

Sorell Active Transport Strategy

Sorell Council

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→ The Power of Commitment



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[Status code]							

GHD Pty Ltd | ABN 39 008 488 373

2 Salamanca Square, Hobart, Tasmania 7000, Australia **T** +61 3 6210 0600 | **F** +61 3 8732 7046 | **E** hbamail@ghd.com | **ghd.com**

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Acknowledgement of Country

GHD acknowledges Mumirimina peoples as the Traditional Custodians of the land, water and sky of the Sorell region in lutruwita/Tasmania. We recognise their strength, diversity, resilience and deep connections to Country. We pay our respects to Elders of the past, present and future, as they hold the memories, knowledges and spirit of Australia. GHD is committed to learning from Aboriginal and Torres Strait Islander peoples in the work we do.



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1. Introduction

1.1 **Project Overview**

GHD was engaged by Sorell Council to develop the Active Transport Strategy to respond to the community's evolving needs amid unprecedented growth and environmental pressures. As the Sorell region experiences remarkable demographic and economic expansion, with projected sustained growth until 2038, the need for a comprehensive and forward-thinking transport strategy becomes imperative. This strategy aligns closely with the concurrent Sorell Social Strategy.

Context of Growth: The development of the strategy is well-grounded in the context of Sorell's rapid growth, recognising both the opportunities and challenges it presents. With the region characterised by a high reliance on private vehicles due to limited alternative transport options, the Active Transport Strategy emerges as a strategic solution to foster a more inclusive, healthy, and sustainable community.

Objectives and Significance: The outlined objectives, ranging from creating a baseline understanding of current provisions to prioritising investments and supporting the visitor economy, demonstrate a holistic approach. This strategy is not merely about creating paths and trails but is a comprehensive initiative to transform transport, health, and community dynamics. It aligns seamlessly with Sorell Council's strategic goals, especially the paramount objective of ensuring a liveable and inclusive community.

Role of an Active Transport Strategy: The Active Transport Strategy sets out the plan for the next 10 years to develop the existing walking and wheeling network, along with the commencement of a bike network development to provide the community with more sustainable and affordable methods to access the goods and services they need. With the expected growth, a development based on reliance on cars would simply be unsustainable and require a huge land take for new infrastructure, leading to high levels of carbon emissions and air pollution.

Benefits and Stakeholder Engagement: The identified benefits, ranging from health improvements to economic growth, underscore the far-reaching positive impacts of the proposed strategy. Additionally, the emphasis on stakeholder engagement ensures that the strategy is rooted in the aspirations and needs of the Sorell community, fostering a sense of ownership and collaboration.

In essence, the proposed Active Transport Strategy stands as a testament to Sorell Council's proactive approach to addressing the challenges of growth and creating a sustainable and vibrant future for its residents. This initiative aligns with the community's aspirations, positioning Sorell region as a model for inclusive, healthy, and resilient urban development.

1.2 Report Purpose

This Sorell Active Transport Strategy (ATS) has been prepared for the Sorell Council to provide a framework for existing active transport needs, future management, use and enhancement for walking, wheeling, and riding for all ages and mobility. The ATS is a strategic document that identifies the active transport network hierarchy and associated action plans for management.

1.3 Scope and Limitations

This report: has been prepared by GHD for Sorell Council and may only be used and relied on by Sorell Council for the purpose agreed between GHD and Sorell Council as set out in Section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than Sorell Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Sorell Council and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.4 Active Transport

Active transport encompasses various modes such as walking, bike riding, using a wheelchair, scootering, skateboarding, and mobility scootering. It is an inclusive term, recognising that active transport is for everyone. A sustainable transport hierarchy is illustrated in Figure 1. Throughout this report we have used the terms 'walking and wheeling' and 'riding' to cover all forms of bike riding, walking trips and the use of various mobility aids. It is our vision for Sorell that active transport becomes the preferred mode of choice for short trips and a viable and safe option for longer trips.



Prioritising Sustainable Transport

Figure 1 – Sustainable transport hierarchy Image Source - Sustainable travel and the National Transport Strategy | Transport Scotland

In this report, we discuss active transport for practical purposes such as going to the store, school, or work, as well as recreational trips. Increasing the share of trips made by active transport for day-to-day access addresses many societal, health and environmental issues, such as air pollution, carbon emissions, obesity, diabetes, cardiovascular issues and more. Recreational trips specifically refer to those undertaken primarily for the purpose of engaging in physical activity, not necessarily to a particular destination and have considerable physical and mental benefits.

Both practical and recreational trips are important aspects of active transport, particularly in the context of Sorell in a rural, coastal setting. It has been shown that as recreational active transport trips increase, so to do practical trips for day-to-day access as society starts to become more comfortable and familiar with walking, wheeling and riding. This is particularly true for the younger generation where social norms have a strong influence and travel habits have not yet been formed.

1.4.1 Active Transport Benefits

Increased use of active transport delivers a wide range of benefits, such as reduced vehicle emissions, reduced noise and visual pollution and significant physical and mental health benefits. Additionally, economic benefits include those for individual households and businesses as well as the potential attraction of tourists (such as the New England Rail Trail). Figure 2 below illustrates the benefits of active transport as per the Active Transport Strategy developed by Transport for NSW highlighting benefits that are particularly relevant to Sorell Council.



Figure 2 – Active Transport Benefits

Source - Transport for NSW (TfNSW) Active Transport Strategy

1.5 Local Context

The Sorell Local Government Area (LGA) is located in the southeastern part of Tasmania, around 25 kilometres from the Hobart CBD and covers an area of 583 square kilometres (km²). It serves as a gateway to both the Tasman Peninsula and the East Coast.

Sorell features a mixture of residential, commercial, and agricultural zones, offering vital services and facilities for both its residents and visitors passing through to other Tasmanian regions. Its closeness to Hobart makes it an attractive destination for commuters and tourists keen on exploring the region.

Sorell LGA encompasses other population centres and towns including Boomer Bay, Bream Creek, Carlton River, Carlton, Connelly's Beach, Copping, Dunalley, Forcett, Kellevie, Dodges Ferry – Lewisham, Marion Bay, Nugent, Orielton, Pawleena, Penna, and Primrose Sands as shown in Figure 3.

The region is predominantly serviced by two public bus services with bus routes connecting Dodges Ferry, Lewisham, Midway Point and Sorell to the Tasman Peninsula and Hobart City.



Figure 3 – Sorell Local Government Area (LGA)

1.6 Report Structure

The remaining sections of this report are structured as follows:

- Section 2 – Strategic Context and Policy Review

Provides an overview of the local and regional strategic and policy context of Sorell with a focus on transport.

Section 3 – Background Review

Provides a summary of the current community profile and population characteristics in Sorell LGA.

- Section 4 - Stakeholder Engagement

Provides a summary of stakeholder engagement activities undertaken to inform the strategy and their outcomes.

Section 5 – Gap Analysis

Provides an overview of gaps identified through literature review and stakeholder engagement process.

- Section 6 – Planning and Best Practice Standards for People Walking, Wheeling and Riding Facilities

Provides an overview of best practice standards that apply to the treatment of facilities for people walking, wheeling and riding.

Section 7 – Strategic Goals

A list of strategic goals identified to guide project identification and prioritisation.

Section 8 – Proposed Walking, Wheeling and Riding Projects

Provides an overview of proposed walking, wheeling and riding projects within Sorell LGA.

Section 9 – Prioritisation

An overview of assessment criteria used to identify short, medium and long-term projects for walking, wheeling and riding networks.

- Section 7 – Implementation and Project Scoping

An assessment of available funding for short, medium and long-term active transport projects.

– Section 8 – Conclusion and Recommendation

Provides the key findings with a list of recommendations and priorities in the ATS for the active transport improvements.

The different stages taken towards developing the Active Transport Strategy for Sorell LGA is shown in Figure 4.



Figure 4 – Stages of Active Transport Strategy development

2. Strategic Context and Policy Review

This section provides a strategic context for the assessment, through a summary of state, regional and local strategic planning documents, policies, and plans, as well as background studies and reports developed for Sorell LGA.

2.1 Key Findings

From the literature review, several considerations for this assessment were identified, including:

- At all levels of planning (regional, district and local), Sorell LGA is recognised as a region for potential growth within Southern Tasmania, with Sorell Township specifically identified as a Greenfield Development Precinct for residential growth.
- Sorell LGA is located within commuting distance of metropolitan Hobart which is a large factor in the forecast residential growth of the region, particularly in the affordable housing market. With the forecast growth over the next 25 years to be 3.6 times the State average, Sorell Council's services are in high demand. New facilities, infrastructure and recreational areas are required to support this growth.
- The reliance on private vehicles and challenges with the existing road network within Sorell LGA prompts an
 opportunity to improve options for active transport as well as public transport accessibility, frequency, and the
 road network which it relies on. It should be noted that different trip types and lengths have differing user
 needs.
- Trees, canopy cover and well-planned streets can support health and wellbeing by encouraging the community outdoors, leading to physical activity and community cohesion. This can also contribute to a sense of place for residents and visitors alike.
 - Sorell Streetscape Plan outlines improvements to walkability, structure and vibrancy of the town centre to encourage people out of their private vehicles.
 - The Sorell Township Urban Master Plan identifies the role of the Sorell Town Centre, impacts of regional roads, access within and through town, and the environmental values the community holds.

2.2 Regional Overview

GHD conducted a review of the following documents in relation to the regional level transport context specific to Sorell region. This review covered the plans, policies, and reports that are summarised in Table 1.

Plan, policy or strategy	Summary
Keeping Hobart Moving – Transport Solutions for Our Future (Department of State Growth, 2024)	The Keeping Hobart Moving – Transport Solutions for Our Future provides a strategic plan and program over the next 10+ years to establish a transport system in Greater Hobart that prioritises safety, accessibility, and future-readiness, while maintaining a people-centric approach. This program is a collaborative effort between the Australian Government and the local Councils of Greater Hobart, and it is structured into three implementation phases. One of program's main objective is to develop strategic active transport networks that will gradually link cities, towns, and activity centres, with a particular emphasis on connecting Sorell to the four primary Central Business Districts.
	The program delivery adopts a strategic approach, planned in three phases:
	 Phase one: This phase involves commencement of key construction projects in inner- Hobart and major growth centres, prompting the need for alternative travel options. Additionally, it aims to enhance passenger experience and options through reliable public transport services, as well as improve walking, wheeling, and riding links to public transport corridors and activity centres.
	 Phase two: Phase two is expected to have the most significant impact on the transport network, with increased roadworks and construction in Hobart as part of its future development. This phase aims to enhance connections to suburbs with more transport options, including making walking, wheeling, and riding more accessible, prioritising buses to improve reliability, expanding ferry services, and ensuring smooth movement of people and goods.

 Table 1
 Regional level transport context specific to Sorell region

Plan, policy or strategy	Summary
	 Phase three: In phase three, a connected city will adopt new, sustainable transport options, facilitating flexible and efficient journeys to desired destinations, with an enhanced passenger experience enabled by real-time trip information using advanced technologies.
	The strategy also outlines their goal to double the number of people walking, wheeling and bike riding over 10 years in Greater Hobart.
Southern Tasmania Regional Land Use Strategy (STRLUS) 2010-2035 (Southern Tasmanian Councils Authority, 2023)	The <i>Regional Land Use Strategy</i> is a broad policy document that facilitates and manages change, growth and development within Southern Tasmania over the next 25 years. It provides land use policies and strategies for the region based on regional planning policies addressing the underlying social, economic and environmental issues in Southern Tasmania. As a joint initiative between State and Local Government, it is intended to be a permanent feature of the planning system and guide land use, development, and infrastructure investment decision across the region by State and Local Government, and infrastructure providers.
	The plan identifies specific regions for potential growth within the Southern Tasmania, including Sorell LGA and Sorell Township East as a Greenfield Development Precinct for residential growth.
	The key strategies for the transport infrastructure in the Southern Tasmania are the following:
	 Consolidation of concerns and needs of the residents into key settlements.
	 Improvement in the walking, wheeling and bike riding infrastructure
	 Maximising the efficiency in using the public transport and planning future residential developments near the integrated transit corridors
Southern Integrated Transport Plan 2010 (Department of Infrastructure, Energy	The Southern Integrated Transport Plan provides a strategic framework for planning and investment in Southern Tasmania's regional transport system over the following 20 years. The Plan is a joint initiative of the Tasmanian Government, Southern Tasmanian Councils Authority and 12 Southern Councils, including Sorell Council.
and Resources, 2010)	The Plan was a collaboration between various stakeholders within the Southern Regions of Tasmania. The overall vision of the strategy is to create a future-proof and more sustainable transport system. It aimed to increase the degree of integration between multiple sources of transport, including public transport, walking, cycling, and personal transport (ie cars). In doing this, they aim to achieve a safer and more efficient transport system.
	They prioritise six main strategies to inform the plan:
	 Targeted infrastructure upgrades or better use of existing infrastructure
	 Demand management
	– Technology
	 Education and information
	– Regulation
	 Engagement and partnerships
	Sorell township is identified in the plan as a sub-regional service centre experiencing strong residential growth, particularly in the affordable housing market, and are within commuting distance of metropolitan Hobart. The plan also identifies Primrose Sands as an area of concern based on ABS SEIFA data.
Tasmanian Walking and Cycling for Active Transport Strategy (Department of Infrastructure, Energy	The <i>Tasmanian Walking and Cycling for Active Transport Strategy</i> aims to promote people walking and riding as viable and desirable forms of transport through improved infrastructure, land use planning and behavioural change. The Strategy is intended to guide development of walking and cycling as transport options in our urban areas over the long-term by creating a more supportive transport system for pedestrians and cyclists.
and Resources, 2010)	connections between each priority area:
	 Land use systems that encourage Walking and cycling. Improved infractiveture and facilities to support welling and cycling.
	 Improved infrastructure and facilities to support walking and cycling.
	 Improved salety for pedestrians and cyclists.
	 Improved policy and planning that ensures that walking and cycling needs are considered. Potter coordination and collaboration with statisheddare
	Detter updarstanding wolking and evoling needs and patterns
	Creating a walking and cycling culture
Sorell to Hobart Corridor	I he Sorell to Hobart Corridor Planning Study was commissioned by the Tasmanian Government to investigate ways to reduce congestion and improve travel time reliability on the

Plan, policy or strategy	Summary
(Department of State Growth, 2020)	Tasman Highway between Sorell township and Hobart through road infrastructure, public transport and active transport initiatives. The Study identified four broad challenges:
	 Congestion – increasing delays and trip times
	2. Transport options – limited alternative transport options
	3. Land use planning – to support residential growth
	 Road safety – risk taking leading to more crashes
	Additionally, public and active transport challenges were detailed, particularly regarding a reliance on private vehicles in Sorell LGA, as public transport was supplied at a low frequency.

2.3 Local Overview

GHD conducted a review of documents in relation to the local level transport context specific to Sorell, including plans, policies and background studies detailed in Table 2.

Table 2 Local level transport context specific Sorell LGA

Plan, policy or strategy	Summary
<i>Community Strategic</i> <i>Plan 2019-2029</i> (CSP) (Sorell Council, 2019)	The CSP is a 10-year plan that provides strategic planning guidance to inform actions and initiatives of the Sorell Council, as well as the community, Government stakeholders and other non-Government stakeholders within the Sorell LGA. The plan is based on four objectives:
	1. To facilitate regional growth
	2. Responsible stewardship and a sustainable organisation
	3. To ensure a liveable and inclusive community
	4. Increased community confidence in council
	Key performance measures included as part of the Annual Plan and budget set out how the Strategic Plan will be operationalised by the organisation. This provides the community with an opportunity to see how Sorell Council is delivering its strategic objectives.
	The CSP outlined several key deliverables regarding the provision of necessary infrastructure and management of assets. Objective 3 specifically refers to the development and implementation of a social infrastructure and inclusiveness strategy.
Annual Report 2023/2024 (Sorell Council, 2023)	The <i>Annual Report</i> outlines and summarises the key objectives, strategies and initiatives undertaken by Sorell Council for the 2022-2023 financial year. Projects and improvements of note include:
	 Completion of the South East Stadium in Sorell township – a highly utilised facility with opportunities for sports, recreation and community use for the south east region
	 South East Emergency Services Hub completion – an increased focus on Police, Fire and SES services for the region located in Sorell township
	 Key sections of the South East Transport Solution completed – the Sorell Southern Bypass and the Midway Point Highway upgrade resulting in a positive impact on traffic flow
	 Beach access improvements
	 Sorell School redevelopment in progress
	 The projects aim to facilitate a vibrant, sustainable and liveable South East Region through a range of social infrastructure projects to meet the needs of the growing population
	Some of the summary of key findings related to transport for the 2022-2023 financial year are as follows:
	 The Sorell Southern Bypass and the Tasman Highway through Midway Point upgrade were completed which was also revealed to have a positive impact on the density of traffic flow and the travel time was, travel time, and in peak hour traffic.
	 The redevelopment project at Sorell School is still on-going with the construction of Stage 2 already commenced. This development will encourage the students to participate more in pedestrian mobility and bike riding.
Sorell Open Space Strategy (ERA Planning and Environment, 2020)	This strategy was prepared by ERA Planning for Sorell Council to provide a comprehensive strategy for the provision of open space and recreation areas for the Sorell LGA, and to help promote health and wellbeing and improved liveability for its residents. The Sorell LGA has undergone considerable change in the past 15 years and is projected to experience the second fastest growth rate in the state.

Plan, policy or strategy	Summary
	The key challenge identified in the plan was the distribution, access and maintenance of existing public open space areas in the settlements, localised to certain areas. There was a broad appreciation of the natural values and coastal bushland character of the region, and an understanding of the needs of the growing population, particularly in the townships of Midway Point and Sorell.
	Certain benchmarks of the provision of open space should be met, including the variety of open space types and the distances between residential areas and open spaces. These have been informed by the Heart Foundation's <i>Healthy by Design, A guide to planning and designing environments for active living in Tasmania.</i> The distances are as follows:
	 300m to open space for recreation (suburban pocket parks).
	 400m to open space for social/family recreation.
	 800m to district-wide access ways and trails; and
	– 1000m to sporting facilities.
	The strategy determined that there is a need for improvement for the existing facilities in Sorell. There are minimal local suburban parks, and there is a lack of open spaces and walkways to connect along the street networks. This discourages residents from walking, wheeling or riding and to become much more reliant to private vehicles to access open space areas.
	The strategy identifies Sorell LGA as a growing community with changing open space and recreational needs. An audit of existing open space made clear the value of natural areas and coastal bushland in the area, however it expects the provision of built infrastructure to support its growing population.
Sorell Township Urban Master Plan 2015 Update (Aurecon, 2015)	In 2015 Sorell Council reviewed the 2009 Sorell Township Master Plan in partnership with Aurecon. The Master Plan will continue to guide the strategic development of the townships and provide a framework for urban planning, design, infrastructure, funding, development and investment in Sorell township over the next 20 years.
	As per the 2009 Master Plan, the perceived deficiencies include the lack of transport facilities in and out of the Sorell Council, traffic congestion and parking access in the town centre. It was also noted that there is a lack of urban design consistency and quality, as well as the poor main street environment and the lack of community facilities.
	Key issues originally identified in 2009 remain valid in 2015 and include:
	 Impacts of regional roads through Sorell township and the wider council area
	 Role of the Sorell Town Centre
	 Access within and through town – pedestrian, bicycle & vehicle
	 Environmental & Natural Values
	 Employment and Industrial Development
	The key actions for the Master Plan in 2015 include but not limited to:
	 Deliver the walking, wheeling and riding networks over Sorell Council as part of the new residential land development plan, which includes the phasing plan and budgeting for implementation
	- Ensure a walkable town centre with aesthetically pleasing and green open space areas
Land Improvement Asset Management Plan 2019/20 (Sorell Council, 2020)	The Land Improvement Asset Management Plan aims to improve Sorell Council's long-term strategic management of its land improvement assets to cater for the community's required levels of service in the future. The plan notes the forecast growth of the Sorell LGA over the next 25 years is more than 3.6 times the state average. As a result of this growth, Council's services are in high demand along with requests for new facilities, infrastructure, and recreational spaces.
	Key strategies include but not limited to the following:
	 Parks to be maintained in a safe condition through inspection program.
	 Achieving better community facilities in the parks, reserves, and pathways
	 Achieving better pathways and networks
Primrose Sands Report – Communities for Walkability (Menzies, 2022)	The Primrose Sands Report is a Communities for Walkability project that contains the walkability assessments and strategy in Primrose Sands, Tasmania. The location is known as a vacation destination and is currently in growing population. The report aims to assess and determine the factors of walkability in Primrose Sands.
	I ne assessment was divided into three phases:
	- Spatial walkability assessment

Plan, policy or strategy	Summary
	 Audits of the town's walkability using a town wide assessment tool, policy and program assessment tool and street segment walkability audits
	 Community workshops
	The key findings of this report were as follows:
	 Based on the spatial walkability assessment, Primrose was found to have low walkability rating in comparison with the other 91 rural towns across Tasmania.
	 Based on the audits of the town, it was found that there are limited sport and recreational facilities to make the people engaged in walking and wheeling but there are excellent to good facilities located at the Community Centre. There were no town programs policies related to physical and health-related activities that might help encourage the people to walk more.
	 Based on the community workshop, the natural areas are key assets that support walkability, but the residents heavily rely on the roads to access these spaces. The road network is considered as dangerous due to road conditions such as narrow roads, lack of pedestrian safety measures, and traffic speed.
	The three key strategies to improve the walkability of Primrose Sands were as follows:
	Pedestrian safety – residents felt that it was dangerous to walk around the town since paved footpaths were very limited and the roads are narrow, which is most likely to cause accidents especially when enhanced by high level of traffic. A potential solution was to improve roads using calming measures, speed limits, signages and adequate road buffers to increase pedestrian safety.
	Footpaths and trails – residents felt that there was a need to add and improve the footpaths and trails across the town. Developing a series of connected paths across Primrose Sands was suggested to increase the walkability if the residents.
	Planning community infrastructure – residents felt that there was a need for strong communication among the community, Council and stakeholders.
Sorell Cultural Precinct Master Plan Land Assessment Report (Inspiring Place, 2017)	Sorell Council own land adjoining the Council offices in Sorell township. The property has been identified by several community groups and Sorell Council for the potential development of a community cultural and social precinct for the southeast region. The Sorell Cultural Precinct Master Plan investigates the potential of the site, background research and community consultation to deliver a revised concept and plan.
	The proposed precinct would highlight the existing state heritage listed Sorell Railway Carriage Shed but cause relocation of the Men's Shed and Lions Club.
	The purpose of the precinct was due to Tasmanian Visitor Survey (TVS) results showing limited numbers of people stopping or staying in Sorell LGA compared to surrounding areas. The survey highlighted the potential of a proposed community cultural precinct that would appeal to visitors.
South East Region Development Association (SERDA) Economic Infrastructure Update	KPMG worked with the SERDA group of Councils (Sorell, Tasman, Glamorgan-Spring Bay and Clarence) to update the 2015 Economic Infrastructure Study. Since the original plan, key industry sectors have advanced and infrastructure enabler gains have been made in many areas, notably in roads and transport, supply of residential and commercial land and in community infrastructure.
(KPMG, 2020)	It was noted that Sorell LGA's population grew at more than double the rate of other SERDA councils and an additional 800 approved lots will continue to drive population growth. Challenges include:
	 Congestion around Midway Point and the Tasman Bridge
	 Access and affordability of public transport in more remote areas.
	 Inadequate smaller water/sewerage schemes not included in initial transfer orders to TasWater, which struggle under the additional visitor demands.
	 The need to educate and employ more residents in the region to improve job containment and reduce traffic movements to schools and businesses outside of the region.
	Additionally, the study noted that the <i>Southern Tasmanian Regional Land Use Strategy</i> presents a particular challenge for Sorell township, with no light industrial land available for industry and local jobs and limited residential land supply in the medium term.
	The study identified new or expanded social services in planning or advancement in southeast since 2015, including:
	 Sorell High School extension to Years 11-12 and overall school redevelopment
	 Emergency Services Hub in Sorell township
	 Childcare and early learning in Sorell township

Plan, policy or strategy	Summary				
	 Sorell Trade Training Centre operating at almost maximum capacity. 				
	 This reflects a shift from 2015, which had a heavier emphasis on roads and transport and is reflective of a region that is potentially maturing and needing to respond to increasing families and retirees. 				
	SERDA also discusses the transport and urban-related findings as follows:				
	There are foreseeable jobs in the southeast that will encourage people from the outside the region and across Hobart CBD to travel into the southeast.				
	The availability of affordable residential lands in Sorell Council is contributing to the road and traffic challenges.				
	Similar to the Kingston "park and ride" solution, the south east region is favoured to apply this kind of solution also since the overall road and transport strategy is heavily reliant to public transport. There is also a shift on strategy to cater more pedestrian mobility which includes walking, wheeling and riding.				
Pembroke Park Master Plan (Leisure Planners, 2016)	Pembroke Park is the premier sub-regional sport and recreation venue on the western edge of Sorell township. The park is currently used by multiple football clubs, cricket clubs, netball club, girl guides, and horse-riding club. Council received funding in 2014 for improvements to the park including amenities buildings, lighting, landscaping and parking. Further developments to Pembroke Park facilities will encourage sport use from the existing and future growing population and meet a wider range of resident's needs.				
	The assessment of potential participation trends, demographic influences and the current focus and location of existing facilities indicates growth is expected to continue amongst the young population profile in Sorell LGA. Sport and open space offerings need to also target an older demographic, as the existing population ages in place.				
	While there are well-supported junior development programs, the ageing population trend and changing community expectations for access to public open space will see growing interest in providing a well-connected path/trail network encompassing Sorell township and the Orielton Lagoon Trail, as well as connections to major community facilities.				
Sorell Streetscape Plan (Inspiring Pace, 2014)	The Sorell Streetscape Plan outlines a vision for transforming the town into a sustainable and vibrant community. It identifies a range of projects, both visionary and immediate, necessary for achieving this goal. By focusing on small, achievable wins alongside larger, long-term initiatives, the plan aims to inspire enthusiasm and continuous investment. Grounded in strong planning principles, its implementation promises to make Sorell a safe, healthy, and dynamic place to live, work, and play, with a strategically planned and well-maintained town centre at its heart.				

3. Background Review

This section provides an overview of the current community profile as per ABS 2021 Census data for Sorell LGA as well as the projected population information from the Tasmanian Government and social housing and rental stress which come from the PHIDU Social Health Atlases. This data will allow the needs to be understood and barriers to the existing active transport network identified.

Figure 5 shows the Sorell population characteristics as well as information about the work and economy in the area.

Population characteristics



Figure 5 – Sorell Population Characteristics and Information on Work and Economy Data Source – ABS 2021 Census data for Sorell LGA, PHIDU Social Health Atlases

Figure 6 displays Sorell information on family, education, and community.

Family and dwelling characteristics



Household type







Education and qualifications

Have completed Year 12 or equivalent		Have complet Bachelor's de	ted a egree	Have completed a Certificate level (total)	
Sorell	42.5%	Sorell	20.1%	Sorell	53.0%
Tasmania	47.1%	Tasmania	26.5%	Tasmania	41.8%

Community and wellbeing

53.5%

reported having no long-term health conditions in the 2021 Census. Of those who reported long-term health conditions, the most common where:



Score of 8 within Tasmania and 5 within Australia

in terms of their relative socio-economic advantage and disadvantage (IRSAD). This indicates a moderate to high level of advantage in Tasmania and moderate level of disadvantage when compared to the rest of Australia.

Volunteered	
Sorell	15.5%
Tasmania	18.0%

Figure 6 – Sorell Information on Family, Education, and Community Data Source – ABS 2021 Census data for Sorell LGA, PHIDU Social Health Atlases

Figure 7 presents a breakdown of population features including population size, language diversity and employment rates for various population centres within the Sorell LGA.

Sore	II
6883	 3,180 persons 151 persons or 4.7% identified as Aboriginal or Torres Strait Islander
Coo	 10.9% born overseas 6.4% speak another language
	 24.7% of people are aged over 65 years 4.2% of people require assistance with core activities Top industry of employment was health care and social assistance Unemployment rate of 5.0% in 2021 Median household income of \$1,284 p/w 68.7% owned their own home (fully or with a mortgage) while 28.7% rented 12.9% of people volunteered IRSAD score of 6 within the state and 3 within Australia

foo	 11.3% born overseas 2.8% speak another language
	 25.6% of people are aged over 65 years 3.7% of people require assistance with core activities Top industry of employment was health care and social assistance Unemployment rate of 10.1% in 2021 Median household income of \$922 p/w 77.0% owned their own home (fully or with a mortgage) while 17.1% rented 14.3% of people volunteered IRSAD score of 2 within the state and 1 within Australia

Midw	ay Point
888 1911	 3,384 persons 136 persons or 4.0% identified as Aboriginal or Torres Strait Islander
(Jog	 12.8% born overseas 5.3% speak another language
	 18.6% of people are aged over 65 years 3.4% of people require assistance with core activities Top industry of employment was health care and social assistance Unemployment rate of 4.3% in 2021 Median household income of \$1,508 p/w 74.0% owned their own home (fully or with a mortgage) while 24.1% rented 13.5% of people volunteered IRSAD score of 7 within the state and 4 within Australia

Dodg	jes Ferry - Lewisham
8883	 5,219 persons 274 persons or 5.3% identified as Aboriginal or Torres Strait Islander
(Coo	 8.4% born overseas 2.6% speak another language
	 17.1% of people are aged over 65 years 2.6% of people require assistance with core activities Top industry of employment was construction Unemployment rate of 4.1% in 2021 Median household income of \$1,449 p/w 82.5% owned their own home (fully or with a mortgage) while 15.3% rented 15.6% of people volunteered IRSAD score of 7 within the state and 5 within Australia

Duna	lley
888 8	 304 persons 32 persons or 10.5% identified as Aboriginal or Torres Strait Islander
Rogo	 8.2% born overseas 5.3% speak another language
	 25.7% of people are aged over 65 years 4.3% of people require assistance with core activities Top industry of employment was agriculture, forestry and fishing Unemployment rate of 8.9% in 2021 Median household income of \$1,271 p/w 80.2% owned their own home (fully or with a mortgage) while 12.1% rented 18.6% of people volunteered IRSAD score of 4 within the state and 2 within Australia

Figure 7 – Breakdown of Population Characteristics within Sorell LGA Data Source – ABS 2021 Census data for Sorell LGA, PHIDU Social Health Atlases

3.1 Journey to Work

The Journey to Work data for the Sorell LGA is displayed in Figure 8 and excludes data for residents who worked from home or did not work.



Figure 8 – Sorell LGA Residents' Journey to Work by Mode of Transport Data Source – ABS, Census of Population and Housing, 2021

The data in Figure 8 indicates that:

- Most Sorell residents (74%) travel to work in private vehicles as drivers or passengers.
- A small amount (1.7% percent) utilise public transport.
- Approximately 1.6% of workers walk to and from their places of employment.

3.2 Potential Future Community Profile

3.2.1 Population Growth

The projected population of Sorell LGA between 2022 and 2042 is shown in Figure 9 and Figure 10.

The population of Sorell LGA is expected to grow by 32.6% (5,458 people) over the next 20 years, reaching an estimated population of 22,191 by 2042.

Sorell LGA has been earmarked for potential growth within Southern Tasmania, with Sorell Township specifically identified as a Greenfield Development Precinct for residential growth (see Section 2.1). Between 2022 and 2027, Sorell LGA is expected to grow by 7.5%, which is higher than that of Tasmania which is expected to increase by 2.7% during the same period. This forecast is expected to remain consistent to 2042 with the population growth rate of Sorell consistently sitting higher than that of Tasmania, indicating above average population growth.



Figure 9 – Population Projections, Sorell LGA, 2027 – 2042 Source: (Tasmanian Government, 2023)



Figure 10 – Population Growth Rate, Sorell LGA and Tasmania 2022 – 2042 Source: (Tasmanian Government, 2023)

It is important to understand the age profile of Sorell LGA to predict demand trends for different types of social infrastructure and programs which cater to particular groups of the population (i.e., childcare facilities vs aged care facilities). This will help inform recommendations for specific active transport needs and preferences to suit the demographic shifts.

The age profile of Sorell LGA is expected to remain relatively consistent over the next 20 years. However, during that time, it is expected that there will be an increase in the proportion of senior (75-84 years) and elderly (85+ years) age cohorts as illustrated in Figure 11. This is consistent with the broader trends anticipated for Tasmania.

Service age groups		2027	2032	2037	2042
Babies and pre-schoolers (0-4)	5.4%	5.1%	5.0%	4.9%	
Primary schoolers (5-11)	7.7%	7.3%	6.9%	6.7%	
Secondary schoolers (12-17)	6.7%	6.3%	5.9%	5.7%	
Tertiary education and young workforce (18-24)	6.7%	6.9%	6.5%	6.1%	
Young workforce (25-34)	10.9%	10.7%	11.0%	10.9%	
Career and home building (35-49)	19.2%	19.4%	18.5%	17.7%	
Senior workforce (50-64)	20.1%	19.2%	19.5%	20.5%	
Retirees (65-74)	13.5%	13.8%	13.3%	12.9%	
Seniors (75-84)	7.6%	8.7%	9.5%	10.0%	
Elderly (85+)		2.2%	2.9%	3.9%	4.6%

Figure 11 – Sorell Service Age Group Projections 2027 – 2042

Source: (Tasmanian Government, 2023)

3.2.2 Existing Active Transport Networks

The existing active transport in Sorell LGA as per the data provided by Sorell Council is shown in Figure 12 to Figure 16.



Figure 12 – Existing Active Transport Network within Sorell and Midway Point



Figure 13 – Existing Active Transport Network within Dodges Ferry and Carlton



Figure 14 – Existing Active Transport Network within Lewisham



Figure 15 – Existing Active Transport Network within Primrose Sands



Figure 16 – Existing Active Transport Network within Dunalley

4. Stakeholder Engagement

A number of stakeholder engagement tasks have been undertaken to support the development of the ATS, as follows:

- Online survey
- Community workshops
- Young engagement feedback session
- Network planning workshop with Sorell Council

Based on the community engagement activities, stakeholder consultation and literature reviews, several key themes emerged regarding factors influencing walking, wheeling and riding in the Sorell region. The themes are outlined below:

- Walking and wheeling infrastructure such as footpaths were not found to be present in a connected network in many of the smaller townships or settlements in the Sorell LGA.
- Poor condition of existing active transport infrastructure such as footpaths and unsafe crossings.
- A high proportion of car dependency with 96.1% of households owning at least one motor vehicle.
- A lack of bike paths within the Sorell LGA, with most town centres having little to no bike paths.
- Bike paths in Sorell township do not provide connectivity to other population centres and settlements.
- Poor connectivity between existing active transport infrastructure, with some areas having no footpaths for people walking, wheeling and riding.
- Accessibility and connectivity in the Sorell LGA for those with varying accessibility needs is poor or not present.
- Lack of bicycle parking facilities within the Sorell township.
- Poor attitudes and consideration of people riding by drivers are found to be present within the community, as
 roads are considered to be primarily a place for private vehicles.

4.1 Key Findings from Online Survey

4.1.1 Riding / Scooting

The following themes were captured from the survey data in relation to 'Riding / scooting' including, but not limited to:

- Riding infrastructure improvements: Participants expressed that they do not feel safe to cycle or scoot at Primrose Sands, Lewisham and Dodges Ferry where there were suggestions to improve the roads to be safer. Suggestions were made to expand the cycleways and develop more accessible paths/trails to encourage more riders to cycle. This feedback emphasised the importance of investing in better bicycle infrastructure to encourage people in riding/scooting activities.
- Safety and secure bike storage: Participants raised the need for the secure bike storage which includes also bike parking, since most of the rides were short trips.

4.1.2 Walking / Wheeling

The following themes were captured from the survey data in relation to 'Walking / Wheeling' including, but not limited to:

- Enhancing and upgrading of walkways: Participants highlighted the importance of expanding and improving the footpaths to cater to people walking or wheeling, especially those facing mobility difficulties. Further suggestions included provision of sealed footpaths instead of gravel footpaths and introducing shoulders or sidewalks for the residents to feel safe when walking and wheeling.
- Enhancing pedestrian crossings: Participants raised concerns about danger at intersections, due to high traffic speeds. Suggestions were made to reduce risk posed by vehicle speeds through providing road calming devices and speed limit signage.

4.2 Key Findings from Community Workshops

4.2.1 Riding / Scooting

The following themes were captured during the mapping exercise in relation to riding network in Sorell LGA:

- Bicycle infrastructure improvements: Participants expressed concerns about the lack of designated bike lanes within the region especially within Sorell township as there appears to be high scooting activity amongst youth population to access schools, parks, and other recreational centres in the area.
- Improving bicycle connections between townships and population centres: Participants emphasised the
 need for designated bike lanes connecting different population centres and safer riding conditions in the
 region. It was also noted from the youth engagement that young people felt isolated and trapped without a
 car. The feedback emphasised the importance of investing in riding infrastructure to make facilities and
 services easily accessible, enhance safety and encourage more riding.

4.2.2 Walking / Wheeling

The following themes were captured during the mapping exercise in relation to the walking and wheeling network in Sorell LGA:

- Improved pedestrian safety and crossings: Participants expressed the need for safer access to schools, parks, and other recreational centres. Additionally, suggestions were made for safe pedestrian crossing points across Cole Street and Gordon Street in Sorell as well as to ensure people walking and wheeling safety, especially given there appears to be more people walking and wheeling activity in the area. The participants also recommended reducing posted speed limit along roads such as Old Forcett Road and Lewisham Road which currently have people walking, wheeling and riding traversing alongside motor vehicles.
- Expanding and upgrading footpaths and shared paths: Participants emphasised the need to expand and enhance footpaths and shared paths to accommodate people walking or wheeling, including those with mobility challenges. Participants called for footpaths to be introduced on both sides of streets if possible and advocated for shared paths connecting townships, parks, and schools, making walking, wheeling a safe and convenient mode of transport in Sorell.
- Expanding walking and wheeling tracks / shared paths connecting population centres: Participants generally expressed interest in having tracks / shared paths along the coastal side as opposed to highways and main roads to access the different population centres and have a more pleasant and enjoyable walking and wheeling / riding experience.

4.2.3 Other

Other themes captured during the mapping exercise included:

- Shared active transport bridge connection: Several participants proposed an active transport bridge linking Carlton and Primrose Sands as an alternative to utilising the current Carlton River Road (C334) route to save travel time and have an overall pleasant and enjoyable walking and wheeling / riding experience.
- Improving visitor experience in Sorell: The community expressed a strong interest in enhancing the experience of visitors entering the Sorell LGA. They emphasised that improving access to existing open spaces and beaches would significantly enhance visitor satisfaction and contribute to the area's growth.

4.3 Online Survey

A total of 202 respondents completed the online survey, providing valuable insights about the perspectives of Sorell LGA and how they move around. Figure 17 and Figure 18 outlines the demographic composition of respondents and summarise the community feedback. It's important to note that the demographics of those surveyed may not mirror the overall demographic profile of the community.



Figure 17 – Survey Results – Demographics



Health

Of those who answered if they have any health-related conditions, the most common were:



Figure 18 – Survey Results – Additional Demographics

During the survey, community members were invited to offer feedback regarding the types and frequency of riding, walking and wheeling trips they typically undertake within the Sorell LGA. The responses from the community are detailed in Table 3 and Table 4.

Response Options	Response Rate					
Cycle/scoot	Daily	Weekly	Monthly	Yearly	Seasonal	Never
Fitness/leisure	7%	26%	10%	4%	7%	45%
Visit parks/cycleways	5%	20%	11%	4%	10%	51%
Local shops	4%	21%	7%	3%	9%	56%
cycle/scoot to cafes, restaurants, bars or entertainment	2%	14%	7%	3%	10%	64%
With friends/family/children to places nearby	3%	19%	10%	4%	9%	55%
Work	2%	4%	1%	2%	1%	90%
Visit family/friends	3%	12%	8%	1%	7%	70%
Shopping centres	2%	10%	5%	1%	5%	78%
School/training centre	1%	3%	2%	1%	4%	89%
Childcare	0%	1%	1%	1%	1%	97%

Table 3Riding trip types and frequency

Table 3 indicates the significant number of respondents to their frequency of using riding/scooting as their active transport given the following activities.

Across all activities, it was found that:

Most of the respondents were not into riding/scooting as the results of the survey revealed that cycling/scooting to childcare (97%) and going to work (90%) are the least common reasons for riding/scooting.

Meanwhile, riding/scooting every week has the second highest frequency for all activities; with fitness/leisure (26%), visiting local shops (21%), and visiting parks / bike paths (20%), are the most common reasons for this riding.

Response Options	Response Rate						
Walk	Daily	Weekly	Monthly	Yearly	Seasonal	Never	
Fitness/leisure	64%	30%	2%	0%	2%	2%	
Local shops	12%	34%	13%	3%	9%	30%	
Cafes/bars/restaurants	5%	23%	16%	1%	13%	42%	
Work	2%	5%	1%	1%	2%	89%	
Visit family/friends	3%	4%	2%	1%	2%	88%	
With friends/family/children to places nearby	4%	15%	10%	0%	8%	63%	
Childcare	5%	22%	22%	2%	10%	39%	
Parks/playgrounds/nature reserves	13%	28%	18%	2%	11%	28%	

Table 4	Walking,	wheeling	trip types	and frequency

Table 4 indicates the types of walking, wheeling and the frequency with which they were undertaken by the respondents. Across all activities, it was found that:

- It was noted that majority of the respondents (64%) preferred walking and wheeling daily for both fitness and leisure activities.
- The survey also revealed that most of the respondents however, did not opt for walking when commuting to work (89%) or visiting family/friends (63%).

In the survey, community members were asked regarding their reasons for riding they typically undertake within the Sorell LGA. The responses from the community are detailed in Table 5.

Table 5 Preferred riding/scooting trip types

Response Options	Response Rate
Ride/scoot for fitness and leisure	15%
Ride/scoot to visit parks/cycleways	15%
Ride/scoot to the local shops	13%
Ride/scoot to visit cafes, restaurants, bars, or for entertainment	11%
Ride/scoot with friends to places nearby	10%
Ride/scoot with family and kids to places nearby	10%
Ride/scoot to work	4%
Ride/scoot to visit family/friends	8%
Ride/scoot to major shopping centres and precincts	6%
Ride/scoot to school/training centre	4%
Ride/scoot to childcare	2%
Ride/scoot to beach	1%

The results of the survey showed that majority of the people preferred riding or scooting to visit parks/bike paths (15%) and for fitness/leisure (15%).

This was followed by people riding to local shops (13%) and visiting cafes/restaurants/bars (11%).

Table 6 highlights the reasons survey respondents cited for not engaging in riding or scooting, with respondents having the ability to choose multiple options.

Table 6	Factors influencing non-participation in cycling/sco	oting activities
Tuble 0	ruotors innuchong non paraopation in cycling/see	oung dournes

Response Options	Response Rate
It is dangerous to ride on the road	25%
Lack of safe crossings	15%
Lack of secure storage	10%
I don't have a bicycle/scooter	5%
I'm not in the habit of riding	6%
I don't know where there are good places to ride	3%
I am not confident enough to ride	3%
I would ride more if I had someone to ride with	2%
Nobody else rides	2%
I need to take my family places and can't do that on a bike/ scooter	7%
I can't take my kids	3%
My workplace doesn't have facilities for bike riders	1%
I am not fit enough	3%
I am not interested	4%
My health does not permit riding/scooting	2%
E-bikes are too expensive	3%
Distance and time	7%

The results of the survey show the following most common reasons for not riding/scooting,

- It is dangerous to ride on the road (25%)
- Lack of safe crossings (15%)
- Lack of secure storage (10%)

The feedback indicates that improving the roads/trails and facilities for the riders may encourage more into riding/scooting.

Table 7 outlines the reasons for walking and wheeling that the survey respondents provided to which the respondents being able to select multiple options.

 Table 7
 Preferred walking, wheeling trip types

Response Options	Response Rate
Walk, wheel for fitness and leisure	21%
Walk, wheel to visit parks/cycleways	14%
Walk, wheel to the local shops	14%
Walk, wheel to visit cafes, restaurants, bars, or for entertainment	12%
Walk, wheel with friends to places nearby	12%
Walk, wheel with family and kids to places nearby	0%
Walk, wheel to work	3%
Walk, wheel to visit family/friends	13%

Response Options	Response Rate
Walk, wheel to major shopping centres and precincts	7%
Walk, wheel to school/training centre	3%
Walk, wheel to childcare	1%

The results of the survey show the following reasons for walking and wheeling,

- For fitness/leisure (21%)
- To visit parks/cycleways (14%)
- To visit local shops (14%).

Table 8 shows the reasons the survey respondents provided for not walking or wheeling. The respondents were able to select multiple options in this instance.

 Table 8
 Factors influencing non-participation in walking, wheeling activities

Response Options	Response Rate
Need to carry things	12%
Weather	10%
A lack of safe walkways	24%
A lack of safe crossings	14%
Not pram friendly	6%
Would if someone to walk with	1%
Nobody else walks	1%
Personal safety	7%
I don't enjoy walking	0%
Traffic safety and fast-moving traffic	12%
Need to take family	4%
Lack of route information/wayfinding	2%
Health issue	2%
No showers/change room/lockers	1%
Not fit enough	1%
Not interested	0%
Lack of wayfinding	2%

The results of the survey show the following common reasons for not walking, wheeling:

- Lack of safe walkways (24%)
- Lack of safe crossings (14%)
- Traffic safety and fast-moving traffic (12%).

This feedback indicates that there is a need for improvement of footpaths and safer crossings for people walking and wheeling to increase the viability of walking as an option for more trips.

The respondents were also asked to provide their insights and recommendations that will encourage more users to walk and ride, which are detailed in Table 9.

Table 9

Factors encouraging walking, wheeling and riding participation

Response Options	Response Rate
Better/more walkways	15%
Better/safe crossings	10%
More secure storage for bikes and e-bikes	5%
Provide a shared bike service	2%
Incentives	1%
Lighting	4%
Reduce speed of traffic	5%
More information about paths and trails	5%
Shade/Seating	7%
Green spaces	8%
Better public transport links	7%
Street cleanliness	3%
Better amenities (toilets, bubblers)	6%
Promote health benefits	2%
I walk enough	1%
Accessibility	2%
Street/path beautification	6%
Cafes, bars, restaurants, etc	4%
More pet friendly areas	4%
Better parking	1%

The results of the survey show that the following factors will encourage people walking as an option for more trips,

- Better/more walkways (15%)
- Better/safe crossings (10%)
- Green spaces (8%)

4.4 Community Workshops

Two community workshops were undertaken in February and March 2024 at the Sorell Council office. The workshops consisted of a presentation where GHD and Sorell Council staff delivered insight into what Active Transport is and details about the project.

As part of the workshops, the following activities were undertaken:

- A collaborative activity was undertaken utilising maps of the Sorell LGA. The activity had two components. Component one of the workshops focused on identifying key origins and destinations as well as preferred bike routes. The participants were asked to mark out their most important trip undertaken. Daily, weekly, and monthly trips were marked in three separate colours. The participants were also asked to mark their preferred bike paths.
- The second component of the workshop focused on the walking, wheeling network. The same group of
 participants were asked to mark existing unsafe crossing locations as well as preferred crossing points and
 footpaths.

The attendees were split into two groups to undertake the activity. Each of the comments posted on each of the maps during the activity constituted as a submission. After the activity, the group convened to address any

remaining feedback they might have. A snapshot from the community workshop activity is shown in Figure 19.



Figure 19 – Community Workshop Activity

5. Gap Analysis

Gaps in the walking, wheeling and riding network were identified through a combination of:

- Stakeholder consultation with Sorell Council
- Feedback from the community consultation
- Maps provided by Sorell Council
- Key destinations, including schools and recreational centres.

Table 10 shows gap analysis findings within Sorell LGA.

Table 10 Gap analysis on walking and biking network within Sorell LGA

Settlement	Gap Analysis Findings
General	 Lack of walking, wheeling infrastructure such as footpaths with most existing infrastructure in poor condition especially in settlements other than Sorell
	- Lack of bicycle infrastructure with most settlements other than Sorell having little to no bike paths
	 Lack of connectivity between existing active travel infrastructure, with some areas having little to no dedicated infrastructure for people walking, wheeling and riding
	 Unsafe conditions for people walking, wheeling and riding having to share road space with private vehicles on high-speed roads as well as narrow footpaths for people walking, wheeling and riding to share
	 Discrepancy between the availability and convenience of designated crossing points and meeting actual needs and preferences of people walking or wheeling, which sometimes leads them to choose jaywalking instead
	 Lack of active transport infrastructure providing no incentive for residents to switch to active transport modes
	 Challenges posed by constructability constraints and land tenure in certain areas of the Sorell LGA, especially along the coastline, which may hinder the implementation of footpaths or shared paths
	 Increase in car dependency due to ageing population and lack of active transport infrastructure
	- Accessibility and connectivity in the region for those with a disability were poor or not present
	 Lack of bike storage opportunities for people riding making multi-modal trips
Sorell and Midway Point	 Discrepancy between the availability and convenience of designated crossing points and meeting actual needs and preferences of people walking or wheeling especially on Cole Street and Gordon Street, leading them to choose jaywalking instead
	 Existing shared paths in Sorell and Midway are not connected
	 High speeds of vehicles through areas of intense people walking and wheeling activity on Cole Street and Gordon Street is at odds with the place functions of this area.
	 Disjointed and unconnected shared paths
	 The placement of walking and wheeling infrastructure, like footpaths on Montagu Street and Arthur Street, does not adequately facilitate access to facilities and services, raising safety concerns for the users.
Other settlements	 Lack of walking, wheeling infrastructure leading to people walking and riding next to motorists on high- speed road conditions such as Arthur Highway and Old Forcett Road
(e.g.: Lewisham, Dodges Ferry, Carlton	 Lack of walking, wheeling and riding infrastructure connection to bus stops
	 Insufficient sight distance for people driving, walking, wheeling and riding at intersections and curves especially on roads such as Old Forcett Road
Primrose Sands,	 Lack of walking, wheeling and riding infrastructure to access other settlements such as Sorell with higher attractors leading to isolation especially for young people
Dunalley)	 Lack of walking, wheeling infrastructure such as footpaths not available in a connected network in many of the smaller population centres in the LGA such as Lewisham
6. Planning and Best Practice Standards for People Walking, Wheeling and Riding Facilities

6.1 Planning for People Walking / Wheeling

Walking and wheeling serve as a universally accessible mode of transport, with many journeys incorporating walking and wheeling alongside other modes, such as accessing public transport hubs or parking areas. Therefore, ensuring safe and convenient people walking and wheeling access is crucial in transport planning. People walking and wheeling infrastructure should not only meet standards and current user needs but also encourage walking and wheeling for both transport and leisure purposes, leading to healthier individuals, reduced reliance on private vehicles, and a more vibrant and economically diverse public realm. Lowering vehicle speeds encourages walkers, wheelers and riders, while maintaining higher speed may lead to safety issues¹. Evidence supports a reduction to 30km/h in areas of intense people walking and wheeling at 30km/h compared to 40km/h is half as likely to result in a fatality². This is also important to reduce noise and air pollution, which are other important factors in creating a walkable environment.

Walkable areas depend heavily on density. The denser the area then typically the greater opportunity to create a walkable environment. Sorell is a disparate area with settlements located multiple kilometres apart and developments are typically low-rise developments. There are some denser areas with concentrations of attractions, which are easier to improve walkability. Creating dense areas should be an aim for Sorell Council in its planning processes moving forwards to support walkability in existing and future developments.

6.2 Planning for People Riding

Bicycle riding is a highly efficient, environmentally benign form of transport. As with walking and wheeling, bicycle riders improve health in a wide variety of ways and contribute to an active environment at a human scale. Bicycle riders move around the public domain in various ways, largely depending on the trip purpose and rider characteristics. Using a bicycle should be for people of all ages and abilities. Simply painting markings on a road is not enough to encourage more riders and provide a safe environment, particularly for less experienced riders or vulnerable users to feel confident. Safe and protected cycle routes on corridors and at intersections are vital to accommodate the needs for all users.

The needs for people riding differs from people walking or wheeling in that the speed and distance which they travel means they identify more with a network, however, there must still be tie ins with key attractors and areas of activity to meet day-to-day access needs. Attention to bicycle riding facilities should not be confined to one or two "routes" or "links" in an area, as trip origins and destinations are diverse, and the first priority is to establish a strategic network that local routes can then feed in to. E-bikes are also rapidly increasing the uptake of bike usage, the distances and the frequency with which people are willing to ride.

To fully integrate bicycles into the transport system, a shift towards bicycle riding needs to be supported with dedicated infrastructure that separates people riding from people walking or wheeling and vehicles, with the exception of local, low speed routes where mixed traffic environments might be more appropriate. Providing a space where their intermediate speeds is accommodated enables bicycle riders to see that they are welcomed and catered for and caters for a wide range of riders, not just those who are fast and fearless. To create an optimal riding environment, key elements such as safety, connectivity, comfort, aesthetics, and directness must be incorporated effectively.

Best practice standards Table 11 and Table 12 show essential design aspects according to the best practice standards when considering walking, wheeling and riding activity.

¹ Guide to Road Design Part 6A: Paths for Walking and Cycling (austroads.com.au)

² <u>30please.org – We campaign for 30km/h to become the default speed limit on residential and urban streets in Australia.</u>

6.3 Best Practice Standards for Walking, Wheeling and Riding

Dect Drectice	Description
Standards	Description
Minimum footpath widths	As a guide, the desirable minimum width of a footpath that has a very low demand is 1.2 m with an absolute minimum of 1.0 m. These widths should be increased at locations where: 1. High pedestrian volumes are anticipated
	2. A footpath is adjacent to a traffic or parking lane
	3. A footpath is combined with bicycle facilities
	4. The footpath is to cater for people with disabilities
	Standards, References / Guides
	5. Austroads Guide to Road Design Part 6A 2021 – Paths for Walking and Cycling
Paths for walking, wheeling and riding maximum	Grades of footpaths and drop kerbs are important as they affect the usability and safety of people walking, wheeling and riding facilities. Long sections of steep footpaths can be difficult or impossible for mobility-impaired users to negotiate.
grades	Steep kerb ramps can also cause safety issues for mobility-impaired users. Users can become vulnerable to general traffic as they attempt to leave the carriageway and proceed up steep ramps.
	Standards, References / Guides
	1. Austroads Guide to Road Design Part 6A 2021
	2. AS 1428.1 – 2021
Speed management to improve active transport usage	Setting appropriate speed limits is vital for road safety, considering factors like road conditions, function, traffic volumes, and environmental impact. In Australia, many roads default to 100 km/h, but this may not be safe for undivided regional roads prone to head-on collisions, where higher proportions of crash deaths occur. Special speed limits, like those in school zones and high people walking and wheeling areas, mitigate risks to vulnerable road users.
	Lowering speed limits can promote greater use of active transport by fostering safer and more welcoming conditions for walkers, wheelers and riders. This decrease in speed diminishes the perceived dangers for those walking, wheeling and riding, thereby making these modes of transport more attractive for short journeys. Furthermore, infrastructure modifications associated with speed reduction, such as designated bike lanes and pedestrian crossings, further improve the safety and convenience of active transport, thereby encouraging its uptake.
	Across states, there's a shift towards lower speed limits in pedestrian-heavy zones, sometimes as low as 20-30 km/h. Infrastructure modifications, such as roundabouts and intersection platforms, help reduce speeds at conflict points, effectively curbing fatalities and serious injuries. This is particularly important around schools and the data shows that reducing speeds to 30km/h from 40km/h can cut deaths by 50% ³ .
	Standards, References/ Guides
	1. Austroads, 2020. Research Report AP-R611-20 Integrating Safe System and Movement and Place for Vulnerable Road Users
	 Austroads, AP-R560-18 Towards Safe System Infrastructure: A Compendium of Current Knowledge
	3. National Road Safety Strategy 2021-30 fact sheets Speed management through the Movement and Place approach

 Table 11
 Best practice standards for walking and wheeling

³ <u>30please.org – We campaign for 30km/h to become the default speed limit on residential and urban streets in Australia.</u>

Table 12 Best practice standards for pedestrian crossings

Best Practice Standards	Description
Pedestrian Refuges	Pedestrian refuges allow a safe point for people walking or wheeling to wait while crossing wide or busy roads. It is noted that many people do not feel safe when using refuges and should the funds be available, kerb extensions should be considered to reduce the width of the road at the crossing points rather than using refuges. It should be further noted that this is not an equitable solution where people with prams and in wheelchairs can feel particularly vulnerable.
	Figure 20 - Pedestrian Refuge Design Source: Austroads Guide to Road Design Part 4 2023 - Intersections and Crossings 1. AS 1158 2. Austroads Guide to Road Design Part 4 2023 - Intersections and Crossings
Raised Pedestrian (Wombat) Crossings	Wombat crossings are generally the same dimensions as flat top road humps (with people walking and wheeling priority provided with the use of 'zebra' style line markings). Wombat crossings provide priority to people walking or wheeling as well as acting as a traffic-calming measure. Wombat crossings can be used when the warrant for such a traffic control is met as required in AS 1742.10. As an alternative to warrants, if the people walking and wheeling flow per hour is expected to be equal to or greater than 20, where children and elderly or mobility impaired people walking or wheeling count as two people walking or wheeling, then the threshold for a raised crossing is met. They are suitable for civic places, destination high streets, local roads, residential areas and areas with high people walking and wheeling activity. They must also have adequate sight lines and used on roads with speeds of 50km/h or less.



Best Practice Standards	Description
	Figure 23 – Kerb ramps at Argyle Street / Liverpool Street intersection in Hobart, Tasmania
	Source – Google Maps
	 Austroads Guide to Road Design Part 4 2023 – Intersections and Crossings
Tactile Ground Surface Indicators (TGSI's)	<text></text>
	Figure 24 – Tactile Ground Surface Indicators Example (TGSI's)
	Standards, References / Guides
	1. AS1428.1 2021 - Design for access and mobility & Access

Table 13 below shows best practise standards for people riding.

Table 13 Best Practice Standards for people riding

Best Practice Standards	Description
Bicycle Path Typ	ology
Off-Road Separated Bike Path	Separation treatment involves full separation of the people riding to the people walking or wheeling or vehicles. This includes narrowing the parking and traffic lanes and relocating street furniture and widening of footpaths to have more space for separated paths. This treatment is suitable in areas of higher people walking and wheeling activity or where the fast movement of people riding is to be encouraged.
	Pedestrian Path Bicycle Path Bicycle Path Bicycle Path Figure 18 - Example of Separated Path Source: Planning and Designing for Bike Riding in Western Australia
	 Standards, References / Guides 1. City of Sydney Active Transport Survey 2021 2. Sydney's Cycling Future December 2013
Shared use paths	This kind of treatment is an off-road facility that tolerates both people riding and walking or wheeling in the use of the facility. This is not suitable for areas where there is a high number of bicycle riders and/or people walking and wheeling mobility, high riding speeds, narrow sections along the road, and the presence of numerous driveways and side streets along the roadway.
	<image/> <image/> <image/>
	1. Austroads Guide to Road Design – Part 6A: Paths for Walking and Cycling (Austroads, 2017)

Best Practice Standards

Description

On-Road Separated Bike Path

The treatment involves providing on-road bike paths with a physical buffer between moving traffic and people riding. Having a physical separation makes the route more attractive and safer for use of people of all ages and abilities. This is the gold standard for safe and equitable cycleway design and helps to address many of the environmental and social issues in our current transport system. On-road bike lanes without a physical buffer are not equitable or safe and will only attract fast and fearless riders, typically men. As such, they are typically not appropriate.



Figure 19 – Pitt Street On-street Separated Bike Path, NSW Source: Wikipedia

Standards, References / Guides

- 1. Cycling Aspects of Austroads Guides (Austroads, 2017)
- 2. Cycleway Design Toolbox, Transport for NSW 2020
- 3. TfNSW Road User Space Allocation Policy 2021

Best Practice Standards	Description
Quietway	A quietway is a high-quality 'mixed traffic' treatment, where bicycle riders travel on-road. The underlying principle of a quietway is to treat people riding as equal road users alongside motor vehicles. With the aid of features like very low traffic speeds (e.g., 30km/h or less), appropriate design elements, and visual indicators, drivers are prompted to slow down and discouraged from overtaking people riding or other vehicles. Quietways are best suited for residential streets with minimal traffic and limited heavy vehicles.
	Key design elements include:
	 Varied pavement textures and colours to heighten awareness and influence behaviour of all road users, incorporating green pavement to signal priority for people riding
	 Integration of median strips, where suitable, impeding motor vehicles from overtaking
	 Narrow traffic lanes crafted to decrease speed and discourage overtaking
	 Bicycle symbols painted on the road surface to indicate priority to people riding, ideally with accompanying sharrow markings
	 Traffic calming measures like flat-top speed humps, raised road platforms with gentle ramp gradients, and kerb blisters/extensions to narrow the roadway
	 Precedence at side streets and driveways through raised thresholds and continuous footpath treatments at quietway entry and exit points.
	Image Source - https://road.cc/content/news/193619-londons-first-cycling-quietway-officially-opens-greenwich-waterloo
	Standards, References / Guides 1. Transport for NSW Cycleway Design Toolbox, 2022

Description		
lths		
From the Austroads Guidelines, typical ranges of acceptable and desired minimum cycleway widths with respect to the road's operating speed. But in general, a 3m-wide cycleway is the preferred dimension for better mobility for bi-directional routes. However, as the number of the bicycle riders are expected and the gradient becomes steeper, this treatment is becoming less practical. Table 5.2 from Austroads Guide to Road Design – Part 6A: Paths for Walking and Cycling (Austroads, 2017) shows the acceptable ranges for bicycle path widths,		
Table 14 Bicycle paul widths		
	Suggested path width (m)	
	Local access path	Regional path
Desirable minimum width	2.5	3.0
Minimum width – typical maximum	$2.0^{(1)} - 3.0^{(2)}$	2.5 ⁽¹⁾ – 4.0 ⁽²⁾
Source - Table 5.2 from Austroads Guid	de to Road Design – Part 6A: Paths for V	Nalking and Cycling (Austroads, 2017)
(1) A lesser width should only be a	dopted where cyclist volumes and o	perational speeds will remain low.
(2) A greater width may be required	d where the number of cyclists is ve	ry high.
or longitudinal joint is 4 feet (1.2m) in bike lanes is a concern, a width or Standards, References / Guides 1. Austroads Guide to Road Desig 2. Cycleway Design Toolbox, Tran 3. Urban Bikeway Design Guide, I	, with a minimum width of 3 feet (0.9 of 5 foot (1.5m) bike lanes may be p gn – Part 6A: Paths for Walking and hsport for NSW 2020 National Association of City Transpo	Om). In cities where illegal parking referred. Cycling (Austroads, 2017) ortation Officials
marking		
This treatment enhances the visib road bicycles at junctions to reduce the second seco	Hity of the bicycle lanes by providing the conflicts between the bicycle of th	green-coloured pavement for on- users and vehicles.
	Description ths From the Austroads Guidelines, typ respect to the road's operating spe better mobility for bi-directional rou the gradient becomes steeper, this Table 5.2 from Austroads Guide to 2017) shows the acceptable range Table 14 Bicycle path widths Desirable minimum width Minimum width – typical maximum Source - Table 5.2 from Austroads Guid (1) A lesser width should only be a (2) A greater width may be required The NACTO (National Association width adjacent to the face of kerb is or longitudinal joint is 4 feet (1.2m) in bike lanes is a concern, a width Standards, References / Guides 1. Austroads Guide to Road Desig 2. Cycleway Design Toolbox, Trat 3. Urban Bikeway Design Guide, marking This treatment enhances the visib road bicycles at junctions to reduce	Description sts From the Austroads Guidelines, typical ranges of acceptable and desir respect to the road's operating speed. But in general, a 3m-wide cycle better mobility for bi-directional routes. However, as the number of the the gradient becomes steeper, this treatment is becoming less practice. Table 5.2 from Austroads Guide to Road Design – Part 6A: Paths for V. 2017) shows the acceptable ranges for bicycle path widths. Table 11 Bicycle path widths Desirable minimum width 2.5 Minimum width – typical maximum 2.0 ⁽¹⁾ – 3.0 ⁽²⁾ Source - Table 5.2 from Austroads Guide to Road Design – Part 6A: Paths for V. (1) A lesser width should only be adopted where cyclist volumes and c. (2) A greater width may be required where the number of cyclists is veree. The NACTO (National Association of City Transportation Officials) note width adjacent to the face of kerb is 6 feet (1.8m). The desirable ridable or longitudinal joint is 4 feet (1.2m), with a minimum width of 3 feet (0.5m) bike lanes may be pertoperated. 1. Austroads Guide to Road Design – Part 6A: Paths for Walking and 2. Cycleway Design Toolbox, Transport for NSW 2020 1. Urban Bikeway Design Guide, National Association of City Transpotation of the store of kerb is 6 feet (1.8m). The desirable ridable or longitudinal joint is 4 feet (1.2m), with a minimum width of 3 feet (0.5m) bike lanes may be pertoperate to the face of kerb is 6 feet (1.8m). The desirable ridable or longitudinal yoint is 4 feet (0.5m) bike lanes by providing the lanes be adopted where cyclist volumes and to cycleway Design Toolbox, Transport for NSW 2020 1. Storeat Bit Remanum ento

Best Practice Standards Description Bicycle Information pavement stencils This treatment is used to alert the people riding about changes in the road environment, often using a pavement stencil located roughly 5m ahead of the platform, signalling to people riding that there is a merging traffic before reaching it. Stencils This treatment is used to alert the people riding about changes in the road environment, often using a merging traffic before reaching it. Figure 21 - Example of Pavement Stencils for Bicycle Users Approaching Merging Traffic Source: Planning and Designing for Bike Riding in Western Australia



7. Strategic Goals

Strategic goals have been developed based on our understanding of the existing conditions, local documents, policies, engagement feedback and stakeholder workshops. The purpose of the strategic goals for the active transport strategy is to guide project identification and prioritisation, to guide projects to support livable and connected communities, to promote healthier lifestyles, reduce carbon emissions, and enhance accessibility for all members of the community. Seven strategic goals have been identified from this process:

- 1. Enhance connectivity to Sorell and between settlements including connectivity to the existing bike path on the Tasman Bridge towards Hobart to alleviate isolation concerns and increase transport options
- 2. Ensure footpaths on at least one side of every local road, prioritising safety and accessibility for people walking and wheeling
- 3. Prioritise people walking and wheeling safety around schools and daycare centres by implementing footpaths on both sides, pedestrian crossings, and speed reductions
- 4. Provide safe and secure bike storage facilities at schools, key attractions, high people walking and wheeling areas, and bus stops to encourage more people to take up riding
- Improve people walking and wheeling infrastructure in civic space areas with speed reductions, raised crossings, increased pedestrian phasing at signals and footpaths for people walking and wheeling on both sides
- 6. Fill in missing links for footpath networks to create continuous walking and wheeling paths and enhance walkability across the region
- 7. Future planning to consider a holistic approach of increasing density to support the creation of more walkable and rideable areas, as well as supporting the business case for further public transport investment

8. Proposed Active Transport Network Plans

8.1 **Proposed Priority Projects**

Priority projects have been identified based on the information gathered during the stakeholder consultation and in meetings with Sorell Council's project team. A recurring concern from the community was safety and the lack of or inadequate connectivity of active transport infrastructure between townships. Presently, only one shared path allows the movement of people riding between Midway Point and Sorell, as shown previously in Figure 12 and a number of roads do not have any facilities at all. The existing infrastructure is improving but is presently disjointed and does not connect directly into Sorell from the surrounding townships. There are also some unconnected sections of shared paths in Midway Point.

To address both safety concerns and connectivity issues, thereby fulfilling the strategic goal of enhancing connectivity and safety within Sorell and among other townships, 21 active transport routes have been proposed across the LGA, detailed in Table 15.

No.	Project	Project Detail
1.	Provision of a shared path from Sorell to Midway Point, connecting to the causeway (Main Road – Cole Street – Tasman Hwy – Shark Point Road – Penna Road – Penna Beach Street – Sweetwater Road – Sandpiper Drive – Midway Point Esplanade – Lake Vue Parade – Sorell Causeway)	 A shared path for people walking, wheeling and riding creating a loop between Midway Point, Sorell, and the existing shared path on the causeway. The proposed route connects the existing shared paths together in Midway Point, along the south side of Shark Point Road with a safe crossing location over Tasman Highway onto the old railway line, along Dubs and Co Drive to Sorell Rivulet and the north side of Arthur Highway and connecting back into the Causeway. Consideration should also be given to the changes to the causeway proposed by State Growth and a proposed outcome to include a separated bike path along the causeway. Tie ins are also required to Gordon Street and Cole Street from the proposed route with biodiversity sensitive lighting.
2.	Provision of shared path between Sorell and Dodges Ferry (Cole Street – Arthur Highway – Old Forcett Road – Carlton Beach Road / Carlton River Road intersection)	 A shared path for people walking, wheeling and riding connecting the proposed route along the Sorell Rivulet with a new route along Arthur Highway to the junction with Old Forcett Road, along Old Forcett Road into Dodges Ferry and the junction with Carlton Beach Road and Carlton River Road. Safe crossings for people walking, wheeling and riding should be provided at bus stop locations, particularly at the Gumnut Long Day Care Centre. Option for a short extension along Arthur Highway from the Old Forcett Road to Forcett and the bus stops to improve connectivity and accessibility. Noting that State Growth is in control of Arthur Highway.
3.	Provision of shared path between Dodges Ferry and Carlton loop (Carlton River Road – Carlton Beach Road)	 A shared path for people walking, wheeling and riding along Carlton River Road and Carlton Beach Road, creating a loop with Dodges Ferry and Carlton. Safe crossings are required at bus stops for people walking, wheeling and riding at Lagoon Park and Payeena Reserve, which are areas of high people walking and wheeling activity.
4.	Provision of shared path on Arthur Highway between Arthur Highway / Old Forcett Road intersection and Arthur Highway / Dransfield Road intersection	 Proposed extension of shared path along Arthur Highway down to Copping and the Dransfield intersection, with safe crossing locations for people walking, wheeling and riding at bus stop locations. It is noted that State Growth currently owns Arthur Highway. Sorell Council is recommended to advocate for State Growth to provide shared path along Arthur Highway.
5.	Active transport enhancements on Nugent Road, Delmore Road and Kellevie Road.	1. Proposed enhancements to improve the safety and connectivity for people walking, wheeling and riding including widening of shoulders, provision of stopover locations, pullovers, rest areas, seating, shelters and shade along these rural routes that connects to settlements with a lower population. Where possible, any low impact physical separation from vehicles such as verge or

Table 15Top 21 priority projects

No.	Project	Project Detail
		minor earthworks would improve safety outcomes where the speed differential is high.
6.	Provision of a shared path from Sorell to Orielton	1. Extension of proposed shared path from the junction with Shark Point Road on the east side of the Tasman Highway to Orielton to improve connectivity between the two townships for walkers, wheelers and bike riders.
		2. Safe crossing locations are proposed in Orielton to allow connectivity from the west side of the township.
7.	Provision of a shared path along Brinktop Road and Penna Road to connect Penna, Richmond, Midway Point and Sorell	1. Extension of proposed shared path along Penna Road with a safe crossing for people walking, wheeling and riding across Shark Point Road to continue along Penna Road and then west along Brinktop Road towards Richmond within Sorell Councils boundary and east along Brinktop Road towards the Tasman Highway creating an extended loop with the proposed new shared path from Orielton.
		 Sorell Council is recommended to coordinate with neighbouring Councils to ensure the shared path is continued onto Richmond.
8.	Provision of shared path on Walker Street, Forcett Street and Coastal trail	 Provision of a shared path along Forcett Street and Walker Street, connecting in with the existing gravel track between Forcett Street and Montagu Street, creating a loop with the proposed improvements along Montagu Street and Arthur Street.
		2. Connectivity with the proposed shared path loop between Midway Point, Sorell and the causeway is also important to provide a network, including a safe crossing over Cole Street to Dubs and Co. Driver where the planned shared path is.
		 Quietway treatments could also be considered, where speeds are reduced to 30km/h and blisters, raised crossings, gateways and other traffic calming measures are introduced to create a safe environment for mixing bikes with vehicles.
9.	Provision of shared path on both sides of Arthur Street and Montagu Street	 Provision of shared path along Arthur Street and Montagu Street, connecting with the existing gravel path that runs along the coastline to Forcett Street and the existing shared path at the sports facility's locations in Pembroke Park at South East stadium.
		 Provision should also be made for a safe crossing over Cole Street from Arthur Street with consideration given to connecting in with the proposed shared path along Dubs and Co Drive as part of the Midway Point to Sorell loop.
10.	Provision of gravel track on council reserve next to Rantons	1. Proposed gravel tracks next to Council Reserve, improving the provisions for walking and wheeling to Council Reserve and Dodges Ferry Primary School.
	Road	2. This project should also consider reducing the speed around the school, providing a safe crossing location for the bus stops, and tightening the corner radii to slow vehicles down at the intersection. These are identified as locations with the highest potential for vehicle conflicts.
11.	Provision of civic place treatments on Old Forcett Road between Okines Road / Old Forcett Road intersection and Old Forcett Road / Jetty Road / Carlton River Road intersection	1. The area around the intersection of Carlton Beach Road, Carlton River Road and Old Forcett Road has been identified as a civic place with high place functions that include the Gumnut Long Day Care Centre with bus stops on both sides of the road, Dodges Ferry Primary School, a hotel, cafe, gym, and sports facilities. It is, therefore, expected to be an area of intense people walking and wheeling movement.
		 A reduction of speed to 30km/h is proposed at this section for an amenable environment for people to spend time, prioritise active transport and public transport, with safe raised crossing locations and support local business.
		3. Enhance safety of current crossings and increase the number of pedestrian crossings on Old Forcett Road to enhance the place functions of the area.
		4. Shade, seating, and bike storage are also proposed at this location. It is recommended that a study is undertaken to identify a range of options to enhance the place functions of the area.
12.	Provision of civic place treatments on Gordon Street and Cole Street in Sorell	 The area around the intersection of Cole Street and Gordon Street is currently noted as the centre of Sorell and has been identified as a civic place with high place functions that include several cafes and restaurants, grocery stores,

No.	Project	Project Detail
	Township around high activity areas	hotels, education, recreation and healthcare facilities. It is, therefore, expected to be an area of intense people walking and wheeling movement.
		2. A reduction of speed to 30km/h is proposed at this section for an amenable environment for people to spend time, prioritise active transport and public transport, with safe raised crossing locations and support local business.
		3. Enhance safety of current crossings and increase the number of pedestrian crossings on Cole Street and Gordon Street to enhance the place functions of the area.
		 Shade, seating, and bike storage are also proposed at this location. It is recommended that a study is undertaken to identify a range of options to enhance the place functions of the area.
13.	Provision of footpath along Sorell rivulet next to Pawleena	 Proposed provision of a footpath along Sorell Rivulet, starting from Valley View Close and extending South along the rivulet towards Arthur Highway.
	Road to connect to Weston Hill Road	2. A connection into proposed shared path as part of the Midway Point to Sorell loop, tying in with the causeway is recommended. This is a strategic connection with much of the future growth of Sorell expected to occur to the east of the rivulet.
14	Provision of footpath on at least one side for Lewisham Loop.	 Proposed provision of a footpath on at least one side of Quarry Road and along sections of Lewisham Scenic Drive.
		 Safe crossing locations are proposed at locations with bus stops along Lewisham Scenic Drive along pedestrian desire lines and particularly around the bus stops located outside the First Comes Love, Mother and Baby centre.
		3. Additionally, this area is proposed to have a reduction in speed with treatments at intersections to reduce corner radii to slow down vehicles where walkers and wheelers are crossing the road. A number of conflict areas were identified especially near Hurst Street, Gregory Street and Wards Avenue.
		4. The proposed project can be delivered in three stages:
		 Stage 1 – Lewisham Tavern (Lewisham Scenic Drive) to Quarry Rd.
		 Stage 2 – Quarry Rd to Old Forcett Rd (up to Edith Close).
		 Stage 3 – Lewisham Scenic Drive from #124 to China Creek.
15.	Provision of footpath on at least one side of Linden Road and	 Proposed provision of a footpath on at least one side of Linden Road and Grevillea Street.
	Grevillea Street	 Safe crossing locations are proposed along pedestrian desire lines, for example towards Primrose Point and at Primrose Sands General Store.
		 Corner Radii are proposed to be tightened to reduce the speeds of approaching vehicles at intersections as part of the project.
16.	Improve footpath condition on one side of Junction Street and	 Improvement in existing footpath condition is proposed on one side of Junction Street and Bally Park Road.
	Bally Park Road	2. Provision of safe crossing locations to key attractors, such as the Lagoon and the Reserve are recommended.
		 A range of traffic calming measures such as give way areas, blisters, buildouts with planting and reduction of speed limit is also proposed as part of this project.
17.	Provision of footpath on at least one side of Gatehouse Road to	 Proposed provision of footpath on at least one side of Gatehouse Road connecting in with the existing footpath on West Side of Weston Hill Road.
	connect into Weston Hill Road	Corner radii at the intersection of Gatehouse Drive and Weston Hill Road is proposed to be tightened to slow down the speed of vehicles at this potential conflict point.
		3. Consideration should also be given to the potential need for a safe crossing to the east side of Weston Hill Road and a connection into the proposed Sorell Rivulet footpath.
18.	Provision of footpath on both sides of Weston Hill Road between Dubs and Co drive and	1. Extension of current footpath on the east side of Weston Hill Road to fill in the existing missing gap between Dubs and Co drive and Mercer Court intersection.
	Mercer Ct intersections	 Consideration should also be given into providing a connection into the proposed footpath along the Sorell Rivulet.

No.	Project	Project Detail
19.	Upgrade existing gravel path to sealed footpaths and add safe crossings on western side of Tasman Highway.	 Upgrade the existing gravel path to include a sealed path, with a safe crossing location on the western side of the Tasman Highway between Arthur Street / Tasman Highway intersection and 17 A3, Sorell. Strategically, this project should be considered with the proposed improvements along Arthur Street, the civic place treatments along Cole Street and the proposed shared path between Midway Point and Sorell. A safe crossing for walkers and wheelers is proposed from Shark Point Road over the Tasman Highway where it is proposed to include a shared path along the old railway line. This will create a network of paths to support active transport and the movement of people.
20.	Provision of a gravel track on foreshore from Toongabbie Street to Pittwater Scouts on Brady Street on the west of Midway Point	 Improve connection to the existing footpath on Toongabbie Street and extend a connection along the coastline to Pittwater Scouts and the Yacht Club by provision of a gravel track. Speed reduction on Toongabbie Street and traffic calming measures should also be considered where the movement of children is expected.
21.	Provision of a gravel track along Arthur Highway from Bay Street to Ryans Lane in Dunalley	1. Extension of current gravel track on Arthur Highway from Bay Street to Ryans Lane in Dunalley.

The above proposed routes have been identified as priority connections that would help to address the safety and connectivity concerns and increase transport options across the region that were learned about during the stakeholder engagement.

In instances where there's a need for an active transport link accommodating walking/wheeling and riding, shared paths have been recommended to cater to diverse users. Whilst dedicated bike lanes and separate footpaths for people walking and wheeling are typically preferred in high dense areas and along high-speed routes, the particular conditions of Sorell along with constructability constraints, land tenure challenges, and spatial constraints mean that shared paths, gravel paths, footpaths and quietways are the most likely to be the preferred treatment. These projects were further prioritised by their relatively lower cost, rapid implementation, and immediate benefits to the community. However, there's also an intention to consider a separate bike lanes and footpaths along the causeway as it is upgraded, providing strategic connections between Sorell and the wider Hobart area.

Regional connections between Sorell, Midway Point and Dodges Ferry plays a critical role in enhancing connectivity, promoting active transport, and fostering regional development and sustainability. Well-developed regional paths can also attract tourists and recreational people riding, walking and wheeling, boosting local economies through increased visitor spending on accommodations, dining, and other services. They will also, in part, support the connectivity concerns from the community in the townships outside of the main part of Sorell and Midway Point.

Figure 28 to Figure 40 show the location and current extents of the proposed 21 priority projects.



Figure 28 – Proposed Priority Projects in Sorell LGA



Figure 29 – Proposed Priority Projects in Sorell and Midway Point



Figure 30 – Proposed Priority Projects in Dodges Ferry and Carlton



Figure 31 – Proposed Priority Projects connecting Sorell, Midway Point, Orielton and Richmond



Figure 32 – Proposed Priority Projects connecting Sorell, Lewisham, Dodges Ferry, and Carlton



Figure 33 – Proposed Priority Projects in rural regions of Sorell LGA



Figure 34 – Proposed Priority Projects in Primrose Sands



Figure 35 – Proposed Priority Projects in Lewisham



Figure 36 – Proposed Priority Projects in Dunalley

8.1.1 Sorell Causeway Upgrade

The Duplication of Midway Point and Sorell Causeways project, managed by State Growth aims to duplicate the causeways to improve traffic flow, and include shared walking and cycling paths, while retaining access for recreational fishing on McGees Bridge. It is recognised that this initiative includes an active transport component of strategic significance, improving the connectivity between Sorell and Midway Point to Hobart.

As such, the Sorell causeway falls under the jurisdiction of State Growth, and it is understood that there is an intention is to widen the causeway from two lanes to four lanes, as part of the Tasmanian Government's South East Traffic Solution (SETS). Therefore, this project was not assessed in the MCA analysis (described in Section 9.2), as the roads do not fall under the council's ownership.

It is, however, recommended that the Sorell Council advocate and coordinate with State Growth for the implementation of on-street separated bike lanes and footpaths as the preferred outcome for this project along the causeway. It will be important for Sorell Council to ensure that State Growth provides good connections and tie ins with the planned walking, wheeling and riding infrastructure on the causeway, Midway Point and Sorell townships.



Figure 37 – Proposed dedicated bike lane and footpaths on Sorell Causeway

8.1.2 Proposed Civic Space Treatment Projects

8.1.2.1 Civic Space

Civic spaces are areas that are designed to facilitate low-speed movement and serve high place functions. Civic spaces are areas commonly situated at the heart of neighbourhoods with a high concentration of attractions and intense walking and wheeling activity. Through attractive urban design and the location of communal facilities, people should be encouraged to interact with the surrounding streetscape. They encourage social exchanges such as bumping into friends and acquaintances, promoting people to linger in public spaces such as parks, plazas and cafes in the area. This engagement in turn attracts visitors and helps catalyse economic growth in the area.

Civic spaces also prioritise people walking, wheeling and cycling, while allowing limited public transport and general traffic. They are designed to limit through-movements and implement traffic calming measures to ensure the safety of people. Vehicles are expected to operate at low speeds and volumes, treating the area with respect to reduce noise and air pollution and maintain a pleasant environment.

When civic spaces fulfill their intended role, they become venues for celebrations, social interactions, economic exchanges, and chance meetings among friends, fostering cultural integration. These spaces play a crucial role in promoting community health across social, economic, cultural, and environmental dimension. Transforming a high movement street into a great vibrant civic space not only enhances the lives of its users but also uplifts the surrounding buildings and neighbourhoods.

Figure 38 below shows an example of a civic space where treatments such as trees, outdoor shading, raised crossings and lighting is implemented to encourage people walking and cycling to linger in the area.



Figure 38 – Lawrence Street, Freshwater, New South Wales

8.1.2.2 Proposed Civic Space Projects

Two areas across Sorell that have been identified as meeting the criteria for Civic Spaces, due to the high people walking and wheeling activity levels and concentration of attractors.

- Gordon Street and Cole Street in Sorell, shown in Figure 39.
- Old Forcett Road in Lewisham at the junctions with Carlton River Road, shown in Figure 40.



Figure 39 – Proposed Civic Space treatments on Gordon Street and Cole Street in Sorell



Figure 40 – Proposed Civic Space treatments on Old Forcett Road in Lewisham

The aim for these three areas is to further prioritise their place functions over their movement functions using a range of measures so that the visual cues are obvious to anyone entering that they are now in a place rather than somewhere to move through at high speeds. As such, additional measures to improve safety for people walking and wheeling and encourage more movement on foot should be considered as well as encouraging people to linger and spend time. Complete pedestrianisation may not be feasible as these areas still need to fulfill some vehicle movement, there's ample opportunity to prioritise people walking and wheeling movement and safety and enhance the place functions while preserving their role in facilitating vehicle movement function. These areas also need to facilitate the movement of people riding, allowing people to arrive and stay when using a bike.

The highest priority measure to improve the people walking and wheeling environment should be to introduce traffic calming measures such as speed reduction and adding safer crossings. For instance, in NSW, the standard speed limit is 40km/h, whereas the international standard is set at 30km/h for a civic place. This is based on the data proving a person is twice as likely to be fatally injured when hit by a car traveling at 40km/h compared to 30km/h. The importance of reducing vehicle speeds is highlighted in areas like Gordon Street, Cole Street, and the junction of Old Forcett Road and Carlton River Road due to their proximity to education and childcare facilities. Lowering speeds is also vital for enhancing children's safety and reducing noise and air pollution, which studies show can adversely affect cardiovascular health and cognitive performance⁴.

Safe pedestrian crossings are important elements of civic spaces as they facilitate safe movement for people walking and wheeling across roads and streets within urban or community areas. Including well-designed pedestrian crossings is essential for enhancing accessibility, safety, and overall usability of civic spaces, ensuring they cater to the needs of people alongside other activities and functions. Due to the concentration of attractions on Gordon Street and Cole Street, a need to increase the number of safe crossings and enhance the safety of current crossings through treatments such as kerb extensions, raised and marked crossings has been identified to prioritise people walking, wheeling and cycling, therefore enhancing their civic place function.

Some other example measures to be considered include:

- 1. Gateway treatments at areas where traffic calming measures are implemented
- 2. Raised pedestrian crossings (wombat), and continuous footpaths
- 3. Shared pedestrian and bike crossings in select locations
- 4. Narrowing of lanes
- 5. Increased shading, lighting and seating
- 6. Increasing shop and café frontages
- 7. Additional green infrastructure such as rain gardens, plantings and shrubs.

The stakeholder engagement and gap analysis also identified several other projects. However, these projects were not identified as immediate priorities and should be considered as longer-term projects due to the extensive planning and capital investment to ensure their success and long-lasting impact on the community's mobility and well-being. These projects have been outlined in Appendix B.

8.2 Additional Recommendations

Supporting infrastructure and initiatives are outlined as follows:

- 1. **Bike Storage –** Bike storage was identified through the stakeholder engagement as an important factor. It was commented that people riding make multi-modal journeys that involve walking, bike riding and bus use and there is an absence of bike storage that enables this. As such, it is recommended that bike storage be included in areas with key attractors, such as schools, and at public transport facilities.
- 2. Behavioural Initiatives: The outcome from the stakeholder engagement showed a desire for more leisure and recreational routes over a need to connect places and attractions. This indicates a certain degree of dependency on private vehicles for day-to-day access to goods, services, facilities, and opportunities. It is therefore advisable to complement infrastructure enhancements with behavioural initiatives, especially targeting schools, as they can influence travel behaviours in the short, medium, and long term, particularly during crucial formative years. This recommendation is reinforced by insights from youth engagement sessions, where challenges of isolation and excessive reliance on private vehicles to reach after-school clubs,

⁴ Traffic noise slows children's memory development, study finds | Pollution | The Guardian

social gatherings, and sports activities were highlighted. Proposed activations / projects for behavioural change in Sorell LGA are further detailed in Appendix C.

Example behavioural projects could include:

- **Try an e-bike**: Offer free e-bike riding opportunities to experience how it can change the way you envision mobility within a community
- Youth E-bike Clubs: Establish e-bike clubs or groups specifically tailored to young people, providing opportunities for socialising, group rides, and skill-building activities related to e-bike usage
- **Bike Riding Lessons at Schools:** Offer bike riding lessons in schools to teach students how to ride bikes
- School Bike Commute Initiatives: Partner with schools to incentivise students to cycle to school through rewards, safety instruction, and the establishment of dedicated bike lanes or parking facilities
- 3. **Wayfinding** Provide coherent and consistent wayfinding strategy once the walking and bike riding network becomes more established. This would include establishing effective wayfinding systems to key attractors in the area such as parks and schools. Clear and intuitive signage and directions encourage people to choose active modes of transport, such as walking or cycling, by making it easier for them to navigate their surroundings.

9. Prioritisation

9.1 Overview

A multi-criteria assessment (MCA) with weighted criteria has been used to prioritise 21 projects identified across Sorell to prepare the short-term, medium-term, and long-term implementation plans.

Some observations from the bike riding and walking/wheeling prioritisation assessment:

- 1. With the limitations of the existing infrastructure, all modifications are likely to make a significant improvement to safety. However, higher scores have been given to areas with a more intense movement of people walking and wheeling, particular around educational facilities, where the potential for conflict with a motor vehicle was deemed to be high.
- 2. The criteria are weighted in favour of the importance of connecting with attractors over social inclusion and as a result, the outcome favours routes that connect to attractors. Sorell Council may choose to address this by allocating a percentage of the annual budget to more rural areas.
- 3. Criteria such as constructability have not been considered at this stage because more information such as typology and ground conditions would be required.

9.2 Criteria and Weighting

Table 16 shows a set of criteria that has been developed for the MCA used to prioritise the proposed routes for walking, wheeling and riding in Sorell. The criteria have been modified from the TfNSW Weighted Criteria Scoring System for the Sorell Active Transport Context, where the township is smaller and there are minimal existing facilities to support bike riding and has also been developed in collaboration with Sorell Council.

Each criterion was given a weighting in the MCA to determine relative importance to achieving the vision for the movement of people in Sorell through means of active transport. The weightings were discussed and agreed with Sorell Council in advance of the MCA process.

Primary Criteria	Primary weighting	Secondary criteria	Description	Secondary Weighting
Alignment to Active	t	Safety	Identified as Hazardous Area (from Site Audit and Consultation)	13%
Transport Network Improvement		Land Use Type	Type of attractor, with a higher score given to schools and commercial areas over residential areas.	9.5%
		Attractors	Proximity to generators/ attractors (e.g.: schools, commercial/ retail and residential land areas)	13%
			Future development with attractors/ generators	13%
		Continuity of routes	Increased continuity of routes and increased accessibility and usage of active transport network	9.5%
		Social Inclusion and Equity	Community and Access Impacts	13%
Project Impacts and	40%	Cost	Likely cost estimate (potential material use length of route)	9.5%
Cost		Environmenta I Impact	Flora & fauna impact, cultural heritage, other environmental impacts (e.g. contamination, noise, air)	5%
		Community Engagement Feedback	In line with community expectation / community feedback	9.5%
		Land Use Tenure	Council land is easier to modify and upgrade	5%

 Table 16
 Criteria Scoring System for the Sorell Active Transport Proposed Projects

9.3 **Prioritisation Outcome**

Table 17 shows the outcome of the prioritisation exercise and the score, arranged from highest score to lowest score. Scoring have been used to identify priorities for the short, medium and long-term.

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ID	Location	Project	Score
12	Sorell	Provision of civic space treatments on Gordon Street and Cole Street in Sorell Township around high activity areas	41.5
1	Sorell Midway Point	Provision of a shared path from Sorell to Midway Point, connecting to the causeway (Main Road – Cole Street - Tasman Hwy – Shark Point Road – Penna Road – Penna Beach Street – Sweetwater Road – Sandpiper Drive – Midway Point Esplanade – Lake Vue Parade – Sorell Causeway)	41.5
8	Sorell	Provision of shared path on Walker Street. Forcett Street and Coastal trail	41
10	Dodges Ferry	Provision of gravel track on council reserve next to Rantons Road	41
2	Sorell Lewisham Dodges Ferry	Provision of shared path between Sorell and Dodges Ferry (Cole Street – Arthur Highway – Old Forcett Road – Carlton Beach Road / Carlton River Road intersection)	40.5
9	Sorell	Provision of shared path on both sides of Arthur Street and Montagu Street	39.5
11	Dodges Ferry	Provision of civic space treatments on Old Forcett Road between Okines Road / Old Forcett Road intersection and Old Forcett Road / Jetty Road / Carlton River Road intersection	39
13	Sorell	Provision of footpath along Sorell rivulet next to Pawleena Road to connect to Weston Hill Road	39
17	Sorell	Provision of footpath on at least one side of Gatehouse Road to connect into Weston Hill Road	38
14	Lewisham	Provision of footpath on at least one side for Lewisham Loop.	35.5
20	Midway Point	Provision of a gravel track on foreshore from Toongabbie to Pittwater Scouts on Brady Street on the west of Midway Point	35
6	Sorell Orielton	Provision of a shared path from Sorell to Orielton	35
19	Sorell	Upgrade existing gravel path to sealed footpaths and add safe crossings on western side of Tasman Highway.	35
21	Dunalley	Provision of a gravel track along Arthur Highway from Bay Street to Ryans Lane in Dunalley	34.5
3	Dodges Ferry Carlton	Provision of shared path between Dodges Ferry and Carlton loop (Carlton River Road – Carlton Beach Road)	34
7	Sorell Midway Point Richmond Penna	Provision of a shared path along Brinktop Road and Penna Road to connect Penna, Richmond, Midway Point and Sorell	34
15	Primrose Sands	Provision of footpath on at least one side of Linden Road and Grevillea Street	33.5
5	Nugent Wattle Hill Kellevie	Support active transport connections on Nugent Road, Delmore Road and Kellevie Road.	33
16	Dodges Ferry	Improve footpath condition on one side of Junction Street and Bally Park Road	32.5

 Table 17
 Proposed prioritisation

ID	Location	Project	Score
18	Sorell	Provision of footpath on both sides of Weston Hill Road between Dubs and Co drive and Mercer Ct intersections	32.5
4	Sorell	Provision of shared path on Arthur Highway between Arthur Highway / Old Forcett Road intersection and Arthur Highway / Dransfield Road intersection	30

10. Implementation and Project Scoping

This section proposes an implementation plan for the next 10 years and separates the projects into the following phases:

- Short term (1-3 years)
- Medium term (3-5 years)
- Long term (5-10 years)

A list of short-term implementation projects is detailed in Table 18 and is comprised of the five highest scoring projects from the prioritisation exercise.

 Table 18
 Short Term Implementation

ID	Location	Project scope	Funding Source
12	Sorell	Provision of civic space treatments on Gordon Street and Cole Street in Sorell Township around high activity areas	Sorell Council or grant funded
1	Sorell Midway Point	Provision of a shared path from Sorell to Midway Point, connecting to the causeway	Sorell Council or grant funded
		(Main Road – Cole Street - Tasman Hwy – Shark Point Road – Penna Road – Penna Beach Street – Sweetwater Road – Sandpiper Drive – Midway Point Esplanade – Lake Vue Parade – Sorell Causeway)	
8	Sorell	Provision of shared path on Walker Street, Forcett Street and Coastal trail	Sorell Council or grant funded
10	Dodges Ferry	Provision of gravel track on council reserve next to Rantons Road	Sorell Council or grant funded
2	Sorell Lewisham Dodges Ferry	Provision of shared path between Sorell and Dodges Ferry (Cole Street – Arthur Highway – Old Forcett Road – Carlton Beach Road / Carlton River Road intersection)	Sorell Council and State Growth along Arthur Highway

A list of medium-term implementation projects is detailed in Table 19. It is comprised of projects that scored between 35 and below 40 in the prioritisation exercise.

Table 19 Medium Term Implementation

ID	Location	Project scope	Funding Source
9	Sorell	Provision of shared path on both sides of Arthur Street and Montagu Street	Sorell Council or grant funded
11	Dodges Ferry	Provision of civic space treatments on Old Forcett Road between Okines Road / Old Forcett Road intersection and Old Forcett Road / Jetty Road / Carlton River Road intersection	Sorell Council or grant funded
13	Sorell	Provision of footpath along Sorell rivulet next to Pawleena Road to connect to Weston Hill Road	Sorell Council or grant funded
17	Sorell	Provision of footpath on at least one side of Gatehouse Road to connect into Weston Hill Road	Sorell Council or grant funded

ID	Location	Project scope	Funding Source
14	Lewisham	Provision of footpath on at least one side for Lewisham Loop.	Sorell Council or grant funded
20	Midway Point	Provision of a gravel track on foreshore from Toongabbie to Pittwater Scouts on Brady Street on the west of Midway Point	Sorell Council or grant funded
6	Sorell Orielton	Provision of a shared path from Sorell to Orielton	Sorell Council or grant funded
19	Sorell	Upgrade existing gravel path to sealed footpaths and add safe crossings on western side of Tasman Highway.	Sorell Council or grant funded

A list of long-term implementation projects is detailed in Table 20. It is comprised of projects that scored below 35 in the prioritisation exercise.

Table 20	Long	Term	Implementation
	· · · ·		

ID	Location	Project scope	Funding Source
21	Dunalley	Provision of a gravel track along Arthur Highway from Bay Street to Ryans Lane in Dunalley	Sorell Council or grant funded
3	Dodges Ferry	Provision of shared path between Dodges Ferry and Carlton loop	Sorell Council or grant funded
	Carlton	(Carlton River Road – Carlton Beach Road)	
7	Sorell Midway Point Richmond Penna	Provision of a shared path along Brinktop Road and Penna Road to connect Penna, Richmond, Midway Point and Sorell	Sorell Council or grant funded
15	Primrose Sands	Provision of footpath on at least one side of Linden Road and Grevillea Street	Sorell Council or grant funded
5	Nugent Wattle Hill Kellevie	Support active transport connections on Nugent Road, Delmore Road and Kellevie Road.	Sorell Council or grant funded
16	Dodges Ferry	Improve footpath condition on one side of Junction Street and Bally Park Road	Sorell Council or grant funded
18	Sorell	Provision of footpath on both sides of Weston Hill Road between Dubs and Co drive and Mercer Ct intersections	Sorell Council or grant funded
4	Sorell	Provision of shared path on Arthur Highway between Arthur Highway / Old Forcett Road intersection and Arthur Highway / Dransfield Road intersection	Sorell Council or grant funded

11. Conclusions and Recommendations

Based on the project identification and prioritisation process, the following projects were identified as the short-term priorities for Sorell LGA:

- Enhance civic space treatments along Gordon Street and Cole Street in Sorell Township, particularly around high-activity areas, to enhance safety outcomes and encourage community engagement. Measures such as speed reduction, raised crossings, refuge island treatments, installation of seating, incorporation of green infrastructure and shade-providing trees, as well as lane narrowing, are all integral to the development of vibrant civic spaces
- Establish a shared path from Sorell to Midway Point along the following route: Main Road Cole Street -Tasman Highway – Shark Point Road – Penna Road – Penna Beach Street – Sweetwater Road – Sandpiper Drive – Midway Point Esplanade – Lake Vie Parade – Sorell Causeway
- Enhance connectivity and improve the quality of the existing path along the coastal trail, extending into Forcett Street and Walker Street. Potential measures may include the establishment of a shared path or implementation of Quietway measures along these streets, such as painted bike symbols, speed reduction treatments, greening of pavements, and lane narrowing
- Provide a track through the Council Reserve from Old Forcett Road to Rantons Road
- Establish a shared path between Sorell and Dodges Ferry along the following route: Cole Street Arthur Highway – Old Forcett Road – Carlton Beach Road / Carlton River Road intersection

In addition to the short-term priority projects, the following additional priority actions has been recommended for Sorell Council's consideration.

- Implement planning reforms for Sorell's various townships and settlements to ensure optimal density around public transport hubs and active transport amenities, thereby fostering walkability.
- Ensure that active transport infrastructure is established prior to future developments, recognising the challenge of altering established travel behaviours and the importance of supporting sustainable transport from the outset.
- Collaborate with State Growth to advocate for the implementation of an on-street separated cycleway along the Causeway as part of its upgrade, accompanied by a separate footpath, and to ensure safe connections to planned paths in Sorell and Midway Point.
- Coordinate with State Growth to facilitate the establishment of a shared path along Arthur Highway between Sorell and Forcett, ensuring safe integration with the broader network and future-proofing the design for a planned extension to Copping.
- Explore the potential of a comprehensive behaviour change program, focusing on locations with existing or planned infrastructure, supported by social media, communication efforts, and maps, to encourage a sustained shift towards active modes of transport. E-bikes in particular are changing the way and the frequency that people travel by active modes and should be encouraged by Sorell Council.
- Engage with local businesses and key community groups to garner support for improved active transport infrastructure prior to commencing construction. Evidence shows that improving walking, wheeling and riding infrastructure and facilities will support local businesses by encouraging people to spend more time and linger. Having business support can help gain community acceptance.
- In addition to the infrastructure recommendations made in this report, Sorell Council should also consider provision of bike storage facilities at strategic locations near attractors, such as school and public transport hubs, as well as consistent wayfinding to provide coherent routes for residents and tourists.

Appendices

Appendix A

Proposed Priority Projects Maps



A-1 **Proposed Priority Projects**

Figure 41 – Proposed priority projects in Sorell LGA



Figure 42 – Proposed priority projects in Sorell and Midway Point



Figure 43 – Proposed Priority Projects in Dodges Ferry and Carlton


Figure 44 – Proposed priority projects connecting Sorell, Lewisham, Dodges Ferry, and Carlton



Figure 45 – Proposed Priority Projects in rural regions of Sorell LGA



Figure 46 – Proposed Priority Projects connecting Sorell, Midway Point, Orielton and Richmond



Figure 47 – Proposed priority projects in Primrose Sands



Figure 48 – Proposed priority projects in Lewisham



Figure 49 – Proposed Priority Projects in Dunalley



A-2 Proposed Civic Place Treatment Projects

Figure 50 – Proposed Civic Place Treatments on Cole Street and Gordon Street



Figure 51 – Proposed Civic Place treatment on Old Forcett Road

Appendix B Long Term Projects

B-1 Other Long-Term Projects

The following projects were identified through the stakeholder engagement; however, they were not deemed as immediate priorities and should be considered as longer-term projects due to the extensive planning and capital investment to ensure their success and long-lasting impact on the community's mobility and well-being:

- 1. Provision of a bike path from Carlton to Marion Bay along the Southern route, linking Carlton, Primrose Sands, Connellys Marsh and Dunalley (option to consider a bridge between Carlton and Primrose Sands)
- 2. Provision of a bike path via Arthur Highway between Copping and Marion Bay
- 3. Provision of a bike path from Sorell to Pawleena and looping down to Wattle Hill
- 4. Provision of a bike path from Sorell to Nugent via Wattle Hill
- 5. Provision of a bike path from Nugent to Copping via Kellevie
- 6. Provision of footpath on at least one side of Nerine Street, Primrose Sands Esplanade and Primrose Sands Road
- 7. Provision of footpath on at least one side of Clark Street, Bay Street and Imlay Street
- 8. Provision of footpath on at least one side of Nugent Road, Delmore Road and Kellevie Road



Figure 52 – Long term projects identified in Sorell LGA



Figure 53 – Long term projects identified in Primrose Sands



Figure 54 – Long term projects identified in Dunalley



Figure 55 – Long term projects identified in Wattle Hill, Delmore and Kellevie

B-2 Regional Recreational Routes

One of the recurring feedback items received throughout the community consultation was the need for regional recreational paths that allowed connection between the different settlements. In the community consultation, it was observed that residents expressed a preference for establishing a connection along the foreshore linking various settlements, steering clear of high-speed roadways.

It is acknowledged that establishing the proposed route along the foreshore has the potential to address social inclusion concerns and become a valuable community asset. This envisioned path along the foreshore could also stimulate tourism and offer avenues for outdoor recreation, leisure pursuits, and immersion in the natural surroundings. Such initiatives would foster the holistic health and well-being of both residents and visitors.

However, it is recognised that securing funding for this project may present challenges, thus making it a long-term endeavour. It is recommended that the council approach this project incrementally, working on it in stages over several years.



Figure 56 shows the proposed regional recreational route across the Sorell LGA.

Figure 56 – Proposed regional recreational route across Sorell LGA

Appendix C Behavioural Initiatives

C-1 Behavioural Initiatives

In undertaking the development of an active transport strategy and investment in infrastructure changes, Sorell Council had indicated that they want to provide people with better mobility options to promote and increase the usage of walking, wheeling and riding on a daily basis. Changes to infrastructure represent a type of social transformation that can potentially influence behaviours solely through alterations in the infrastructure itself. However, there is no guarantee that it can achieve the desired behavioural outcome as various other factors could come into play.

The following Figure 57 represents the theoretical COM-B model for behaviour change. The COM-B model below illustrates three key factors capable of changing behaviour (B); capability (C), opportunity (O) and motivation(M). Capability refers to an individual's physical and psychological ability to participate in an activity. Opportunity refers to external circumstances enabling a behaviour, such as the presence of safe infrastructure or shared bikes/scooters. Motivation encompasses both conscious and subconscious cognitive processes directed towards a particular behaviour, such as planning to take a walk or feeling spontaneously inspired to do so.



Figure 57 – Theoretical COM-B model for behaviour change 58

The primary focus of the Sorell Active Transport Strategy has revolved around expanding opportunities for walking, wheeling and riding through the provision of safer infrastructure. However, there are additional aspects that the Council may like to consider as part of an overall behaviour change programme to achieve target behaviours. Development of a behaviour change programme necessitates the need to first understand what the existing behaviours are, what the desired behaviours are and what the challenges are in achieving the desired behaviours. Our insights into existing behaviours and the challenges are primarily derived from the workshops and the survey feedback. Many of the challenges in Section 0 are related to a lack of physical opportunities within infrastructure. The following was evident from the community consultation that was undertaken:

- 1. There is a lack of physical opportunity due to insufficient access to bikes/scooters.
- 2. There is a lack of psychological capability relating to the skill of bike riding for everyday transport.
- 3. There is a lack of reflective motivation with very limited information or promotion to raise awareness of what is currently possible or planned improvements.
- 4. There is a lack of social opportunity through fun and engaging activities.

Below are proposed activations/projects that could be considered by Council alongside their infrastructure projects to support an overall behaviour change programme:

- 1. **Development of maps:** The Council could generate maps on their website delineating suggested walking, wheeling and biking routes, catering to both recreational and everyday commuting purposes where feasible. These maps should be regularly updated to incorporate new routes.
- 2. Social media promotion: Council could utilise social media to advertise suggested routes, particularly those visually attractive options, fostering reflective motivation. This could form part of a broader campaign to promote walking, wheeling and riding in Sorell.
- 3. **Try an e-bike day**: Offer complimentary e-bike riding experiences to illustrate how they can transform community mobility perceptions and spur automatic motivation towards active transport.
- 4. Youth E-bike Clubs: Establish e-bike clubs or groups specifically tailored to young people, providing opportunities for socialising, group rides, and skill-building activities related to e-bike usage.
- 5. **Shared bike/scooter:** Council may consider a strategically located bike sharing service for residents and tourists to address the physical opportunity barrier of no access to bikes.
- 6. **Complimentary Bike Maintenance:** Partner with businesses to provide free bike tune-ups for young people, aiming to promote bike riding.
- 7. **Engage with local businesses:** Demonstrating to local businesses the benefits of increased walking, wheeling and riding such as prolonged stays and increased spending, can garner support for change and spur business innovation (e.g., offering discounts on coffee for customers arriving by bike).
- 8. **E-bike Art and Design Contests:** Organise art and design contests inviting young people to create custom e-bike designs, paint murals on e-bike charging stations, or decorate e-bike accessories, fostering creativity and self-expression.
- 9. School specific programmes: We know that active participation from children in activities is more likely to engage them. Furthermore, we also know that our formative years significantly influence our travel behaviours, presenting an excellent opportunity to establish active transport as a societal norm. If children exclusively rely on private vehicles for commuting to school, they are more inclined to continue this pattern in adulthood. Potential school-specific suggestions include:
 - a. Offer bike riding lessons in schools to teach students how to ride bikes to show them how fun it can be and how they can be used for more than just fitness.
 - b. Organise walking/wheeling/riding bus led by enthusiastic parents/teachers.
 - c. Implement art projects on pavements outside of schools to allow children to draw and decorate the routes they might take to school.

For the behaviour change initiatives, it's crucial to gather data and assess the effectiveness of any measures implemented. Engagement and feedback from the community will also be important to understand how the programme needs to be modified over time to achieve desirable behaviours.

Appendix D

Other Proposed Bike Routes



D-1 Bike connection identified between strategic centres

Figure 59 – Bike connection identified between strategic centres within Sorell LGA



D-2 Proposed Regional, Local and Recreational Bike Routes

Figure 60 – Overview of proposed regional bike routes in Sorell LGA



Figure 61 – Proposed regional bike routes in Sorell, Midway Point and Penna



Figure 62 – Proposed regional bike routes in northern Sorell LGA



Figure 63 – Proposed bike routes in Sorell and Midway Point



Figure 64 – Proposed bike routes in Lewisham and Dodges Ferry







Figure 66 – Proposed bike routes in Dodges Ferry and Carlton



Figure 67 – Proposed bike routes in Primrose Sands



Figure 68 – Proposed bike routes in Dunalley



Figure 69 – Proposed bike routes in Primrose Sands, Connellys Marsh and Dunalley

Appendix E

Othe Proposed Walking, Wheeling Routes



E-1 Other Proposed Walking, Wheeling Routes

Figure 70 – Proposed walking, wheeling routes in Sorell and Midway Point



Figure 71 – Proposed walking, wheeling routes in northern region of Sorell LGA



Figure 72 – Proposed walking, wheeling routes in Dodges Ferry



Figure 73 – Proposed walking, wheeling routes in Lewisham and Dodges Ferry



Figure 74 – Proposed walking, wheeling routes in Primrose Sands



Figure 75 – Proposed walking, wheeling routes in Dunalley



Figure 76 – Proposed walking, wheeling tracks in Sorell LGA
Appendix F Have your Say Feedback



Sorell Active Transport Strategy Have Your Say feedback

From 3 June to 23 July the community were invited to 'Have Your Say' on the draft Social Strategy. A number of key themes emerged from the feedback, identifying what is important to the community. These themes were consistent with what we heard from the community during earlier consultation that was used to inform development of the Strategy.

This summary provides an overview of feedback received from the 'Have Your Say' period.

'Have your say' participant response









Accessible multi-use pathways	Improved shared pathways, walkable neighbourhoods, and sealed trails connecting communities to encourage cycling to work, reduce road congestion, promote fitness, and facilitate better connectivity.
Transport	Carpool incentive programs and improved mobility services for those who are less mobile or without personal transport. Improved public transport.
Connections between communities	Wayfinding to promote and improve accessibility, safety, and overall user experience along shared pathways for better connection between communities.
Waterfront	More coastal tracks and trails, including shared pathways for accessing the foreshore, and a dedicated coastal footpath/bike path.
Safety	Safer pedestrian crossings, reduced speed limits, traffic calming measures, safer routes to local schools, better lighting, and extra space for cyclists on roads.
Shared community spaces	Inclusive social spaces that are readily accessible and can be safely enjoyed by all community members.
Health & wellbeing	Improvement of medical facilities across the wider municipality.
Environment & nature reserves	More open spaces, greenery, nature reserves and the development of native gardens.
Recreation facilities	Additional playgrounds, sporting clubs and sporting infrastructure.



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