
Subject: FW: INTEGRATED TRANSPORT OPTIONS FOR SOUTHERN TASMANIA

Mr Wright, on behalf of the Mayor, Carmel Torenus, please find the Sorell Council submission into the subject inquiry detailed below.

Background

Sorell Council has for many years been attempting to address peak hour traffic congestion and general dormitory suburb (20 minutes from capital city!) transport issues with the State Government. A public transport solution is seen as the simplest and most cost effective solution (get people off the road) given that the two lane highway/causeway between Sorell and Cambridge with choke points at Midway Point/Airport Roundabouts would require major engineering and capital investment to improve in order to cope with existing and future traffic.

The fundamental problems with public transport for us however, are cost and scheduling of services. There is a distinct lag between our rapid growth and provision (or recognition of need) of service. More recently we have also consulted Metro Tasmania (Haselgrove) and Redline (Larissay) regarding current arrangements and future solutions. These have proven useful but not central enough to address all the issues.

Local Action

Sorell Council, in May 2012, conducted a vehicle count, through DIER, at the McGees Bridge Midway Point. The results were:

Site A0113240 was counted in May of this year

This site is 1240m West of Penna Road – ie about 340m West of the Western end of McGees Bridge

The seasonally adjusted AADT for this site is 16322 in 2012, including 5.2% Commercial Vehicles

AADT = Annual Average Daily Traffic i.e. the number of vehicles (including commercials) summed over all the available lanes in both directions at the specified site, averaged over all days of the year

Sorell Council has committed to building a park & ride facility on its land in the vicinity of Station Lane Sorell. Contributions from DIER are also expected with the Minister (this week) acknowledging a contribution in the order of \$100k. We also have commitment from local bus contractors to review scheduling in conjunction with this improvement of infrastructure. We also stand ready to market and sell this facility.

Requirement

For our Sorell & Southern Beaches public transport solution to work we believe that a complete review of the (Southern) public transport system is required. If there is truth in the suggestion from private operators that the piecemeal allocation of contracts and support for underutilised small territorial

services by the State Government is resulting in efficiencies and poor profit margins then this needs to be verified and rectified.

What we have been attempting to ascertain for some time from DIER is a clear identification of DIER trigger points to qualify for Metro or equivalent services (Sorell has no Metro Service 20 Minutes from a capital city) or indeed major road infrastructure upgrades. We would welcome a robust plan to present to the community frustrated with not only the worsening traffic situations and road conditions but failure to understand the neglect in our area.

Request

That your Terms of Reference (if possible) or the subject inquiry investigation be broadened to include the whole public transport system. Not Just Metro. In this way we believe our problems can be addressed.

Thanks
Bill



Bill Costin
General Manager
12 Somerville Street (P.O. Box 126) Sorell 7172 TAS
www.sorell.tas.gov.au
T: 03 6269 0005 | F: 03 6269 0014 | M: 0409 257 437

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