George Square block. There are approximately 50 car parking spaces accessed from Somerville Street and principally used by the adjacent bowls club and for church services. The car park can be accessed via paths within St Georges Square which connect to Fitzroy Street, Gordon Street and Somerville Street. There is no footpath direct from the car park to Parsonage Street.

#### *Discussion*

The car park, being private, has no signage from Gordon Street or Parsonage Place for passing traffic and is underutilised.

St George's Square is the largest area of open space in Sorell. It is centrally located, flat and has strong street presence. It is also an underutilised area which is largely limited to occasional events in addition to church use.

## Bus Network & Stops

A long standing challenge for the community is the absence of a Metro bus services. Bus services are provided through private operators, Redline and Tassielink, on long-term contracts with the Tasmanian Government. Relative to a metro service, the services are more costly and less frequent.

Sorell Council, with the support of the Department of State Growth, has made significant investments to encourage bus usage through the construction a park and ride facility in Sorell and the allocation of land for a proposed facility in Midway Point. Council has also renewed all school and private bus stops with signage, concrete pads and weather shelters. These works have sought to improve the convenience, safety and amenity of bus users.

The current bus service consists of:

- Eight weekday services from Sorell to the Hobart Interchange: 6am, 7.20am, 7.30am x 2, 9am, 11am, 12pm, 2pm, 4pm and 5pm. Only one service is direct to Hobart which runs only on school days. Other services run to the Rosny Interchange, with some also running through Midway Point and Cambridge Park. These services are a 40 minute to 55 minute trip.
- Seven weekday services from Carlton to the Hobart Interchange via the Southern Beaches and Sorell: 6.25am, 6.45am, 7.25am, 9.25am, 12.25pm, 2.25pm and 5.05pm. These services are generally a 75 minute trip.
- Five weekend services from Sorell to the Hobart Interchange: 9am, 11am, 12.15pm, 1pm and 5.45pm.
- Four weekend services from Carlton to the Hobart

Interchange via the Southern Beaches and Sorell: 7.25am, 9.40am, 1.55pm and 2.25pm.

From 10 July 2023, some adult and concession fares are reduced with adult fares being \$7.20 one-way from Sorell to Hobart and \$8.80 from Carlton to Hobart, with a 20% discount available for a 10 trip pass card. Concession fares are \$2.40 for Sorell and \$4.40 for Dodges Ferry / Southern Beaches.

Redline also plan to roll out new, larger buses during 2023 and 2024.

Usage numbers are in the order to 8,500 customers per month and are increasing. It is expected that the combination of reduced fares, new buses and increased park and ride will further increase usage above 10,000 per month.

There are a limited range of levels available to Council to support bus usage. However, Council can continue to:

- provide and maintain good pedestrian connectivity to bus stops
- advocate for improved travel time reliability through express bus services and provision of transit lanes.

Area Connect run a twice weekly service from Primrose Sands to Sorell that is pre-booked and collects patrons from the door. This service is currently \$5.50 for adult and \$2.80 for concession.

## Planning Scheme Provisions

### Car Parking Ratio's

The State Planning Provisions establish car parking requirements for land uses, as summarised in Table 3.

The planning scheme provides discretion on the number of car parking spaces to be required which as regard to:

- The likely rate of car parking generated by the specific land use proposed, which may establish that a lesser (never greater) car parking demand will be generated having regard to the nature and intensity of the use; and
- The availability of public car parking in the vicinity of the site.

Numbers can also be reduced having regard to the availability and frequency of public transport, which is not applicable to the Sorell LGA.

Generally, the ratio's applied in the planning scheme are conservative as they do not account for multiple-use trip or multiple uses on a site or across a broader area.

### Car Parking Design Standards

Design requirements are specified in the planning scheme and in Australian Standard AS 2890 – Parking facilities, Parts 1 – 6. There are some inconsistencies between the two documents with the scheme adopting lesser requirements for aisle width and passing in certain circumstances. The Australian Standard should prevail in the event of inconsistencies.

Table 3. State Planning Provisions Car Parking Rates

Use		Car Parking	Bicycle Spaces
Bulky Goods Sales	Bulky Goods Sales	15 spaces or 0.5 spaces per 100m <sup>2</sup> of site area	No requirement
Business and Professional Services	Bank, real estate agency, travel agent	1 space per 50m <sup>2</sup> of floor area	1 space per 500m <sup>2</sup> of floor area
	Office	1 space per 40m <sup>2</sup> of floor area	1 space per 500m <sup>2</sup> of floor area
	Doctors' surgery or clinic	4 spaces per practitioner	2 spaces for each 8 practitioners
	Veterinary centre	4 spaces per practitioner	No requirement
Community Meeting and Entertainment	Art and craft centre	1 space per 30m <sup>2</sup> of floor area	1 space per 50m <sup>2</sup> floor area or 1 space per 40 seats
	Library or public art gallery	1 space per 20m <sup>2</sup> of floor area	4 spaces plus 2 spaces for each 1500m <sup>2</sup> of floor area
	Cinema, place of worship, civic centre, or function centre	1 space per 15m <sup>2</sup> of floor area, or 1 space per 3 seats	1 space per 50m <sup>2</sup> floor area or 1 space per 40 seats
General Retail and Hire	General Retail and Hire	1 space per 30m <sup>2</sup> of floor area	1 space per 100m <sup>2</sup> of floor area



## Cash in Lieu of Parking

Where a development cannot provide for some or all of its car parking demand onsite, a cash in lieu of parking contribution can be imposed. If that contribution is applied to planned public car parking provision, net benefits to the developer and the community can arise, given that:

- the development site can be developed, or more intensively developed, than would otherwise be the case, which maximises the broader economic benefits of additional employment and services;
- public car parking will support a number of businesses and premises in the area;
- public car parking is often more efficient and better utilised than private car parks; and
- the overall provision of parking can be more efficient in how land is used across a commercial area.

Cash in lieu is appropriate where there is a direct nexus between the proposed land use and the need for additional car parking above that provided on site together with a clear plan by Council to fund additional car parking.

Council has an adopted fee of \$7,500 per space (for the 2020/21 financial year).

Development of a policy for the taking and expenditure of cash in lieu of car parking is necessary to ensure the process is applied in a consistent and transparent fashion. The policy should also consider establishing a car parking fund similar to how other development contributions such as public open space are managed.

## Cost Analysis

### Land Cost

Land sales in the Sorell activity centre, principally along Dubs and Co Drive, from 2020 indicate a market rate ranging from \$355 to \$470 per square metre. Assuming 30m<sup>2</sup> per car parking space inclusive of aisle, this equates to \$10,650 to \$14,100 per space.

### Construction Cost

An open bitumen car park inclusive of drainage and line marking will cost from \$2,850 to \$3,450. This assumes 30m<sup>2</sup> per space and a rate of \$95 to \$115 per square metre.

Two to three storey car parking structures have an estimated cost from \$22,400 to \$29,120. This assumes 32m<sup>2</sup> per space and a rate of \$700 to \$910 per square metre.

### Implications

Car parking is a significant cost. With respect to cash in lieu contributions, Council's either specify a rate based on construction cost and requiring a land value for acquisition or a consolidate rate per space. Cash in lieu contributions may influence investment decisions if one site is subject to a construction cost and another site a construction cost and land value. A consolidate rate apportions costs across development sites and can be factored into all investment





Gateway Plaza



## Car Parking Strategy

The following outcomes a number of strategies related to car parking, including:

- Commuter car parking;
- Funding and contributions; and
- Township specific opportunities.

### Vision and objectives

The vision for the ongoing provision of public car parking in the Sorell LGA is that:

*Car parking provision is fair and efficient through balancing business and community needs, the cost of car park construction and the need to further develop a sustainable travel network of increased public transport, walking and cycling opportunities.*

Progress towards this vision is to be furthered through delivering on four key objectives and a number of strategies. No one objective or strategy has priority over the other. Some strategies are more immediate whilst others will require implementation over the long-term.

Objective 1: Car parking is fair through:

- enabling safe access to all community members;
- monitoring the need for, and provision of, disability access parking;
- new infrastructure is provided within a reasonable user pays framework;
- new infrastructure is well located to meet the needs of multiple business and community functions; and
- the need for new infrastructure, other than park and ride facilities, is minimised through support of sustainable travel patterns including walking, cycling and public transport.

Objective 2: Car parking is efficient through:

- ensuring high turnover of the most utilised car parking spaces in high activity areas;
- encouraging pedestrian connectivity and walkability;
- enabling contributions by private development towards consolidated public car parking where public car parking will be highly utilised across the activity centre;
- high-cost public expenditure on car parking is minimised in the long-term through increasing use of sustainable transport networks within and between settlements.



Objective 3: Car parking supports a sustainable transport system through:

- facilitating convenient access to Sorell from the broader south-east region;
- providing high levels of walkability from public and private car parks to multiple destinations within settlements; and
- continued sound investment in park and ride infrastructure and improved public transport.

Objective 4: Car parking enhances public spaces through:

- siting behind front facades to maintain street level activity and an emphasis on active and attractive building design;
- high quality landscape treatments;
- safe and convenient road crossings; and
- good lighting and crime prevention design strategies.

The following details a number of strategies to implement these objectives through six themes:

1. On-street car parking control
2. Commuters and travel between settlements
3. Funding
4. Signage & wayfinding
5. Township considerations
6. Non-car trips

#### **Strategy 1: On-street car parking control**

Parking restrictions ensure that a regular turnover of high demand spaces occurs by limiting longer-term parking and ensure available parking for disability access.

Council implements one hour parking limits along several streets. These limits appear to work effectively in ensuring these highly trafficked parking spaces are regularly turned over and utilised for short-term use associated with nearby businesses. Similarly, disabled parking spaces are provided adjacent to healthcare services.

#### *Strategy*

- 1.1 Recognise that the need for time-based parking restrictions, and the length of time permitted, is dependant on adjoining land uses and these will change over time.
- 1.2 Continue to monitor the effectiveness of time restrictions and adjust as appropriate.
- 1.3 Provide on-street accessibility parking in appropriate locations where demand is high and where off-street alternatives do not exist.

## Strategy 2: Commuters and travel between settlements

To support more frequent, reliable and utilised bus services, Council will continue to support bus patronage. Commuter Park and Ride facilities, to date, have been an important investment to support patronage through a convenient and secure parking services. Park and Ride facilities also support the business community by avoiding long-term occupancy of parking spaces that should be turned over throughout the day.

There are a number of considerations with respect to the siting of park and ride facilities:

- a location central to a residential catchment to maximise the service area population and potential users
- a location adjacent to major roads and highways can act as self-promotion of the service and also make use of otherwise underdeveloped road reservations, and
- locating close to business areas can reduce the overall number of trips within a settlement and help support overall business activity and will often be close to other amenities such as public toilets.

There is a need to have or provide continuous footpath and pathway connectivity and to incorporate bicycle storage.

It will not always be possible to identify available sites that meet all of these considerations and some trade-offs will be necessary.

Additional commuter car parking will improve the convenience of bus transport and support usage and service increases.

Moreover, it is anticipated that the existing park and ride facility at Sorell will transition to short and medium-term parking, particularly if no other public car parking facilities are

provided. Commuter car parking through the Southern Beaches should also be prioritised.

### *Strategy*

- 2.1 Advocate for further investment in park and ride facilities by the State Government, building upon their current commitment to Midway Point.
- 2.2 Monitor usage of the Station Lane park and ride facility and seek to maximise usage and lifespan.
- 2.3 Explore two opportunities in Sorell for a second park and ride facility in Sorell to support bus patronage and provide an alternative to the Station Lane facility.
- 2.4 Advocate for further implementation of the South East Traffic Solution to improve travel time reliability for bus services.
- 2.5 Explore opportunities in Dodges Ferry, Lewisham and Carlton for Park and Ride facilities.
- 2.6 Advocate for an expansion of the Redline bus service to Primrose Sands, which could also capture Dunalley, and support through Park and Ride facilities.
- 2.6 Ensure bus shelters are sufficiently large to accommodate social distances and protection from sun, wind and rain.

*Dodges Ferry Opportunities: Junction Street & Shark Park*

The area off Junction Street is a wide road reservation that is currently used for private property accesses for a number of lots using a gravel formation. The area could accommodate 35 vehicles and is within 250m of the local retail area. This area is convenient for the majority of Dodges Ferry residents and is accessible from Carlton Beach Road and Bally Park Road.

The wide road reservation at the entrance to Shark Park could also accommodate a large number of vehicles. This area is opposite the second business area in Dodges Ferry and is more accessible for Carlton residents who use Carlton River Road.



### Sorell Opportunity 1: Northern by-pass roundabout

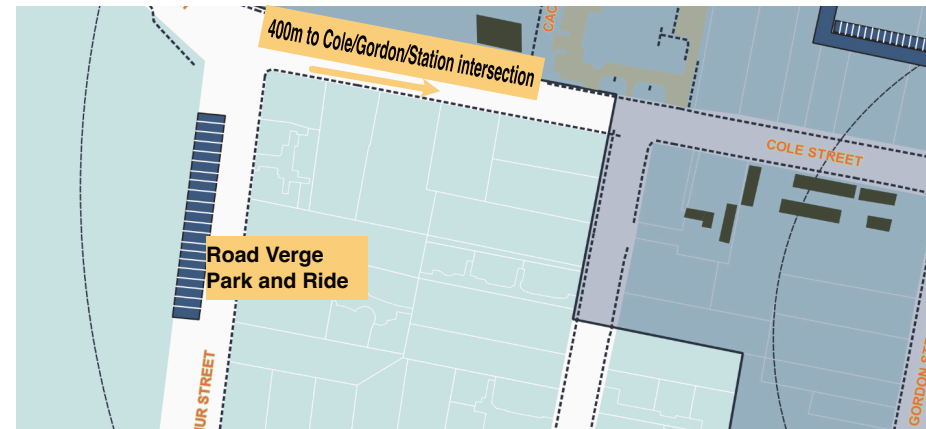
Between the alignment of the by-pass, the roundabout and Nugent Road there is more than one hectare of underutilised land. Park and Ride in this location would be convenient to users being close to the Arthur Highway, be highly visible to potential users and also be within 1000m of retail services.

A bus loop could be established linking Station Lane to this site. This site would suit commuters from the east, while Station Lane would suit commuters from Sorell township and further west or north.



### Sorell Opportunity 2: Arthur Street

The road verge along Arthur Street, adjacent to the main oval, is a wide road reservation within 400m of the Coles Street and Gordon Street intersection. There are no land acquisition costs. Users would be closer to retail services compared to the by-pass roundabout option but with enough separation that the car park would not be used for short-term purposes.



Existing Arthur Street frontage





### Strategy 3: Funding

The acquisition of land and provision of infrastructure for public car parking is a significant cost. Given the location of the Sorell LGA within the southern region and the existing free car parking policy within the Clarence LGA, user pays charging for short-term parking is not viable at this stage.

User pays charging should be considered if a specific use is the reliant on, and the sole user of, public car parking spaces.

As noted earlier, cash in lieu of car parking spaces is an existing tool that can assist both developers and Council achieve their respective aims.

#### *Strategy*

- 3.1 Adopt a cash in lieu of car parking policy that will enable consolidated parking areas to be provided and maintained, inclusive of paths and associated infrastructure that support sustainable transport methods.

### Strategy 4: Signage, Wayfinding & Lighting

Maximising the use of existing supply requires useful information to drivers as to the location and availability of parking within an area.

Sufficient lighting of car parking areas is important to provide safety and to support the safe movement of people through car parking areas.

#### *Strategy*

- 3.1 Provide wayfinding signage in all commercial areas.
- 3.2 Improve lighting to public car parking and to parking at Council owned buildings and facilities.

### Strategic Theme 5: Township opportunities

#### Sorell

Notable considerations for car parking in Sorell include:

- Recent development of child care, retail and food services developments along Dubs and Co Drive. These narrow lots are restricted in onsite car parking demand and are close to the Park and Ride facility;
- Whether the remaining under-developed sections of the activity centre, such as between Station Lane and the Council CAC will be consolidated and re-developed;
- The quasi-public car parking provided at the Gateway Plaza;
- Walkability is limited in some locations through excessive use of blank building facades, limited pedestrian islands, limited seating and shade; and
- Potential to extend Neil Davis Car Park.

#### Strategy:

- 5.1 Maintain Park and Ride facilities in one or more convenient locations.
- 5.2 Increase the supply of public car parking.
- 5.3 Enhance connectivity to public car parking through paths and design requirements for new building.
- 5.4 Establish appropriate urban design and car parking outcomes for private development, particularly key redevelopment sites such as the Gateway Plaza.
- 5.5 Ensure staff parking is provided onsite.

### *Strategy 5.1 Park and Ride - Implementation Options*

The Station Lane Park and Ride facility will, over time, be increasingly used for short to medium term parking. The site is centrally located and that there is no practical way to regulate for exclusive long-term occupancy without adopting a payment system. This situation necessitates a need to consider a second Park and Ride facility and additional short-term parking.

The Station Lane Park and Ride facility should be managed to prolong its role as long as possible. If a second facility is required, Station Lane could be modified to better suit short-term use and provide an increase in public car parking supply (see strategy 5.2).

### *Strategy 5.2 Increased Supply - Implementation Options*

Opportunities to increase supply include:

- A Station Lane loop;
- The expansion of the Neil Davis car park; and
- Securing St Georges Square.

These options are outlined in following pages.

### *Strategy 5.3 Connectivity - Implementation Options*

While foot, cycle and bus movements will increase, and will be actively supported, it is reasonable to anticipate that Sorell will, like any equivalent rural service centre, remain car dependent.

Private car movements within the activity centre can be minimised by conveniently located public car parks that have good connectivity to multiple streets and good levels of safety, lighting, amenity and weather proofing. Connectivity and

amenity will encourage walkability between business premises.

It is important that siting and design of new public car parking emphasises the movement of pedestrians through town blocks. Direct entrances from car parks to buildings is important for the convenience of customers and avoiding longer and more weather exposed routes. This outcome can be supported through requiring buildings greater than 250m<sup>2</sup> to have entrances from each road frontage and from adjoining public land or car park (where applicable).

Council can also work with land owners to improve the amenity and safety of existing pedestrian access points to Neil Davis Car Park.

### *Strategy 5.4 Redevelopment Sites - Implementation Options*

Parking in Sorell is principally private with the two supermarket sites providing the dominant supply. The Gateway Plaza has an oversupply of 190 spaces relative to current planning scheme requirements. Future redevelopment of Gateway Plaza may or may not maintain an excess of supply. The site cannot, however, be relied upon to fulfil a role as a public car park. Nevertheless, the supply of car parking will be a key consideration for any redevelopment of either supermarket sites and consideration should be given to encouraging or supporting an oversupply if other supply increases are not secured. The Gateway Plaza is a major re-development site occupying some 2.3 hectares and the majority of the town's central block. Pedestrian access to the site from all four streets and full development at ground level should be key outcomes for this site.

### *Station Lane Loop Supply Option*

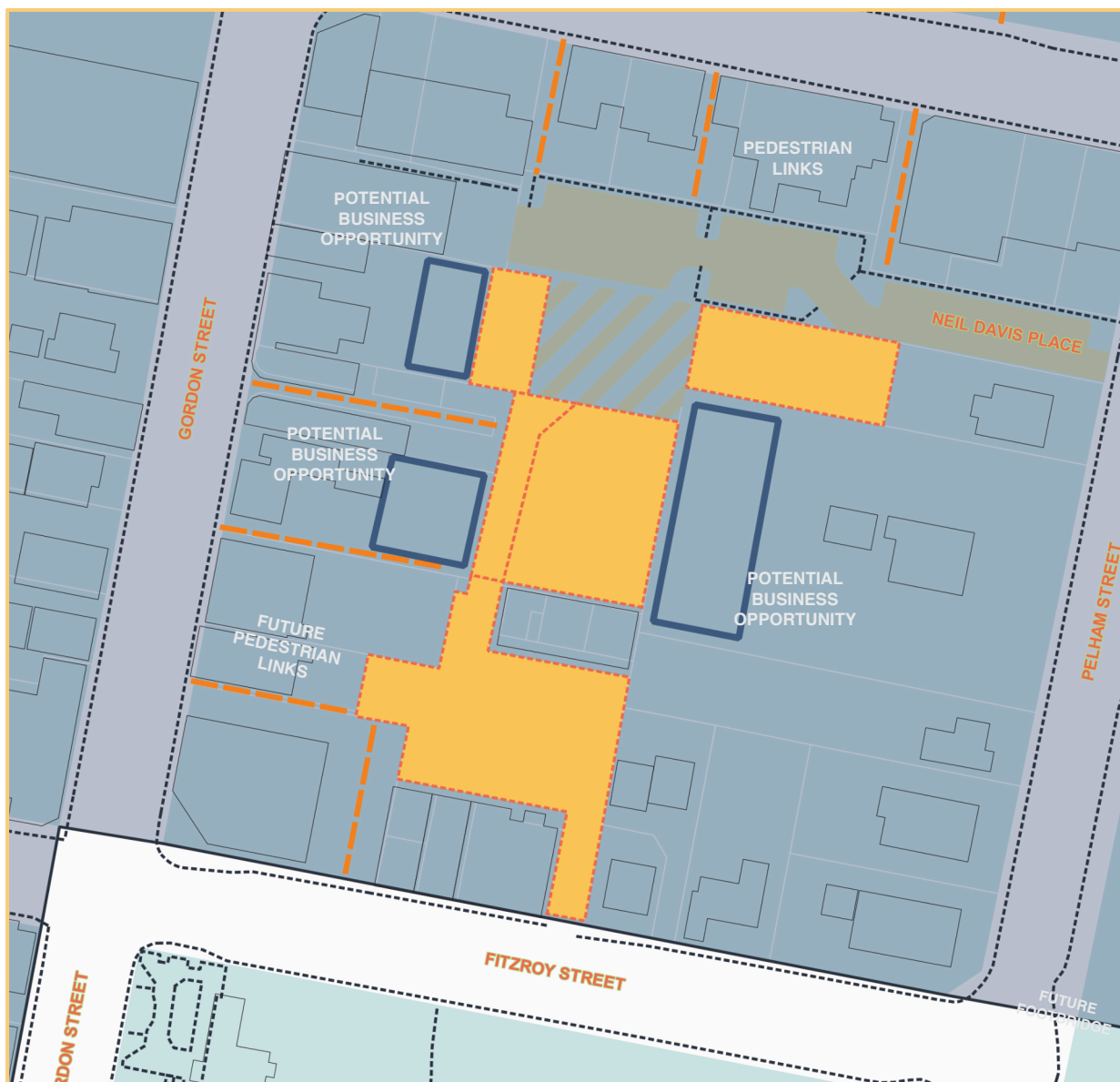
There is one hectare of land between Station Lane and the Council CAC across six lots (five of which have residential use). Many lots are narrow and deep and difficult to develop. Council is further developing the land to the west with the jobs hub, cultural precinct and plaza at. This will consolidate a community precinct in the west and business precinct in the east, placing greater need for improved connectivity between the two areas.

A looped access road, as shown, would facilitate additional car parking and development potential and, importantly, provide additional connectivity between the community and retail precincts in Sorell. Equivalent benefits would flow from any east-west connection across the area.

The concept plan would require approximately 1500m<sup>2</sup> of land for the loop and 90 degree parking and a further 600m<sup>2</sup> to 1000m<sup>2</sup> area for a off-street car park.

Implementation of the concept would require coordination between Council at the effected landowners. A staged approach may be necessary.





### *Neil Davis Expansion Supply Option*

The central location and good pedestrian connectivity to Neil Davis car park can be expanded by a southern extension. The rationale is to enhance pedestrian connectivity through this part of Sorell and the enable additional commercial development to the rear of existing sites.

This arrangement is similar to the parking plan outlined in the 1993 planning scheme.

The key outcomes are:

- Ensure pedestrian access to Cole Street and Gordon Street is maintained or enhanced in any site redevelopment or obtaining public rights of way.
- Monitor usage and seal the gravel section when required using available cash in lieu funds.
- Secure additional land and/or right of way to enable the car park to be extended in a southerly direction and maximise pedestrian connectivity and amenity between Cole, Gordon and Fitzroy Street.

Again, this concept involves multiple owners.

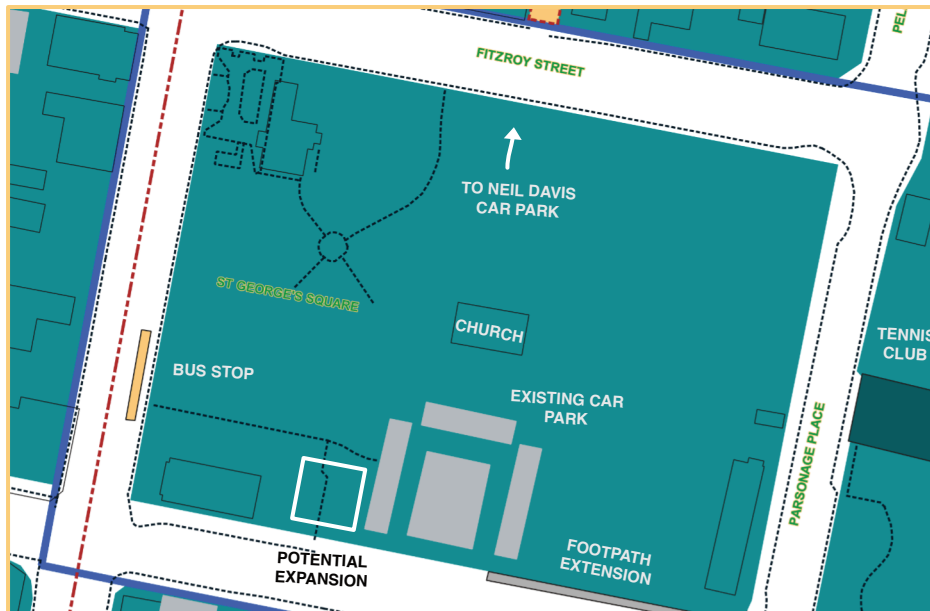


### St George's Square Supply Option

The southern part of the Sorell activity centre has no public car parking area. Most businesses currently meet their parking demand onsite or on-street. Securing an off-street public facility is considered important as commercial activity will intensify over time, particularly as six of the twelve General Business zoned properties along Somerville Street are current dwellings.

A solution, in the medium to long-term, is to acquire or lease the car park to ensure its continuity and adequate maintenance.

In the short-term, subject to owner consent, measures could be implemented to improve signage and way-finding and encourage wider usage.



### Dodges Ferry

Notable considerations for car parking in Dodges Ferry include:

- Adequate car parking currently exists at the main shopping area at Signal Hill Road;
- Significant improvements are necessary to parking along Payeena Street; and
- Provision of park and ride parking facilities.

### Signal Hill Road Shopping Area

Adequate car parking exists at the main shopping area at Signal Hill Road. Council owns two lots, to the south and to the east, of the shopping centre and receives no income. Future local area or structure planning may show that the shopping area should be expanded to encourage greater self-sufficiency within the Southern Beaches.

In the short-term, a number of small-scale improvements could be made to car parks and footpaths, including:

- footpaths to the northern side of Carlton Beach Road near the bus stop opposite Signal Hill Road;
- footpaths to Signal Hill Road; and
- indented parking bay to Signal Hill Road.

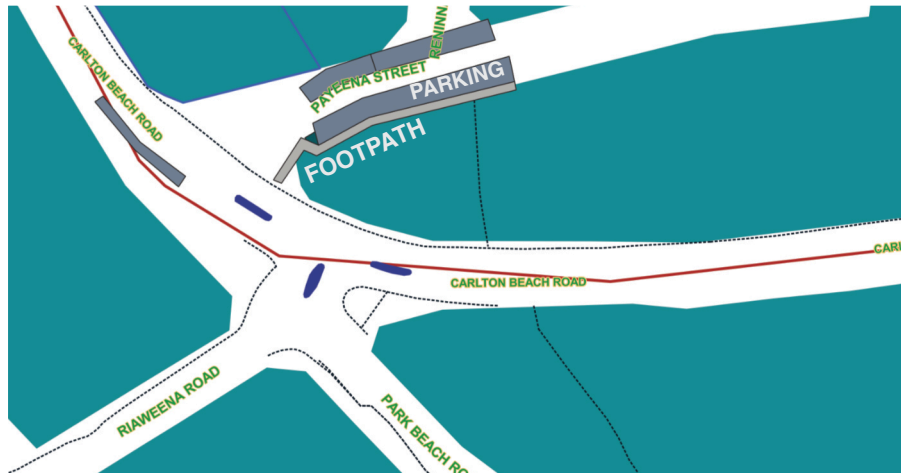
Cash in lieu contributions for any short-fall in car parking should be put to these improvements.

### Payeena Street Café's

Two café's operate from Payeena Street with informal gravel car parking available on the opposite side of Payeena Street. Payeena Street is accessed as a left-only entry for southbound traffic along Carlton Beach Road. No exit is possible from Payeena Street to Carlton Beach Road and all vehicles must exist via Reninna Street (sealed) or Talantee Street (gravel). A school bus stop is opposite Payeena Street. The area is within walking distance of the Carlton Beach car park and two pedestrian aisles have been provided on Carlton Beach Road for this purpose. There is no footpath to Payeena Street.

Cash in lieu contributions have been taken for one of the two café's.

Works required include footpath extension, sealed car parking and stormwater.



### Midway Point

There are three separate but grouped commercial areas in Midway Point; the service station and retail space of Southern Lane; the hotel and the strip from the local shop to the child care centre. The first two sites are fully developed with on-site parking provided. The strip area has significant redevelopment potential. Car parking for the child care centre is entirely off-site with limited drop-off and collection space.

Public off-street parking opportunities are limited. Future development must accommodate its car parking demand on-site. Any short-fall must be limited in proportions and be subject to a cash contribution in lieu of parking.

Vehicle access should be consolidated as far as reasonably possible to maximise on-street parking opportunities. Wilson Lane should be utilised to provide car parking at the rear.



## Lewisham

### *Commercial areas*

There are two commercial areas in Lewisham, the tavern and the local shop. The local shop includes six other properties all of which are used for residential purposes.

Further commercial activity in Lewisham is constrained by these existing uses however future growth should be anticipated as additional dwellings are constructed and older dwellings renewed with much larger housing stock. Public off-street parking opportunities are limited. Future development must accommodate its car parking demand on-site. Any short-fall must be limited in proportions and be subject to a cash contribution in lieu of parking.

Vehicle access should be consolidated as far as reasonably possible to maximise on-street parking opportunities.

Any cash contribution should be used to:

- Widen Lewisham Scenic Drive, Mary Street, John Street or Elizabeth Street for line-marked on-street parking; or
- Improved car parking at the boat ramp.

## Dunalley

Dunalley has a Village Zone over 25 lots, of which two are used for commercial purposes. The Village Zone is opposite the foreshore which has a large car parking area. The Arthur Highway reservation is also wide and provides ample on-street parking. Additional public car parking is unlikely.

## Carlton

There are no public car parking facilities other than for the surf life saving club. There are no properties zoned for commercial activity.

### *Other Areas*

In all other areas, a short-fall of car parking demand may be subject to a cash in lieu of parking contribution subject to there being an opportunity to increase public car parking within 400m of the site through one or more of the following:

- Widening existing carriageways;
- Improved walkway or footpath connectivity between existing car parking and the site;
- Construction of off-street public car parking.

The requirement for a cash in lieu contribution shall be subject to a reasonable cost to benefit analysis that considers the total cost of the works, the value of any Council contribution to the total project and the public benefit. If a contribution is not viable, the developer must provide an adequate number of car parking to match demand.



### Strategy 6: Non-car trips

Council can continue to support non-car trips through a range of low cost initiatives.

#### *Strategy*

- 6.1 Install bike racks in strategic locations.
- 6.2 Require shared paths in the Sorell urban expansion area to support foot and bike usage.
- 6.3 Provide pedestrian aisles in commercial centres.
- 6.4 Work with the community and bus operators to optimise routes, timing and amenity of bus services.

### Strategy 7: EV Charging

Public EV charging infrastructure is necessary across the LGA and Council's NRM strategy will explore how this can be rolled out. EV charging should be located in business areas or key destinations but should not occupy high turnover spaces.

#### *Strategy*

- 7.1 Increase public and private EV charging infrastructure.
- 7.2 Locate EV charging infrastructure in spaces allocated for long-term parking.

### Strategy 8: Parking for Halls and Public Open Space

As user demographics and rates of use change, existing provision of parking at key halls and public open space will require upgrade.

#### *Strategy*

- 7.1 Provide off-street car parking for:
  - Snake Hollow Reserve
  - Flyway Park
  - Madison Lyden park
  - Dodges Ferry Reserve (off-lead area)
  - Lewisham Boat Ramp (and formalise private driveways)
- 7.2 Line-mark and illuminate Midway Point Community Hall car park.
- 7.2 Formalise existing parking areas adjacent to each building and sports facilities at Pembroke Park.

## Consultation

Prior to final adoption consultation will occur with:

- The Sorell Business Association
- The Department of State Growth (public transport)
- Redline Bus Services
- Owners of land included as supply options.

## Implementation

Many of the outcomes and actions outlined in this strategy will be considered overtime and in response to development proposals and rates of usage of car parks and bus services. Moreover, many outcomes will require ongoing negotiation and advocacy by Council.

Other outcomes relate to actions that can be implemented directly over a five year period and include:

- The Payeena Street upgrades (funded by LTFFP)
- Discuss lease, licence or acquisition of St George's Square car park
- Adopt a cash-in-lieu of car parking policy
- Continue to rollout pedestrian refuges
- Audit lighting of car parking including Council buildings and parks.

Actions that require further investigation and analysis, such as through streetscape plans, mobility strategy, structure plans or reserve management plans include:

- Provision of car parking for playgrounds and reserves
- Locations of any new park and ride facilities.