2009 (No. 13)

2009

PARLIAMENT OF TASMANIA

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

Sorell Link Road

Presented to His Excellency the Governor pursuant to the provisions of the Public Works Committee Act 1914.

MEMBERS OF THE COMMITTEE

Legislative Council	House of Assembly
Mr *Harriss* (Chairman)	Mr *Best*
Mr *Hall*	Mr *Green*
	Mrs *Napier*

By Authority: Government Printer, Tasmania

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INTRODUCTION

To His Excellency the Honourable Peter George Underwood, Officer of the Order of Australia, Governor in and over the State of Tasmania and its Dependencies in the Commonwealth of Australia.

MAY IT PLEASE YOUR EXCELLENCY

The Committee has investigated the following proposal: -

Sorell Link Road

and now has the honour to present the Report to Your Excellency in accordance with the *Public Works Committee Act 1914.*

BACKGROUND

Within the township of Sorell the majority of traffic uses Gordon and Cole Streets to travel through the town. During peak periods, significant traffic delays occur due to the low level of service at the intersection of Gordon Street, Cole Street and Station Lane. The intersection is controlled by traffic signals.

An alternative route through the town connecting Gordon St to Cole St is via Forcett Street, Parsonage Place and Pelham Street. However Pelham Street at its junction with Cole Street is currently partially blocked by barriers, denying traffic movements to and from Pelham St east of Cole Street and preventing this alternate route to be utilised.

To improve the traffic flow it is proposed to remove these barriers and construct roundabouts at both the Forcett Street/Gordon Street and Cole Street/Pelham Street junctions.

Improvements along the Sorell Link to the road infrastructure are also proposed.

The primary objective of this project is to improve traffic efficiency within the township of Sorell by transferring some of the traffic from the main streets (Gordon Street and Cole Street) to Forcett Street, Parsonage Place and Pelham Street (the Sorell Link). A secondary objective is to improve safety by providing traffic calming measures in the township.

The project is located within the township of Sorell. The site is in an urban environment and is located from the junction of Gordon Street (Tasman Highway) & Forcett Street, along Forcett Street, Parsonage Place and Pelham Street to its junction with Cole Street (Arthur Highway).

PROPOSED WORKS

The proposed works involve:

- Construction of a roundabout at the intersection of Gordon St and Forcett St;
- Construction of a roundabout at the intersection of Cole St and Pelham St;
- Upgrading works on the Council owned Sorell Link including a roundabout at the intersection with Fitzroy St;
- Department of Infrastructure, Energy and Resources (DIER) is to tender out all of the works required to provide and improve the Sorell Link. Ownership and maintenance of the Sorell Link is to remain with the Sorell Council. Maintenance of the Gordon St and Cole St roundabouts is to be the responsibility of DIER.

Figure 1 Project Location

PROJECT JUSTIFICATION

In its written submission to the Committee, the Department of Infrastructure, Energy & Resources submitted that the proposed works will:-

- Provide safer pedestrian access to businesses in the Sorell CBD;
- Reduce traffic congestion on Gordon St and Cole St between Forcett St and Pelham St;
- To provide traffic calming through Sorell; and
- Improved safety by better utilisation of the street network.

Traffic Efficiency

In August 2006 DIER commissioned GHD, to undertake a Sorell Traffic Management Study (SMTS). DIER submitted in its written submission:-

"The purpose of the SMTS was to undertake a structured review and assessment to:

- Define and understand traffic flow issues through and within Sorell and at Midway Point for period up to 2030;
- Determine what, if any, improvements could be made to the existing infrastructure to improve consistency of travel at Sorell.

The Study used paramics traffic microsimulation software to model the morning and afternoon peak hour periods for current and potential future conditions. Paramics microsimulation software is designed to model the movement and interactions of individual vehicles within a road network.

The SMTS also involved a business consultation survey and land use planning component, which assisted in the development of the Paramics models. A considerable amount of traffic data and information was collected and formed the basis for developing accurate existing morning and afternoon peak period base models.

A range of potential road network options were considered as part of the modelling assessment in order to meet the objectives of the study and then through a number of stakeholder workshops a short-list of options was developed, which were progressed to the Paramics modelling stage of the project.

The Paramics modelling results indicated that if no road network changes were made within Sorell over the next ten years, and the predicted residential land use growth occurs within the Sorell municipality, then significant traffic flow issues will be experienced by motorists during the morning and afternoon peak periods. The modelling showed that the queue lengths at the traffic lights in Gordon St in the pm peak in 2007 was 378m. If the current arrangement was not changed by 2017 the queue lengths would increase to 2000m in the pm peak. Opening up the Sorell Link will reduce the 2017 queue length to 42m.

The options that were tested in Paramics indicated that the most appropriate way of improving the traffic flow and circulation within Sorell is to open up Pelham Street at Cole Street for all vehicle movements. The modelling has also indicated that a significant reduction in traffic volume will occur on Gordon Street (25% to 45%) and be transferred onto Pelham Street, effectively offering two ways of travelling to/ from the Arthur Highway through the Sorell township. This will result in reduced delays and queue lengths at the Cole and Gordon St traffic Signals.

The proposed intersection treatments at the intersection of Cole Street/ Weston Hill Road/ Pelham Street and Gordon Street/ Forcett Street are roundabouts, which effectively act as traffic calming devices for vehicles entering the township, travelling on the Tasman and Arthur Highways. This will improve safety for all road users in the CBD."

Safety Benefits

DIER submitted that "the proposed project incorporates improvements and design elements that will resolve existing road safety issues and improve traffic flow through Sorell. These include:

- Improved pedestrian safety in Gordon St and Cole St;
- Provision of footpaths on the Sorell Link where sufficient width exits;
- Traffic calming on Gordon St, Cole St and Pelham St due the installation of the 3 roundabouts;
- Removal of right angle parking at the Bowls Club and Tennis Club;
- Installation of Linemarking; and
- Installation of Safety Barriers."

THE EXISTING SITUATION

Existing Conditions

As demonstrated through the Paramics modelling results in the STMS, traffic delays, queues, availability of appropriately located off-street car parking and lack of circulation are all existing issues experienced within Sorell, particularly during the afternoon peak period and on Public Holidays and special events. The potential for significant increases in residential and commercial growth within the Sorell municipality has been predicted to compound these issues.

Gordon St and Cole St

These two streets currently provide the main traffic route through Sorell. Between Forcett St on Gordon St to Pelham St on Cole St the properties adjoining these streets are predominately a mixture of houses and businesses. The Sorell School is located on the western side of Gordon St past Forcett St. The streets are two way with one lane of traffic in each direction. A narrow turn lane is provided on the northern section of Gordon St.

Traffic lights are provided on the intersection of Gordon St, Cole St and Station Lane. As traffic volumes increase through Sorell these traffic lights are not adequately dealing with peak traffic flows especially during the PM peak. This results in significant traffic queues in Gordon St.

Forcett St, Parsonage Place Pelham St

These three streets provide a link between Gordon St and Cole St. Pelham St at its junction with Cole St is partially blocked and denies traffic movements to and from the Tasman Highway east of Pelham St.

The adjoining properties consist of private homes, a truck repair business, tennis club, bowls club, cemetery and a park.

Traffic volumes on these roads are low due to some through traffic movements being denied by the partial blocking at the Cole St Pelham St junction.

Some sections of this link do not have a formalised footpath. Parking outside the tennis club and bowls club is at 90 degrees to the street. Off street parking is provided within the park.

THE PROJECT

Cole Street/Pelham Street Roundabout

A four-legged roundabout is to be provided at the intersection of the Cole Street/Pelham Street intersection. As Cole Street forms part of the B double route network the roundabout has been designed to cater for B double movements along Cole Street. For the remainder of the turning movement a 19m-semi-trailer is the adopted design vehicle. Single lane approaches have been provided on all legs of the proposed roundabout.

Gordon Street/Forcett Street Roundabout

A three-legged roundabout is proposed for the Gordon Street/Forcett Street roundabout. The roundabout has been designed to cater for 19m semi-trailers. Gordon Street does not form part of the B Double road network.

The roundabout provides the maximum sight distance for a speed of 60km/h.

Due to the deflection provided for the roundabout a large area of vacant land between the garage and the roundabout will result. It is proposed to provide bollards at the edge of the kerb adjacent the roundabout to channel traffic wishing to access the service station clear of the roundabout and to prevent traffic slipping through the vacant land rather than using the road alignment.

Sorell Link Upgrade

The road pavement along the Sorell Link is to be upgraded as part of the works. No major improvement to the vertical or horizontal alignment is to be undertaken. Some minor horizontal realignment is to be undertaken to maximise the use of the existing street space within the Link. Some concrete footpaths are to be installed.

A 5 tonne load limit is to be applied to the streets that make up the Sorell Link. Heavy vehicles will be permitted to use the Link for the purpose of accessing the truck repair business at the junction of Forcett St and Parsonage Place. Service vehicles undertaking activities such as garbage collection will also be exempt from the load limit.

The amount of parking to be provided on the southern end of Parsonage Place is limited due to an existing fill batter and power poles restricting the available width.

90 degree parking is currently provided at the tennis club and the bowls club. Due to the expected increase traffic volumes on the Link this arrangement is to be altered with parallel parking being provided to replace the current 90 degree parking.

The existing fence at Pioneer Park is to be relocated approximately 2 metres into the park to allow for extra parallel parking to be provided in Parsonage Place.

It is proposed that only the pavement be upgraded within the Forcett St section of the works. The existing gravel footpaths, accesses, shoulders, drainage etc are not to be improved. Existing sealed accesses in Forcett St will be resealed as part of the works.

The Council has recently undertaken some improvements on the approaches to the junction of Parsonage Place and Forcett St. It is proposed that no improvements be provided over this section apart from sign and linemarkings as required and the relocation of a power pole.

From the improvements undertaken by the Council to the Pelham St/Cole St Junction it is proposed that a granular pavement and overlaying asphalt be provided.

Adjacent Projects

A private developer is proposing a supermarket development off Cole St between Pelham St and the Sorell Rivulet Bridge. The Sorell Council has granted Planning Approval of the development.

The scope of the works includes changes to the traffic management in Cole St due to the supermarket development. Entry and egress arrangements are part of the conditions of Council Approval for the supermarket development. The Sorell Link has been designed to match these works. It is proposed to deliver the both the Sorell Link and works in Cole St for the supermarket as one construction package as a means to reduce capital costs and minimise public disruption. DIER will be seeking compensation from the supermarket developer to cover the cost of the work in Cole St necessary for the supermarket access/egress arrangement.

Sorell Council

The Sorell Council have ownership of the streets within the Sorell Link and have been involved in the development of the proposed works. The Council have agreed to maintain the Sorell Link streets once the works are complete.

Prior to any public consultation being undertaken in regard to this project a meeting was held between the Sorell Councillors, Sorell Council Staff, representatives of DIER and GHD. The purpose of the meeting was to inform the councillors of the proposed works and to seek comments. This meeting was held 8th April 2008 at the Sorell Council Chambers.

The Sorell City Council advised that as the Sorell Link works require acquisition of property, a Development Application (DA) needed to be lodged with Council. The DA was prepared by GHD and lodged by DIER with the Sorell Council.

Council approved the DA at their meeting on the 19th August 2008.

Specific Design Issues

The proposed works include the following:

- Construction of a roundabout at the junction of Gordon St and Forcett St to cater for 19m semi-trailer movements;

- Construction of a roundabout at junction of Cole St, Pelham St and Weston Hill Road to cater for B-double movements along Cole St and to cater for 19m semi-trailer movements at all other movements;
- Construction of a smaller roundabout at the junction Pelham St and Fitzroy St to provide traffic calming along the link;
- New road pavements of a flexible granular type designed for a 20 year serviceability life;
- Upgrading of the signs and linemarkings;
- Load limit of 5 tonnes on the streets comprising the link road;
- Relocation and protection of utility services;
- Provision of parallel parking and removal of 90 degree parking;
- Installation some footpaths; and
- The speed limit on the Link will remain at the current speed of 50km/h.

It is not proposed to improve the horizontal or vertical alignment of the Sorell Link streets, however there is some minor adjustments to the road alignment along the link proposed:

- To make the best use of the space available
- To provide the carriageway width required
- To provide the maximum amount of parking possible throughout the link.

The bend at the junction of Forcett St and Parsonage Place provides a low speed horizontal alignment. It is not proposed to improve the alignment at this junction. 25km/h curve warning signs are to be installed at this bend.

Road Safety Audit

An independent safety audit of the proposed roadworks was undertaken in March 2008 as part of the design process. The observations and recommendations provided in the audit have been considered and where deemed appropriate the proposed works have been modified.

ENVIRONMENTAL AND SOCIAL IMPLICATIONS

Environmental Issues

Flora, Fauna or Heritage surveys or reports have not been carried out because of the highly urbanised and disturbed nature of the site, the works closely matching existing and having low impact.

Public Consultation

GHD undertook a door knock of businesses, households and community organisations whose premises or homes are adjacent to street comprising the proposed link road. The purpose of the doorknock was to inform of the proposed works and to seek relevant feedback. At unattended properties an open letter was placed in the letterbox. The letter provided information on the intent to change the traffic arrangements in Sorell.

The operator of the takeaway shop at the corner of Pelham and Cole St expressed concern about the potential loss of trade resulting from the reduction of on street parking outside the shop due to the construction of the roundabout. The majority of trade is from passing traffic that is able to pull up outside the shop. Parking outside the shop was subsequently reviewed resulting in approximately only one half of one standard car parking space being lost as a result of the roundabout construction.

A mechanical repair business specialising in heavy vehicle repairs operates out of a property located at the junction of Forcett St and Parsonage Place. The operator was concerned about the impact on his business due to the 5 tonne load limit restriction to be placed upon the road link. In order to address this issue the load limit signage will include "permitted vehicles excepted" which will allow heavy vehicles to continue to be able to gain access to the repair business.

On the 28th April 2008 representatives from both DIER and GHD attended a meeting with approx 15 property owners and business operators to discuss the proposed Sorell Link Road project. The majority of the attendees voiced opposition to the proposed Sorell Link. The concerns raised at the meeting are listed below:

- The link could change a nice quiet street into a busy street;
- What other options were considered in the planning stage;
- Why not spend the money on a bypass;
- What is being done about parking changes to existing arrangements at the Bowls and Tennis Clubs. Existing parking arrangements are a concern;
- What improvements are to be undertaken in Forcett St/Parsonage Place/Pelham St;
- There are safety concerns for elderly residents and children due to the increase in traffic;
- Value of properties will decrease due to the link;
- Load Limit and impact on transport operators;
- Properties may be damaged by the proposed road works;
- Potential problems with traffic movements in areas adjacent with the link, for example access to the petrol station;
- How can objections be lodged with regard to the proposed works;
- Why not provide traffic lights at Cole St rather than install a roundabout; and
- Why has it taken so long to consult with residents.

These concerns have been considered and where possible the project has been modified. However some concerns have not been able to be addressed. On balance it is considered the benefits of the project to the broader community will outweigh the outstanding issues.

Property Acquisition

A property located on the southeast corner of the Cole St/Pelham St intersection. This property is to be totally acquired as part of the works to allow for the construction of the roundabout. Some residual property will be available for disposal upon project completion.

Partial acquisition is also required from the property on the northeast corner of the Cole St/Pelham St intersection.

Two small areas of property acquisition from the Education Department (Sorell School) will be necessary with some of the school's facilities (cricket practice area) and fencing relocated.

Formal consultation with the landowners and Sorell School affected by acquisition has been undertaken.

Access to Properties

All accesses impacted by the work shall be reinstated. Access to properties is to be maintained during construction.

Parking

Currently outside the bowls and tennis clubs parking at 90 degrees to the roadway is allowed. With the anticipated increase in traffic flow outside these clubs parallel parking is considered to be safer than 90 degree parking. There will be some reduction in available parking in close vicinity of both of these facilities. It is considered that there is ample parking available near the bowls club and tennis club to reasonably cater for demand.

Due to the constraints of the site in Parsonage Place only a limited amount of on street parking can be provided with the proposed scheme at this section.

In Gordon St outside the school there will be some loss of on street parking due to the construction of the roundabout.

At present some Sorell School staff park their vehicles in an unconstructed road reserve opposite Forcett St. The proposed Gordon St roundabout will take up approximately 50% of the available parking space. DIER does not want this car park to remain place once the roundabout is constructed due to safety concerns. An alternative car park is to be provided within the school grounds. This car park will provide the same capacity as the existing car park. This arrangement has in principle agreement with the Education Department and the Sorell School Community.

Cricket Nets Sorell School

The roundabout at Gordon St will impact upon the existing cricket practice facility within the Sorell School. It is proposed to remove the existing facility and construct a new cricket practice facility within the school grounds.

Pioneers Park

To provide as much parking on the Sorell Link the picket fence at Pioneer Park is to be relocated sideways by approx. 2m into the Park. Parking in Pioneers Park will not be compromised due to the fence relocation. As the park is within crown land no acquisition of property is required.

Service Authorities

Overhead power supply service will be relocated or placed underground at the Gordon St roundabout and at the junction of Forcett St and Parsonage Place.

Underground Telstra service will be relocated at the Gordon St roundabout and along Cole St.

Some Sorell Council water mains will be relocated at each of the roundabouts in Gordon St and Cole Street.

PROJECT COSTS

PDB-PRM-F29 VALIDATION STRATEGIC ESTIMATE TO P90 CONFIDENCE

Project : SORELL LINK ROAD

Section : COLE STREET TO GORDON STREET

PART	DESCRIPTION	UNIT	Q'TY	RATE	AMOUNT	SUBTOTAL	CONT. %	CONT $	SUBTOTAL	ADJ. TOTAL	COMMENTS TO JUSTIFY CONTINGENCY LEVELS
1. Project Specific											This item includes new car park for school, relocate cricket nets, relocate school front fence, insurance, Contractor's set up costs and amenities, street trees, etc.
						$223,475	20%	$44,700	*$45,000*	*$268,475*	20% contingency placed on this item for unknowns.
2. Earthworks	Clearing and grubbing	Ha	1	3000	$3,000		10%	$300		$3,300	
	Excavation in all materials	cu.m	4,265	25	$106,625		10%	$10,700		$117,325	
	Extra for Rock Excavation	cu.m	190	65	$12,350		10%	$1,200		$13,550	
	Sub Grade	cu.m	200	70	$14,000		10%	$1,400		$15,400	
	Topsoil	sq.m	190	5	$950		5%	$0		$950	
	Subgrade Replacement	sq.m	200	66.25	$13,250		10%	$1,300		$14,550	
	Miscellaneous	item	1	11000	$11,000		10%	$1,100		$12,100	Includes for unknown service relocations, damage to services, e
						$161,000			*$16,000*	*$177,175*	
3. Drainage	Pipe Culverts	m	330	163.6	$53,988		10%	$5,400		$59,388	
	Pipe Culverts	m	40	170	$6,800		10%	$700		$7,500	
	Remove ex Pipes	No.	22	50	$1,100		10%	$100		$1,200	
	Connect to ex Pipes	No.	3	1000	$3,000		10%	$300		$3,300	
	BEBO Arch	Item			$0		0%	$0		$0	
	Pits	No.	19	1666.85	$31,670		10%	$3,200		$34,870	
	Sub-soil Drains	m	320	38	$12,160		10%	$1,200		$13,360	
	Kerbs	m	2,526	65.82	$166,261		10%	$16,600		$182,861	
						$275,000			*$28,000*	*$302,479*	
4. Pavement	Sub-Base Material 1	sq.m	8,296	23	$190,808		10%	$19,100		$209,908	
	Sub-Base Material 2	sq.m	7,710	22	$169,620		10%	$17,000		$186,620	
	Base Material	sq.m	9,304	17	$158,168		10%	$15,800		$173,968	
						$519,000			*$52,000*	*$570,496*	
5. Bit. Surface	Prime	sq.m	0	0	$0		0%	$0		$0	
	Primerseal	sq.m	0	0	$0		0%	$0		$0	
	Seal	sq.m	0	0	$0		0%	$0		$0	
	Two coat seal	sq.m	0	0	$0		0%	$0		$0	
	Asphalt	tonnes	1,576	112.5	$177,300		10%	$17,700		$195,000	
						$177,000			*$18,000*	*$195,000*	
6. Traffic Facilities	Safety Barrier	m	44	120	$5,280		10%	$500		$5,780	
	Guide Posts	No.	0	0	$0		0%	$0		$0	
	Pavement Markings	m	1,220	9.2	$11,224		10%	$1,100		$12,324	
	Signs	No.	75	505.8	$37,935		10%	$3,800		$41,735	
						$54,000			*$5,000*	*$59,839*	
7. Landscaping	Cultivation	sq.m	0	0	$0		0%	$0		$0	
	Seeding	sq.m	90	5	$450		10%	$0		$450	
	Planting	sq.m	0	0	$0		0%	$0		$0	
	Paving	sq.m	489	85	$41,565		10%	$4,200		$45,765	
	Fencing	m	0	0	$0		0%	$0		$0	
						$42,000			*$4,000*	*$46,215*	
8. Miscellaneous	Access / Side Roads	No.	26	1196.15	$31,100		10%	$3,100		$34,200	
	Building Inspections	No.	30	415	$12,450		10%	$1,200		$13,650	
	Telstra Relocation	No.	1	248000	$248,000		10%	$24,800		$272,800	
	Aurora Relocation	No.	1	95500	$95,500		10%	$9,600		$105,100	
	Council Asset Relocations	No.	1	10000	$10,000		0%	$0		$10,000	
						$397,000			*$39,000*	*$435,750*	
Additional Items	Acquisition	Item	1	500000	$500,000		20%	$100,000		$600,000	
	Supermarket Works	Item	1	160735	$160,735		20%	$32,100		$192,835	(Amount to be reimbursed by Developer plus $35,000 for design
		Item	0	0	$0		0%	$0		$0	Contract Administration and Project Management.)
	GHD Fess & Disbursements	Item	1	250000	$250,000		0%	$0		$250,000	
	DIER costs (PM, CA, etc)	Item	1	275000	$275,000		0%	$0		$275,000	
						$1,186,000			*$132,000*	*$1,317,835*	
				TOTALS		$3,034,475			$339,000	$3,373,264	

EVIDENCE

The Committee commenced its inquiry on Thursday, 12 February last with an inspection of the site of the proposed works. The Committee then returned to Parliament House whereupon the following witnesses appeared, made the Statutory Declaration and were examined by the Committee in public:-

- Leon Ashlin, Project Manager, Department of Infrastructure, Energy & Resources
- David Rolph, GHD
- Keith Midson, Consultant

- Sharon C. Fotheringham
- Peter & Janette Grierson
- Suzanne Windsor
- David Newitt

Background

Mr Midson provided the following background to the Committee:-

> *I was involved in this project at a very early stage. I was commissioned by the Department of Infrastructure, Energy and Resources through GHD, my former employer, to undertake traffic modelling of the entire Sorell area. This was to provide an understanding of the traffic flows in and around Sorell, to have a better understanding of the issues as they stand from a traffic point of view and to identify any potential solutions that may overcome the issues that are identified.*
>
> *Quite a number of the options were tested. These included do nothing and do minimal approaches, so what would happen with forecast future land use and the associated traffic generation if things stay as they are, or if minimal changes were undertaken such as clearways, changes to the traffic light phasing and the like, right through to connecting the link road - which is the proposal subject to this hearing today - along with a few other key changes as well. There are also some variations in those themes.*
>
> *Essentially, what was used was a traffic modelling software called Paramics, which is micro-simulation software, which models the interactions of individual vehicles. This is calibrated and validated for base conditions to what is on the roads now and that was confirmed through fairly extensive surveys - origin-destinations surveys, turning movement surveys, traffic volume surveys, travel times surveys. It was all very thorough in the assessment of the base conditions.*
>
> *We then added what we know is likely to happen with future land use to try to determine what may happen into the future. We then modified the road network to try to make improvements to those. In terms of the project that is under review at the moment, that is the link road, what we deemed the best solution to make that work effectively was a roundabout on Tasman Highway - ... As well as a roundabout on Arthur Highway to connect those through plus a small roundabout at Fitzroy Street*

and various traffic management changes along the route. The idea behind that is first, to encourage people to use that route more effectively to take the load off the main street; and second, to provide a better traffic-calmed situation - you have a very busy commercial area, a lot of pedestrians, a lot of car parking - and the installation of roundabouts is very good at reducing vehicle speeds. It also tries to reduce some of the traffic volume on those roads.

We found through the modelling that a combination of traffic management works; it did take some of the traffic off the main road, which was part of the issue. At this stage we have extensive queuing on Tasman Highway, which can, at times, tail back to the causeway. That has been the trigger, if you like, for many complaints by the public to both the council and the State Government. We found that this set of works reduced the queuing by providing a much smoother traffic flow arrangement and splitting the traffic through the busy section of Sorell, giving a viable alternative to that.

It had some other benefits in providing better traffic flow out of - ... Weston Hill Road, and also allowed for future commercial and residential growth in that area for some time into the future.

The downside to this is that the increased traffic on Pelham Street does have an amenity impact on the residents and some of the industries along that route. However, measures such as footpath improvements and car parking improvements can go some way to fixing those, but the increased traffic can be perceived by some as having a negative impact on their amenity.

Options

The Committee questioned the witnesses as to what options, if any, were considered by the Department to alleviate traffic congestion in the township. Mr Midson responded:-

I guess at a very early stage we were looking at all options, and that included the two main bypass options that have been around for quite some time. They were discounted very early by DIER and council because of the high cost associated with them. Whilst there are benefits, they remove a lot of traffic through Sorell, the cost of providing it outweighs the benefits. We were looking for alternative solutions and we started with trying to fix what was there currently, fixing the traffic signals and the staggered T-junction arrangement and the traffic lights at the end of the highway. We couldn't really get those to have any real benefits that would fix things in the longer term. That route was suggested fairly early on and we tested it quite extensively with a number of different variations along the way. That seemed to give the best benefit cost. The benefits that you achieve in terms of travel time savings, delays and those sorts of things, particularly in the peak hours, was quite substantial for minimal works.

... The future traffic reduction varied between 25 per cent and 45 per cent on the Tasman Highway. So we are reducing that volume of traffic and displacing it onto the Pelham Street arrangement. You get quite a substantial increase on Pelham Street in percentage terms. The volume itself is within the capacity of that street but because of very low traffic volumes there at the moment I guess that is the amenity issue. It removed enough traffic from the Tasman Highway and Arthur Highway intersections to relieve the congestion at that point.

When questioned as to whether the proposed works complied with Australian standards for a category 3 road, Mr Midson responded:-

It meets all the standards. They currently do anyway; it is simply the congestion issue - the delays caused during peak times because of that intersection. Most of the issues in Sorell, from a traffic flow point of view, stem from that one intersection. It is really about trying to get vehicles away from that intersection as best you can. Everything has been designed within the Australian standards and the traffic flow as such is still well within the parameters of what DIER would classify in their road hierarchy.

...It would fit more with category 4 or perhaps category 5. I think you would be looking at a daily traffic volume of around 4 000-5 000 a day. That is looking at the peak hour volumes and factoring that up. That is nowhere near some of the DIER hierarchy categories. Tasman Highway currently west of Penna Road is 13 800 vehicles per day; Arthur Highway east of Tasman Highway is around 10 000 vehicles a day. We are taking some of that traffic off those roads at that point.

Queuing

The Committee questioned the witnesses as to what, if any, modeling had been undertaken in relation to queuing events and whether there would be any likelihood that such queues would form despite the proposed works. Mr Midson responded:-

I do not believe so. .... The do-nothing scenario results in a queue of about two kilometres long and that is extending from the Gordon Street/Cole Street/Station Lane intersection. Doing a minimum reduces that by nearly a quarter so it goes to 565 metres and both of the link road options reduce that to 42 metres, quite a substantial decrease. That is on the Gordon Street approach.

The Committee pursued the matter and the following exchange occurred:-

Mr GREEN - Between that intersection with Station Lane back to the roundabout is a relatively short distance if there is a red light there.

Mr MIDSON - There is a small reduction. It goes from 42 metres to 35 metres and the east approach is 35 to 28 metres. A small reduction but certainly it is a reduction so that does have a positive impact on that as well. The main reduction is the Gordon Street approach.

Mr GREEN - We heard on site that there was a need to alter Pelham Street to ensure that it lined up with Weston Hill Road. Can you explain to the committee why?

Mr ASHLIN - They are slightly offset by about 10 or 15 metres. To get the alignment right so they both come into the centre of the roundabout we have to push that over, which means acquiring that property on the corner - owned by Mr Kessarios. There was another argument about using traffic lights for that and we talked about that this morning, but whether we use traffic lights or a roundabout we do still have to purchase that property to get that alignment right. We cannot have one offset like we have at Station Lane and Gordon Street because it throws them right out.

Land acquisition

The Committee questioned the witnesses as to the land acquisition process. Mr Ashlin responded:-

We have gone through an acquisition process through DIER and we have gone through the Valuer-General. He has given us a price, which has been passed on to Mr Kessarios. We asked him to get an independent valuation as well and come back to us so we can negotiate in between. I do not know if that has happened. I have not discussed this with Mr Tomlin upstairs. I went looking for him this morning so I could discuss that but I do not know. Mr Kessarios seems very upset that we are acquiring his land and he seems quite stubborn about moving out as well, and that is quite understandable. Mr Kessarios has also asked us if we can purchase half that land, knock the house down, so that he could have access to the back part of that land. Access to that land is on the southern side of his property where there is an existing garage but it makes it very difficult for our proposal to work with an access just when you are coming around the corner of a roundabout and trying to speed up, and there could be a driveway there where someone is backing out again. We would like to purchase the lot because we do not see it as being viable to anybody else.

Parking

The Committee questioned the witnesses as to what parking would be provided, Mr Ashlin responded:-

We said to the tennis club that they would probably lose one to two parking spots overall with the parallel parking out the front but the other problem is that their parking is further away from the tennis club - we are talking 100 metres here - which is not in front of the tennis club as they are used to, and this happens with the bowls club, too. I think they lose two to three parking spots all up but in Somerville Street they have parking right behind the bowls club where they can get off the road and they can also park in Somerville Street. I do not know if the tennis runs at the same time as the bowls but they can park on the other side of the road and we give them pedestrian access across there with much better facilities than they have had before.

The Committee questioned the witnesses particularly as to what provision would be made for the parking adjacent to the shop on the corner. Mr Ashlin responded:-

First, at the front of her shop on Cole Street we have put a little blister kerb. There are two of them, one either side for the pedestrians to come out and access the median island in the middle. That is a refuge for them if they get halfway across the road and the traffic is coming the other way. It is a wide road and very busy so we put that there. That takes up probably a third of a car park space. She has three car park spaces at the front of her place and we think she can get three cars in there unless one is a car with a trailer or something else. On Pelham Street we have that wide concrete blister. What we have added to this plan - and we have only done that in the last week or so, but I discussed it with the lessee - we are going to put a truck loading bay in there because she gets a lot of customers at the front of the shop. The trucks stop there and we have said we will put the truck stop on that side so that she still has that area out the front for the customers to stop. She gets a lot of her trade in the early morning and that is where they park as they are going past so we are trying to keep that for her. The truck bay will have bollards around it so that nobody can drive right around the corner and do silly things.

Mr Rolph added:-

That first blister that Leon referred to will also direct the traffic down the middle of Cole Street rather than allowing it to come around and be confronted by a parked vehicle as well. It will serve two purposes: the protection of the pedestrians and directing the traffic down the middle of the road rather than the side of the road.

Forcett Street/Parsonage Place corner

The Committee questioned the witnesses as to what the proposed speed limit would be for the subject roads, Mr Ashlin responded:-

The speed limit will be limited to 50, as per any other council street except main roads.

...(at the Forcett Street/Parsonage Place corner) will be signs up recommending 25 kph and also warning that trucks are entering because of Mr McGinniss's' business on the corner there. We have discussed painting a white line around that corner as well to separate traffic from one side to the other. It is a very sharp corner; we understand that.

... The council have done up that corner. As you could see, it was resealed and had new kerb, gutter and footpath. The council did that work prior to our moving in and doing any design so, in hindsight, you would probably try to purchase the corner house and make that corner better but that has not happened so we are just meeting up with what is there.

'Lifespan' of the project

The Committee questioned the witnesses as to what was the anticipated lifespan of the proposed works. Mr Midson responded:-

That is a good question, a lot of that will come down to how much development actually occurs into the future. The Pelham Street road itself will not fall over; I think the other intersections will fall over before that does. For the situation to get bad again it will again come down to the traffic lights, I think, they will be a restricting factor. The road that we are proposing to upgrade here is still not a highway standard, if you like, so it is not going to be that attractive. I think there is a bit of a fine line between turning it into a highway and forcing a lot of cars into a residential area or really just giving a bit of a relief valve, if you like, for the Tasman Highway. So it is probably not a very long-term fix but I think that it should serve its function well for 20 years or so at least before things start to fall down. The problem with predicting that far out is that, again, people change their driver behaviour in accordance with what happens. So as the traffic volumes increase people change their driver behaviour and that sort of thing. I guess to some extent that is happening now. Where people know it is a very busy road in the morning they might leave earlier, for instance. I guess in answer to your question, it is a difficult one to answer with any certainty but this solution, because we are removing traffic volume and providing two routes, it will serve long-term into the future.

The Committee pursued this matter and sought information as to whether traffic lights had been considered as a solution for the Pelham Street/Weson Hill Road/Arthur Highway junction. Mr Midson responded:-

From a traffic management point of view they would work. I do not think they would work as efficiently as a roundabout because of the traffic flow that we have there. It still requires the junctions to be aligned.

In response to a question from the Committee as to whether any estimate had been prepared for traffic lights, Mr Midson continued:-

I have not. I am not sure whether that is something that GHD has done. Generally speaking, depending on the diameter of the roundabout it can be very similar in costs, particularly when land acquisition is obviously going to be one of the main factors involved. That will be the case for both junction arrangements. So there is probably not much difference between the two layouts. Certainly traffic lights have a longer-term maintenance cost associated with them whereas roundabouts do not. There has been no costing but it will probably be the same order of magnitude for traffic lights. However, a roundabout will be safer and certainly provides a good level of service for that intersection.

When questioned by the Committee as to whether the predicted traffic volumes for the next 20 years would not exceed the capacity of the roundabout, thus necessitating the installation of traffic lights, Mr Midson responded:-

I am fairly certain that is the case. I am just checking the results. Certainly the level of service performs very well into the future with a roundabout. There are no problems with the capacity at that intersection. That would be different if there were very unbalanced flows, which is what is the case with, say, Midway Point

roundabout, for instance. There is an issue there with unbalanced flows but that is not the case with this roundabout. It should perform fine with the flows that are forecast in 10, 20 years' time.

Consultation

The Committee questioned the witnesses as to what, if any, feedback had been received from the business community and the wider residential community. Mr Midson responded:-

... The Sorell Business Council held a meeting at the Masonic Hall, I think in October. We had a meeting with them. We had our computer modelling up on the screen and showed what would happen if we did nothing or if we did what we have here, the best outcome. They were very impressed that we are trying to get most of this traffic off the main road in peak periods. They have a problem with people not pulling over because they want to keep going through the town. They are being held up five or 10 minutes in the queue by people who do not want to pull over to jump out and get a loaf of bread or something, jump back in the car, find they cannot get back into in the queue - because people will not let them. They were quite impressed with how the modelling worked and what would happen to them. In the end, it was a really good outcome for us.

... The general community from the area outside the parts of the town that we are working in has been very positive. It is probably the community that we are affecting most, the people that live in Pelham Street, Parsonage Place and Fitzroy Street, and businesses like Perry McGinniss as well. There are other little businesses adjacent to them, like the service station and they think they may lose some business. That is the major complaint from the people we are physically, directly affecting.

Residents

The Committee received a number of written submissions from residents all of which were received by the Committee and taken into evidence. Each such resident was invited to appear before the Committee and address their submission of whom the following accepted the invitation.

Ms Fotheringham made the following submission to the Committee:-

I have been listening to what the members of DIER have stated and I disagree strongly with them. I made a submission although when it went in the paper as a by-pass, I was wholly in support of that bypass. I am totally 100 per cent or 1 000 per cent against the roundabouts, as is the majority of the population in Sorell. I must also state here that I attend most council meetings, as do most of the people that are here today, and at one council meeting several of the councillors referred to these roundabouts as a bandaid issue; that it was the Government's problem and if they objected to it nothing would get done but if the roundabouts were put in it then became the Government's problem and it was up to the Government to fix the problems that they had put in. That has been stated at several meetings.

I was amazed to hear that the council supports this because at the normal council meetings that is not what has come across to the public. They are totally against it.

... Yesterday I was going through Sorell at twenty past two and I got held up at the industrial estate on the main road there and it took 25 minutes to get from the industrial estate to the T-junction at the other main road. DIER states that this only happens in peak hour, but huge delays are becoming far more frequent in Sorell now. The two or three weeks prior to Christmas traffic in Sorell was absolute bedlam. It was bad for drivers, it was bad for pedestrians and it was bad for businesses because they have stated that people will not stop because they cannot get back into the flow of traffic. Sorell is just one huge problem.

The other thing that concerns me, too, is that DIER does not seem to have taken into account that there is only one bridge just down from the roundabout at McDonald's that provides access to the whole of the peninsula. If something happens to that bridge everyone has to go back up to Orford and come down the Wielangta Forest Road or something because that is the only access to the peninsula. It does not seem to have been included in this assessment, so that is a problem too.

There is another thing I am interested in: DIER said that this project has a lifespan of 10 to 20 years. I do not know if they have taken into account in my submission No. 2 on Growth of the Sorell Municipality. The Sorell Council actually said that by 2021 there would be an increase of 30 per cent in the municipality. I do not know if DIER have taken this into account. Also, I do not know if the council have taken into account the situation when the State Government takes over the sewerage and water upgrades. A lot of the local residents believe that places such as Dodges Ferry and Lewisham will develop and I do not know if that has been included in the 30 per cent so that will add more problems for the road. I do not think the infrastructure is going to cope with it. Even the solution that they say is going to work now I do not think it will.

I think I have already stated that the general public are not in favour of this. Most of the people that I have spoken to in the area have attended meetings and are against it - they cannot see it working at all.

DIER and I think the council have put in clearways. But it is the same old problem; the council say that it is DIER's problem, that they should be policing it and ensuring that people do not park there, and DIER say, 'It's in the Sorell area, it's your area and you should be policing it'. It does not get policed, the clearways are not clear. They are always full in peak hours or the times that they are supposed to be clear. That is a problem, too. I think if this matter was policed it would assist in the road management because people would be able to travel more freely. I think if you were looking at solving the problem for Sorell - and the businesses certainly would not like this - you would probably have to say that in peak hour traffic nobody parks anywhere in Sorell, that it be one big clearway.

The other thing that worries me is the situation when Coles comes to the area. That area already has a lot of traffic problems and when Coles comes these will be magnified. It is going to be one huge problem and more so for pedestrians too because I do not think there will be facilities for pedestrians to cross. You have your roundabout right up away from Coles and Coles is down the other end near the bridge and that, once again, will cause problems.

As I say, the queuing is not just at peak hour. The queuing in Sorell now is becoming virtually the whole day. That is basically all I would like to say. I think that this fix is not a scientific one; it just seems to be a short-term remedy, but it is an expensive one and one that will not go much over 20 years. I doubt that it will even cope after 10 years. I think it is very short-sighted.

Mr Peter Grierson made the following submission:-

... This submission is on behalf of me and my wife. We do not believe the sealed road link will be viable. Roundabouts have been proven not to work because of more traffic congestion. The roundabouts were removed from the Brooker Highway. They did not work. The Mornington roundabout and the Midway Point roundabouts have caused huge traffic congestion. There is not enough room on the proposed street to have a large roundabout and small ones cause dangerous driving conditions. Having three roundabouts, one after the other, will cause a tremendous bottleneck and traffic will bank up continuously. If there were a fatal accident on the McDonald's roundabout the highway would be closed for hours. They are talking about what I call a suicide lane in the middle to turn right into Coles. The first time I heard about that was today. Good for tail-enders, I reckon.

The street to be used for the link road is not wide enough to cope with the volume of traffic it will have to bear. If there were any more businesses built on the thoroughfare, the entrances and exits would be too close to the roundabouts therefore dangerous. That would not be allowed by the Council, thus curbing a growth in the town.

The traffic volume on the southern side of Sorell will double or treble over the next 10 years - as soon as the southern beaches get reticulated water and sewerage. The rumour is that that will be in three to four years, but you know what rumours are.

The link road will only be a bandaid solution for our traffic. The money would be much better spent on a bypass which will have to go through eventually. The Sorell municipality is one of the fastest growing in Tasmania, most of which will be in the southern part.

Mrs Suzanne Windsor made the following submission:-

I am a long-term resident of Pelham Street, Sorell, and a long-term resident of Sorell. I have 30 years' commitment to the benefit of this town. I see what is happening here - at a not minor cost but for $3.4 million - as being a waste of money going nowhere to

solving the problems of Sorell. We are all agreed that Sorell has an enormous traffic problem. Twice every day people attempt to negotiate their way from the southern areas or the east coast through Sorell to town and then back. That is twice a day. In the interim there are people trying to avoid that traffic by travelling at different times, also creating problems. The traffic problems will get worse.

Some 364 houses have been approved in the Weston Hill Road area. The development which will take place on the southern beaches and also along the east coast side of Sorell will only add to this problem. The thing that becomes obvious to a resident, to a layperson or anybody is that the spending of $3.4 million for no real return is a waste of money. The fact that in 1963 the then council looked at the possible future need to bypass Sorell both to the east and along the Arthur Highway was an indicator that there was some forethought and vision happening. Since then no-one has actually taken this up. All of the solutions - the roundabouts, the lights, a white line here, a 25-kilometre sign there - are window dressing.

If this lasts 10 years we will be extremely lucky. In fact, if it copes with today's traffic I would be very surprised. I live on what would be just down from the Cole Street-Pelham Street roundabout. I see what happens now. I see them coming down the hill. This is not going to cope even now. With talk of further development - and a growth rate of some 30 per cent has been mentioned - I do not know how you can reasonably justify putting this forward as a proposition for traffic management. Any projection - and I am not quite sure where Keith's projections come from - that does not take into account the increased development is simply not dealing with the problem. This is outside being a resident or being affected by increased traffic or anything else. It is because I live in Sorell, I love Sorell, I would like to see it be a town. At the moment it is totally dysfunctional. It does not cope for its business community and I would question the figures that were stated about the business community supporting this. That is not what I hear as a resident of the town. That also indicates that there has not been an impact study done of any benefit for either the business or the residents or any long-term planning.

I am here to try to ask people to consider the future. Mr Midson mentioned that a bypass had been one of the suggestions put forward right back when, but that it had been quickly discounted. I wonder why that is the case and I wonder why, given the increased traffic, that it should not be reconsidered again. We, of the community, know that the council do not support this so we are fighting for our community, which is dying.

The Committee questioned Mrs Windsor as to her understanding of the position of the Sorell Council in relation to the project. Mrs Windsor responded:-

The council has said in response to my queries 'not in my lifetime' - a direct quote as far as a bypass was concerned. They are certainly not supportive of bypassing.

... We are talking about serious solution here, which this is not.

... The council would support the link road but as far as a long-term solution or a bypass is concerned, which is the only long-term solution as an entry way to the peninsula, the council, for some reason, do not support this. So it is up to us as community members to have our say. It is what brings us out, to fight for the life of our town, which is choking under such a volume of traffic.

Mrs Windsor continued:-

... I went to all the council meetings to add my voice in the public column to say that this is simply not a solution to the problem. It is not a solution to the problem and I just query the wisdom of spending $3.4 million to achieve nothing. What it will simply do is to move the traffic congestion points sideways, otherwise known as 'laterally arabesquing' the problem, which is really not a solution.

Mr David Newitt made the following submission:-

I would just like to endorse what all the others have said. My submission is somewhat different, something along the lines of a statement because it goes back a long way to the bypass proper, with government people involved in discussions.

The Arthur Highway bypass has been talked about for around 45 years. Discussions had taken place with the head of the Local Government Board, Mr Graeme Yeoland, about the year 2000 in relation to the Sorell bypass. I was told that certain things had to happen in Kingston, Mount Nelson and Glenorchy. It had to be cut back and the Government had two alternatives to look at: one was Brighton and the other was Sorell. He suggested Sorell was the most logical as there was a dual-lane highway to the airport roundabout and he further stated that the Arthur Highway bypass would be constructed within five years of that date.

... Prior to this I had a meeting on site at the Arthur Highway and Rosendale Road junction with Ronald Middleton and Russ Bauer of the Department of Main Roads and Max Milton, the engineer of Sorell, in relation to a roundabout at Rosendale Road and the prospects of a highway bypass proper. The meeting was due to our having sought a rezoning of Mount Garrett to residential in the 1993 planning scheme. The discussion between the three of them was that, in the event of rezoning, a roundabout was to be constructed at Rosendale Road and the Arthur Highway. The Department of Main Roads said, 'We will send this back to Max Milton, place this in Mr Newitt's file and when the bypass is constructed the roundabout is to be incorporated at the same time'. We now have a small shopping centre at the Rosendale Road, and the business is booming, causing accidents there. There is 100 kph speed limit on a high access flow - I think something in the order of 1 000 cars a week enter the road, many causing accidents with the 100 kph speed limit where they are entering. This is the same place where they proposed the roundabout.

Coming back to the discussion with Graeme Yeoland, head of the Local Government Board, due to his comments about the Arthur Highway bypass being constructed within five years, I decided to put a submission through the Sorell Council to the

Government to seek Federal funding for the Arthur Highway bypass, four lanes on both causeways and four lanes to the airport roundabout. Kerry Degrassi was the mayor at the time and she phoned me to say that all my submissions went to the Government, she thinks in 2002. I wonder what is on record. I also phoned Tony McDermott, who was a councillor at that time, and he said he recalls my making the submission to Mr Brian Inches. Could we seek from these departments and the Sorell Council the reply to these submissions and also what was sent back to the council in relation to this with Rodney Middleton sending the documentation back to the Sorell Council to put on record for the Arthur Highway bypass?

We know that the Federal Government is talking about releasing a $40 billion economic stimulus package although it is still in the clouds at the moment. They are looking to boost the economy. Mr Green, we seek Federal funding for the Arthur Highway bypass. It is linked to the tourism on the whole of the peninsula to Port Arthur. The roads are bad all the way through to Port Arthur; they need to be totally upgraded and if this Federal funding is available for the development of areas and they are going to let this money come, let us seek this funding. Sorell residents suggest that if urgent action isn't taken to relieve this traffic problem things will only get worse.

DOCUMENTS TAKEN INTO EVIDENCE

The following document was taken into evidence and considered by the Committee:

i. Sorell Link Road – DIER Submission – Volumes 1 & 2;
ii. Sharon C. Fotheringham, submission undated;
iii. Noel Hales, submission dated 28 January 2009;
iv. David Newitt, submission dated 30 January 2009;
v. Bill White, Assistant Secretary on behalf of the Constuction, Forestry, Mining, Energy Union, submission dated 2 February 2009;
vi. Jim Kessarios, submission dated 29 January 2009;
vii. Peter & Janette Grierson, submission dated 5 February 2009;
viii. Kerry Vincent, submission dated 5 February 2009;
ix. John, The Duke of Avram, submission dated 5 February 2009; and
x. Suzanne Windsor, submission dated 6 February 2009.

CONCLUSION AND RECOMMENDATION

This reference to the Committee proposes a solution to the traffic congestion occurring at the principal intersection in the Sorell township.

In evidence to the Committee, it was submitted that if no changes to traffic management in the Sorell area occurred and the expected residential growth within

the municipality eventuated, traffic flow issues would become critical, particularly in the 'P.M. peak', with an average queue length of 2 kilometres expected to occur on the Gordon Street south approach to the Cole Street/Gordon Street traffic signals.

The proposed works are, however, the subject of considerable opposition by some residents of the Sorell area who support an alternative solution, that being the construction of a by-pass of Sorell.

The Public Works Committee Act 1914 prescribes the role of the Committee as 'considering and then either recommending or not recommending proposed works that have been referred by His Excellency the Governor-in-Council'. The Act gives the Committee no power to recommend any alternative, such as a by-pass, nor indeed any power to amend the plans submitted by the sponsoring agency. The Committee is therefore faced with only two options in relation to the 'Sorell Link Road': to recommend the works in accordance with the plans submitted by the Department of Infrastructure, Energy and Resources; or not recommend the works.

The need for remediation of the existing traffic situation was clearly established both in the evidence provided to the Committee by the witnesses of the Department of Infrastructure, Energy and Resources and by the local residents who enunciated their experiences as users of the subject roads and the considerable delays that are occurring.

The Committee is of the view that traffic management works must proceed as soon as possible. Given that the neither the Government nor the Sorell Council currently support the construction of a Sorell by-pass, it is clear to the Committee that the 'Sorell Link Road' is likely to be the only proposal to be offered for some time to address the traffic issues affecting Sorell and accordingly, were the Committee to not recommend the project and the works consequently not proceed, the residents of the Sorell area and the many thousands of other users of the subject roads would continue to be disadvantaged indefinitely.

The Committee notes that in evidence from the Departmental witnesses, the lifespan of the works was expected not to exceed 20 years and that the proposal was not a "long term fix". Such evidence suggests that consideration of a more permanent solution to the management of traffic in the Sorell area will be ongoing.

The Committee accepts the evidence that the opening up of the Pelham St, Parsonage Place Forcett Road Link will provide significant improvement in traffic flow through Sorell with an increased level of service and safety especially during peak periods. Further, that there will be significant reduction in the order of 25% to 45 % in traffic volumes in Gordon St.

The Committee takes into account the loss of amenity for the residents of the streets affected by the 'Sorell Link Road', but accepts that the increase of traffic resulting from the works will be within the capacity of those streets and therefore, on balance,

the Committee is of the view that the proposed works will greatly improve the passage of traffic for the wider Sorell community and other road users.

Accordingly, the Committee recommends the project, in accordance with the documentation submitted, at an estimated total cost of $3,400,000.

Parliament House
Hobart
13 March 2009

Hon. A. P. Harriss M.L.C.
Chairman