



REQUEST FOR QUOTE

SORELL ACTIVE TRANSPORT STRATEGY DEVELOPMENT

November 2023

For more information please contact:
Manager Planning, Shane Wells on (03) 6269 0053

Submission Deadline: 15 DECEMBER 2023

Background

Sorell Council is committed to fostering a vibrant and inclusive community within the region it serves. As a proactive response to recent unprecedented growth, exceeding state averages and with forecasts indicating sustained growth up to the year 2038, Council recognizes the critical need to develop a comprehensive Active Transport Strategy. This strategy aims to reduce reliance on private vehicles and promote walking, cycling, and other forms of active transportation. We aim to enhance community health and well-being and to support our growing population with efficient transportation options, while aligning with our strategic goal: to ensure a liveable and inclusive community.

Context of Growth

Over recent years, our region has experienced remarkable demographic and economic growth, consistently outpacing state averages in terms of population expansion, economic development, and diversity. This upward trajectory is projected to continue, with Treasury forecast predictions indicating that our region will continue to surpass state average growth rates annually until at least 2038.

This rapid growth, while presenting exciting opportunities, also brings forth a unique set of challenges. It necessitates a proactive approach to maintaining and enhancing the quality of life for all residents. As such, Council's strategic plan has identified the goal of "ensuring a liveable and inclusive community" as paramount, in addition to our other strategic objectives: "to facilitate regional growth", "responsible stewardship and a sustainable organisation" and "increased community confidence in council".

Sorell is characterized by a high reliance on private vehicles due to its regional location and limited public transport or active transport alternatives. Council has already invested in footpaths and looped tracks and supports public transport through Park and Ride facilities.

The purpose of this strategy is to guide the next 10 years of capital expenditure in paths and trails to further promote active transport and community health.

The Role of an Active Transport Strategy

The role of an Active Transport Strategy is to promote and facilitate modes of transportation that involve physical activity, such as walking, cycling, scootering, or other forms of human-powered travel. Active transport strategies play a crucial role in urban and regional planning, as they have several significant objectives and benefits:

1. **Promoting Health and Well-being:** Active transport strategies encourage physical activity by making it easier for people to incorporate walking and cycling into their daily routines. This, in turn, helps combat sedentary lifestyles and associated health issues, such as obesity, heart disease, and mental health problems.
2. **Reducing Congestion:** Active transportation can help reduce the number of private vehicles on the road, which can alleviate traffic congestion in urban areas. This leads to more efficient and faster transportation for all road users.
3. **Mitigating Environmental Impact:** Active transport is an environmentally friendly mode of transportation, as it produces minimal air pollution and greenhouse gas emissions. Reducing the reliance on motorized vehicles can help lower a community's carbon footprint and improve air quality.
4. **Enhancing Accessibility:** Active transport strategies aim to make communities more accessible to people of all ages and abilities. Proper infrastructure, such as sidewalks, bike lanes, and

pedestrian-friendly crossings, ensures that individuals with mobility challenges can access public spaces and services easily.

5. **Promoting Sustainable Urban Development:** Active transport strategies are often closely aligned with the principles of sustainable urban development. By creating walkable and bike-friendly neighbourhoods, these strategies promote compact urban designs, which can lead to more vibrant, economically resilient, and socially inclusive communities.
6. **Reducing Transportation Costs:** Active transport can be a cost-effective means of commuting and traveling short distances. It can save individuals and families money on fuel, parking, and vehicle maintenance.
7. **Improving Safety:** Well-designed active transport infrastructure can enhance road safety for pedestrians and cyclists. It reduces the risk of accidents and injuries and contributes to overall safety in the community.
8. **Supporting Economic Growth:** Active transport strategies can boost local economies by promoting tourism, improving property values, and supporting local businesses. Destination trails, recreational paths, and vibrant streetscapes can attract visitors and residents alike.
9. **Community Building:** Active transport strategies foster community interaction by encouraging people to walk or cycle, meet neighbours, and engage with their surroundings. They help create a sense of place and community.
10. **Integrating with Public Transport:** Active transport strategies often work in tandem with public transportation systems. They provide first and last-kilometre connectivity, making it easier for people to access bus stops, or other public transit options.
11. **Planning for Future Growth:** Active transport strategies are forward-looking. They consider future population growth and changing mobility needs, ensuring that communities are equipped with the infrastructure to support these changes.
12. **Engaging Stakeholders:** Active transport strategies involve public engagement and collaboration with local communities and relevant stakeholders. This ensures that the strategy aligns with community needs and aspirations.

In summary, an Active Transport Strategy is a multifaceted approach that seeks to create a more active, healthy, sustainable, and accessible transportation environment. Its role is to improve the quality of life for our residents, reduce environmental impacts, and support the long-term development and well-being of our communities.

Accordingly, Sorell Council is inviting proposals from experienced firms or consultants to develop an Active Transport Strategy that addresses the unique challenges and opportunities within our community. Our goal is to reduce reliance on private vehicles and promote walking, cycling, and other forms of active transportation. We aim to enhance community health and well-being and to support our growing population with efficient transportation options.

Subject Area

Sorell Council area is situated in the south-eastern part of Tasmania, approximately 25 kilometres from the Hobart CBD. Sorell serves as a gateway to the Tasman Peninsula, and the East Coast.

Sorell has a mix of residential, commercial, and agricultural areas. It provides essential services and amenities for both its local residents and travellers passing through on their way to other parts of Tasmania. Sorell's proximity to Hobart makes it a convenient location for commuters and tourists exploring the region.

The municipality contains the population centres of Sorell, Midway Point and Dodges Ferry as well as the smaller village settlements of Boomer Bay, Bream Creek, Carlton River, Carlton, Connelly's Beach, Copping, Dunalley, Forcett, Kellevie, Lewisham, Marion Bay, Nugent, Orierton, Pawleena, Penna, and Primrose Sands.

Sorell is the municipality's centre for the majority of retail, commercial and civic uses.

Significant population growth has occurred in Sorell's southern beaches area (e.g., Dodges Ferry, Lewisham, Primrose Sands) as 'tree-changers' relocate from Hobart and interstate, to these former "beach shack" areas, placing additional expectations and burden on existing community infrastructure.

Objectives

The Active Transport Strategy aims to achieve the following objectives:

1. **Increase Participation in Physical Activity:** Develop infrastructure suitable for walking, cycling, scootering, and equestrian use to promote physical activity.
2. **Legitimize Active Transport:** Enable walking, cycling, and other active transport modes as legitimate options for short trips within the community.
3. **Improve Connectivity:** Enhance connectivity within and between settlements, particularly to key activity centres, retail, education, health, recreation, and public transport stops.
4. **Future-Ready Infrastructure:** Ensure that path and trail design and construction align with current and future community needs.
5. **Enhance Amenity, Accessibility, and Safety:** Improve the amenity, accessibility, and safety of footpaths and trails for all demographic groups.
6. **Prioritize Investments:** Identify priority investments suitable for grant funding or inclusion in the Long-Term Financial Plan.
7. **Decision-Making Criteria:** Establish criteria to guide decision-making on requests for new paths and trails.
8. **Support the Visitor Economy:** Identify potential destination trails to support the visitor economy, including Mountain Biking (MBX) purposes.

Deliverables

Stage 1:

1. Audit and Map Existing Tracks and Trails:
 - Audit existing tracks and trails across all tenure types.
 - Assess construction quality, user rating, coastal hazard risks, flood risks, and user groups.
2. Identify Gaps:
 - Identify gaps in the existing tracks and trails network.
3. Audit Council Footpaths:
 - Evaluate the usability of existing Council footpaths.
4. Principal Pedestrian Network Framework:
 - Apply the Principal Pedestrian Network framework (or equivalent).
 - Identify priorities for new, upgrade, or renewal of Council footpaths.
5. Destination Trails:
 - Identify potential destination trails, including those suitable for MBX users.
6. Criteria and Prioritization Matrix:

- Develop criteria and a prioritization matrix to guide decision-making regarding annual capital budget allocations and community requests.

Stage 2:

1. Community Consultation:
 - Engage in community consultation regarding the existing paths and trails network.
 - Conduct surveys to identify community needs and aspirations.
 - Conduct a review of existing active transport literature, such as the *UTAS/Menzies Institute – Communities for Walkability: Primrose Sands Report* and other resources.
2. Funding Sources:
 - Identify potential funding sources, including grants and partnerships.
3. Scoping of Projects:
 - Scope potential projects and provide associated cost estimates.
4. 10-Year Implementation Plan:
 - Develop a 10-year implementation plan outlining key projects, timelines, and funding strategies.

Stakeholders

Key stakeholders for the project may include, but are not limited to:

- **Sorell Council**
- **State Government Departments and Agencies:**
 - Department of State Growth (Transport and Infrastructure)
 - Department of Health
 - Department of Education
 - Department of Natural Resources and Environment
 - Tourism Tasmania
- **Federal Government Agencies:**
 - Australian Department of Infrastructure, Transport, Regional Development, and Communications
 - Federal Member(s) of Parliament
- **Community Organizations:**
 - Environmental groups
 - Cycling clubs and associations
 - Walking and hiking clubs
 - Disability advocacy groups
 - Health and fitness organizations
- **Business and Industry Groups:**
 - Sorell Business Association (Chamber of Commerce)
 - Tourism associations
- **Transportation Service Providers:**
 - Public transport agencies (Metro Tasmania)
 - Taxi and ride-sharing companies
- **Educational Institutions:**
 - Local schools, colleges and UTAS
 - Research institutions with interests in transportation and urban planning
- **First Nations Communities:**
 - First Nations communities and organizations

- **Healthcare Providers:**
 - Hospitals and healthcare facilities
 - Public health organizations
- **Residents and General Public:**
 - Local residents, including various demographic groups and individuals
 - Commuters and travellers
 - Tourists and visitors
- **Transportation Users and Advocacy Groups:**
 - Groups representing the interests of public transportation users, cyclists, and pedestrians
- **Agricultural and Farming Communities:**
 - Farmers and agricultural organizations in rural areas

Project Management

The RFQ must include a project plan and GANTT chart indicating likely timeframes for the completion of deliverables, project milestones and hold points.

Fortnightly updates of project progress and budgets must be provided to Council’s Project Manager.

Council would prefer that the successful consultant engage any sub-consultants on our behalf. Sorell Council will provide officer assistance in day-to-day project assistance and information gathering.

Indicative Project Timeline

A project timeline is to be developed by the consultant in consultation with the project team at Council. An indicative timeline is as follows:

Date	Activity
Early November 2023	Council calls for submissions from consultants
15 December 2023	Close of submissions
Mid-January 2024	Appointment of selected consultant
Mid-January – Mid-March 2024	Investigation and stakeholder engagement/s. Community consultation summary report circulated to residents. Consultant completed first draft of strategy
Early April 2024	Consultant responds to comments from Council Officers/stakeholders
Mid-April 2024	Strategy to Council to endorse for exhibition
April – May 2024	Strategy exhibition / consultation
June 2024	Final Strategy to Council in response to comments received during consultation

Project Budget

The budget for the project is \$40,000. All sub-consultant fees should be provided for in the quotation.

Additional in-kind support can be provided by Sorell Council (provision of meeting venues, etc.)

Assessment Criteria

Assessment Criteria	Weighting	Description
Understanding of Project	10%	The extent to which the proposal demonstrates a clear understanding of the project's goals, context, and challenges.
Project Methodology	15%	The proposed approach, methodology, and project plan to develop and implement the Active Transport Strategy, including the clarity and feasibility of the plan.
Technical Expertise, Experience and Qualifications	30%	The technical competence in areas such as urban planning, transportation, infrastructure design, and sustainable development; and the qualifications and experience of the proposing firm or consultant, including their track record in similar projects.
Communication and Stakeholder Engagement	15%	The strategies and methods proposed for communicating and engaging with the community and stakeholders to ensure their input is considered throughout the project.
Health and Well-being Considerations	10%	The extent to which the proposal integrates health and well-being considerations into the Active Transport Strategy, with a focus on promoting physical activity.
Sustainability and Environmental Impact	10%	The proposed measures to minimize the environmental impact and promote sustainability in active transport infrastructure and practices.
Inclusivity and Accessibility	10%	How the proposal addresses inclusivity, ensuring that active transport infrastructure is accessible to all residents, including those with mobility challenges.
Budget and Cost Effectiveness	10%	The clarity and viability of the proposed budget, as well as the cost-effectiveness of the strategy in delivering the desired outcomes.
Innovation and Future-Readiness	5%	The proposal's capacity to incorporate innovative approaches and future-ready solutions that can adapt to changing mobility needs and technological advances.

Submissions of Request for Quote – Closing Date

All submissions must be forwarded by close of business on Friday 15 December 2023.

Submissions may either be posted to:

Manager Planning
Sorell Council
PO Box 126
SORELL TAS 7172

Or emailed to: sorell.council@sorell.tas.gov.au