



Lewisham Scenic Drive

Traffic Study

Sorell Council

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1. Introduction

GHD has been engaged by Sorell Council (Council) to undertake desktop investigation and assess opportunities to improve pedestrian access along the Lewisham Scenic Drive between Gary Street and 110 Lewisham Scenic Drive (shown in Figure 1).

Lewisham Scenic Drive is a collector road linking Lewisham to Old Forcett Road, while providing access to Clarks Bay and Gwynns Point. It also serves as the direct access road for over 150 properties within the Lewisham area, along with access points to the Lewisham Jetty, public reserves and businesses including the Lewisham Tavern and Flippers Swim Centre.

Overall, the road segment is undulating in gradient, with areas for on street and parking and bus pull in bays primarily on the western side of the road and drainage lines on the eastern side. There is an existing poorly formed gravel foreshore walking track from Gary Street to Lewisham Boat Ramp, but there is no formalised sealed pedestrian access along this section. Currently, there are numerous existing site constraints that need to be considered when assessing the viability of options for pedestrian access along this section of road.



Figure 1 Study corridor

Base image obtained from Nearmap accessed November 2025

1.1 Purpose of this report

The purpose of this Traffic Study is to:

- Document the existing transport environment
- Identify key issues and opportunities along Lewisham Scenic Drive between Gary Street and 110 Lewisham Scenic Drive
- Identify options for improving pedestrian access for the corridor and provide a preferred option for the improvement of pedestrian access on Lewisham Scenic Drive between Gary Street and 110 Lewisham Scenic Drive.

1.2 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 of this report.

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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.

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1.3 Assumptions

This report is based on the following assumptions:

- The traffic volume data collected on the following survey dates is representative of typical weekday traffic conditions of the study area:
 - 14 May 2025 to 23 June 2025
- Road reserve widths outside the traffic lanes are considered as the usable widths measured from the edge of traffic lane, considering cadastral boundaries, roadside obstacles such as utility poles and fences, and slope.
- The assessment has been conducted based on publicly available aerial imagery, which is assumed to be of sufficient quality and currency for the purposes of the assessment.

1.4 References

This traffic study is based on a review of the following information:

- Australian Bureau of Statistics Census (2021)
- Austroads, 2021, Guide to Road Design Part 6A: Paths for Walking and Cycling
- Austroads, 2020, Guide to Traffic Management Part 3: Transport Study and Analysis Methods
- Crash data (2020-2025), Department of State Growth
- Highway Capacity Manual, 2016
- Sorell Active Transport Strategy (GHD, 2024)
- Tasmanian Standard Drawings (Local Government Tasmanian Association, 2024)

2. Existing conditions

2.1 Infrastructure

Lewisham Scenic Drive generally runs in a north-south direction, continuing as Lewisham Road north of Quarry Road to connect to Arthur Highway at its northern end and connecting to Old Forcett Road at its southern end. For this report, the analysis focuses on Lewisham Scenic Drive between Gary Street and 110 Lewisham Scenic Drive. This road segment accommodates multiple transport modes, with dedicated infrastructure provisions for each.

2.1.1 Private vehicles

The road segment consists of one trafficable lane measuring approximately 3.0 metres in each direction, separated by a painted centreline. Aerial imagery indicates poor delineation of eastern lane. On the western side, a shoulder varying from 0.5 metres to 2.5 metres is generally provided and is utilised for parking in selected areas. In contrast, the eastern shoulder is typically unsealed and narrow.

The corridor segment has a posted speed limit of 50 km/h and features an undulating gradient throughout.

Electrical posts are present on both sides of the road. The western verge generally features downward slope away from the road, while the eastern verge has a steep upward slope. In addition, swales and several exposed pipes are present on the eastern side.

2.1.2 Public transport

Bus routes 732 and X32 serves Lewisham Scenic Drive in both directions, with three bus stops in the study area, one of which is equipped with a paved bus bay.

2.1.3 Active transport

There is an existing gravel foreshore walking track from Gary Street to Lewisham Boat Ramp, but there is no formalised sealed pedestrian access along Lewisham Scenic Drive along this section. Two pedestrian crossing signs are noted: one near Foreshore Walking Track and another near Samuel Thorne Reserve. Figure 2 illustrates the active transport network along Lewisham Scenic Drive, highlighting the study corridor. North and south of the study area there are existing footpaths on Lewisham Scenic Drive.



Figure 2 Existing active transport network along the study corridor

Source: Sorell Active Transport Strategy

2.2 Pavement and road reserve widths

The traffic lanes along the study corridor measure approximately 3.0 metres wide each, while the road reserve widths outside the traffic lanes vary between 0.5 to 12.0 metres. It should be noted that road reserve widths outside the traffic lanes are considered as the usable widths measured from the edge of traffic lane, considering cadastral boundaries, roadside obstacles such as utility poles and fences, and slope. Along the eastern side of the corridor are swales, steep upward slopes, and multiple exposed pipes. Due to these constraints, construction of pedestrian path along this side of the road is not considered practical or desirable.

2.3 Volumes

Daily traffic volumes have been estimated using the traffic data provided by Council. Table 1 summarises the estimated daily traffic volumes. Along Lewisham Scenic Drive, the two-way estimated average daily traffic volume is 1,413 to 1,067.

Table 1 Estimated daily traffic volumes

Year	Site	Data collection (start)	Data collection (end)	Data collection duration (days)	Total traffic volume	Estimated average daily traffic volume (two-way)
2025	Lewisham Scenic Drive	0:00 Wednesday, 14 May 2025	14:41 Monday, 23 June 2025	40.61	57,386	1,413
2025	Lewisham Scenic Drive	0:00 Wednesday, 14 May 2025	14:48 Monday, 23 June 2025	40.62	43,321	1,067

The estimated volumes in Table 1 are average daily volumes. Assuming a conservative peak factor of 0.15, peak volumes may be up to 212 veh/h (two-way). This is well within the theoretical capacity of a single lane on a rural road as per the *Highway Capacity Manual* (2016).

2.4 Traffic speed data

The traffic speed data provided by Council has been reviewed, with analysis focused on the 2025 dataset with greater traffic volume. Key findings from Table 2, which summarise the speed data, are as follows:

- The data indicates non-compliance with the posted 50 km/h speed limit. Approximately 73.5% of vehicles exceed this limit, with a mean speed of 54.0 km/h. Furthermore, the 85th percentile speed is 60.5 km/h, highlighting prevalence of speed violations along the corridor.
- The range of speed that has the greatest number of observations is between 44 km/h and 64 km/h.

Table 2 Traffic speed data

Metrics	Values
Posted speed limit	50 km/h
Mean Speed	54.0 km/h
Standard Deviation	6.66 km/h
Vehicles that exceed the posted limit	73.51%
Mean exceeding speed	56.86 km/h
85 th percentile speed	60.48 km/h
95 th percentile speed	64.98 km/h
20 km/h pace range	44 km/h – 64 km/h

2.5 Crash data

Crash data from October 2020 to October 2025 (inclusive) along Lewisham Scenic Drive, between Gary Street and 110 Lewisham Drive was reviewed. The crash data map is provided in Figure 3.

Two crashes were recorded during the reviewed period, both of which are midblock crashes. One crash falls under the 'Other on-path' category, and one crash has no available description. Both crashes occurred in daylight conditions and resulted in property damage only.



Figure 3 **Crash data map**
Source: Department of State Growth, OpenStreetMap

3. Key issues and opportunities

Noting the existing transport environment, key issues in consideration of safety, accessibility, holistic road functionality, and Sorell Active Transport Strategy have been identified:

3.1 Safety

The crash history does not indicate that there are any specific road safety issues along the road segment. However, the following issues are noted:

- In general, speed data shows non-compliance, with 73.5% of vehicles exceeding the 50 km/h limit, a mean speed of 54.0 km/h, and an 85th percentile speed of 60.5 km/h.
- There is inadequate separation between pedestrians and vehicles due to the lack of dedicated walking infrastructure. Pedestrians are more likely to use the generally wider sealed or unsealed shoulders on the western side of the road. However, these shoulders are frequently narrow and, in some sections, obstructed by parked vehicles, utility poles, or signposts. This condition forces pedestrians to use the traffic lane in some sections.
- The steep and varying slope along the road segment present safety challenges for all road users. Motorists may experience reduced vehicle stability and diminished sight lines while pedestrians may struggle with increased physical effort and risk of slipping especially during adverse weather conditions. Similarly, the steep downward side slopes adjacent to the shoulders pose a further hazard, as pedestrians could slip or fall into the slope which may lead to potential injuries. For vehicle users, this increases the risk of rollover in the event of a run-off or loss of control.
- The presence of multiple property access points along the road segment may create frequent interaction between pedestrians and vehicles and increase potential safety risks.

3.2 Accessibility

It is expected that the area is primarily accessed by private vehicles. Data from the Australian Bureau of Statistics (2021) shows that among employed individuals aged 15 and above in Lewisham, 2,870 (72.5%) commute to work as drivers or passengers, highlighting strong reliance on cars. Although three bus stops are located along the road segment, public transport remains difficult to access due to limited active transport infrastructure and steep terrain, which make walking to and from bus stops a challenging and less appealing option.

The area includes several key destinations, such as the Foreshore Walking Track, Samuel Thorne Reserve, and a park at Lewis Court. However, its predominantly residential and rural land use often necessitates long-distance travel to access employment, services, and amenities, making car travel the more practical choice. Given these factors, high pedestrian activity along the corridor is not expected.

Providing a safe and convenient pedestrian infrastructure along this road segment would improve accessibility to bus stop locations and key destinations that are within walking distance, thereby encouraging greater active transport uptake and creating a more pleasant experience for residents and visitors alike. Addressing this gap would not only strengthen local active transport connectivity within Lewisham but also improve active transport links to nearby townships.

3.3 Holistic road functionality

Lewisham Scenic Drive is expected to function as a key corridor for providing essential access to properties, predominantly via private vehicles. It also connects to open spaces and the Foreshore Walking Track; however, limited pedestrian infrastructure restricts accessibility to bus stops and these destinations.

Currently it also serves a through traffic function between Arthur Highway and Old Forcett Road, however this through connection is non-essential due to the connection of Old Forcett Road with Arthur Highway and the connection that Quarry Road provides between Lewisham Road and Old Forcett Road.

3.4 Sorell Active Transport Strategy (GHD, 2024)

The Sorell Active Transport Strategy (ATS) aligns with Council's goal of a liveable, inclusive community and addresses the unsustainability of car reliance given expected growth. Over the next decade, it plans to expand walking, wheeling, and bike networks to provide affordable and sustainable access to goods and services. It guides the active transport planning through a clear network hierarchy and action plan.

The ATS has been reviewed as part of the study to document stakeholder engagement outcomes, gaps identified, and priority projects for the active transport network within the study corridor. The primary objective is to maintain alignment between ATS and recommendations.

There are recommendations based on stakeholder engagement on lowering speed limits on roads like Lewisham Road, where people walking, cycling, and scooting move next to motorised traffic. This recommendation is consistent with the speeding issue identified along this section of the corridor.

The ATS identifies key gaps along Lewisham Road, including the absence of walking, wheeling infrastructure such as footpaths in a connected network.

3.4.1 Proposed priority projects

For Lewisham Scenic Drive, the ATS recommends the provision of a footpath on at least one side of the road as proposed priority project as shown in Figure 4. This proposal is ranked 10th out of 21 projects in terms of prioritisation and is identified as a medium-term implementation initiative.



Figure 4 Proposed priority projects in Lewisham

Source: Sorell Active Transport Strategy

4. Pedestrian access options

The key issues and opportunities in Section 3 highlight the need for footpath provisions along the study corridor, as recommended in the Sorell Active Transport Strategy. However, several geometric and site constraints must be considered when evaluating the feasibility of pedestrian access options. This section outlines the proposed pedestrian access options in consideration of these constraints to improve overall safety and accessibility. The primary objective is to optimise available reserve widths and determine the most suitable pedestrian access treatments.

4.1 Width requirements

This section establishes the basis for determining pedestrian path widths, which are applied to the pedestrian access options discussed in this report.

4.1.1 Traffic and shoulder width

According to Local Government Tasmanian Association, a typical sealed rural road with average annual daily traffic between 300 and 2,000 requires 6 metre traffic width and 0.4 metre sealed shoulder.

4.1.2 Footpath width

According to Guide to Road Design Part 6A (Austroads, 2021), the desirable minimum width of a pedestrian path that has a very low volume is 1.2 m with an absolute minimum of 1.0 m at constrained locations and with agreement by the relevant road agency. These widths should be increased at locations where:

- high pedestrian volumes are anticipated
- a pedestrian path is adjacent to a traffic or parking lane
- a pedestrian path is combined with bicycle facilities
- the pedestrian path is to cater for people with disabilities
- overtaking of path users is expected

For the purposes of this study, the desired footpath width has been considered as 1.5 metres. However, where there are width limitations due to obstructions, an absolute minimum pedestrian width of 1.0 metres has been considered. This is considered to provide an appropriate indication of required width for the purposes of the assessment given the context of Lewisham Scenic Drive. Selective use of flexible guide posts to visually separate pedestrians from traffic while retaining the rural cross-section may be considered to improve delineation and pedestrian safety, in addition to the 1 – 1.5 m width.

4.2 Options

Three high-level options were considered for the provision of pedestrian access along the relevant section of Lewisham Scenic Drive as follows:

1. Option 1: Provision of a footpath and two traffic lanes throughout the entire length
2. Option 2: Provision of a footpath and two traffic lanes with short single lane sections
3. Option 3: Provision of a footpath and a single one-way traffic lane

While it is noted that there is a gravel path along the foreshore that could theoretically be upgraded to provide improved pedestrian access along this section of Lewisham Scenic Drive options fully or partially utilising this connection have not been included. The path has a lack of connection opportunities to Lewisham Scenic Drive limit the access to public transport and properties that it could provide to pedestrians and therefore would form almost exclusively a through function. There are also potential constraints related to the grade and location of the path behind private properties. The path is also located in an environmental management zone, and upgrades

would be subject to any associated relevant requirements of the Planning Scheme. As such, this was not considered further as part of this report assessment.

4.2.1 Option 1

Option 1 includes footpath provision with two traffic lanes throughout the entire length of Lewisham Scenic Drive considered. The main advantage of the option is that it maintains existing access for vehicles while also providing access for pedestrians.

However, as discussed in Section 2.2, the site's physical constraints significantly limit the ability to accommodate the full width required for two traffic lanes and a footpath without major interventions. Achieving this would involve substantial impacts, including the removal of existing on-street parking, potential property acquisition, and extensive civil works to address steep gradients, which introduce complex geotechnical and drainage challenges. Furthermore, these works could affect existing utility infrastructure, adding to the complexity and cost of implementation.

4.2.2 Option 2

Option 2 includes provision of a footpath and two traffic lanes with short single lane sections. In this option:

- A continuous footpath is provided along the entire segment.
- Traffic arrangements on narrow sections (less than 1 m available useable width outside the traffic lanes) are reduced to a single traffic lane operating as one-way at a time with give-way control, and a footpath.
- Where the available road reserve can accommodate total footpath and width required of up to 1.5 metres, two traffic lanes are retained. In segments with wider reserve widths, the footpath may be positioned farther from the roadway edge rather than directly adjacent.

The potential one-lane and two-lane traffic arrangements throughout the study corridor are illustrated in Figure 5, Figure 6, and Figure 7, based on an initial high level assessment. This option includes four one-lane traffic sections of varying lengths, ranging from ~15 meters to ~30 meters. Based on Google Street View observations, the one-lane sections appear to satisfy the desirable minimum sight distance of 48 metres for 50 km/h speed road. This means that an approaching vehicle can see another vehicle coming from the opposite direction in time to stop and give way safely.

Option 2 aims to maintain balance between pedestrian safety and accessibility, vehicle movement, and property access. Vehicular access along Lewisham Scenic Drive in both directions is maintained. However, increased travel delays are anticipated due to the give-way arrangement at one-lane traffic sections. Drivers may need to wait until the section is clear before entering or exiting properties.

Moreover, this option presents various safety risks:

- Alternating between one-lane and two-lane configurations may cause confusion and frustration for drivers, particularly those unfamiliar with the area.
- This option may also introduce safety risks in relation to property access in the one-lane sections as there may be confusion in relation to priority.
- While roadway narrowing typically helps reduce vehicle speeds, it may also introduce a risk that drivers may accelerate to reach the one-lane section before an oncoming vehicle arrives, which may be exacerbated by the existing issue of speeding observed in the study area.



Figure 5 Useable width outside the traffic lanes and potential one-lane sections in Option 2 between 110 Lewisham Scenic Drive and 133 Lewisham Scenic Drive (L), Useable width outside the traffic lanes and potential one-lane sections in Option 2 between 135 Lewisham Scenic Drive and 178 Lewisham Scenic Drive (R)

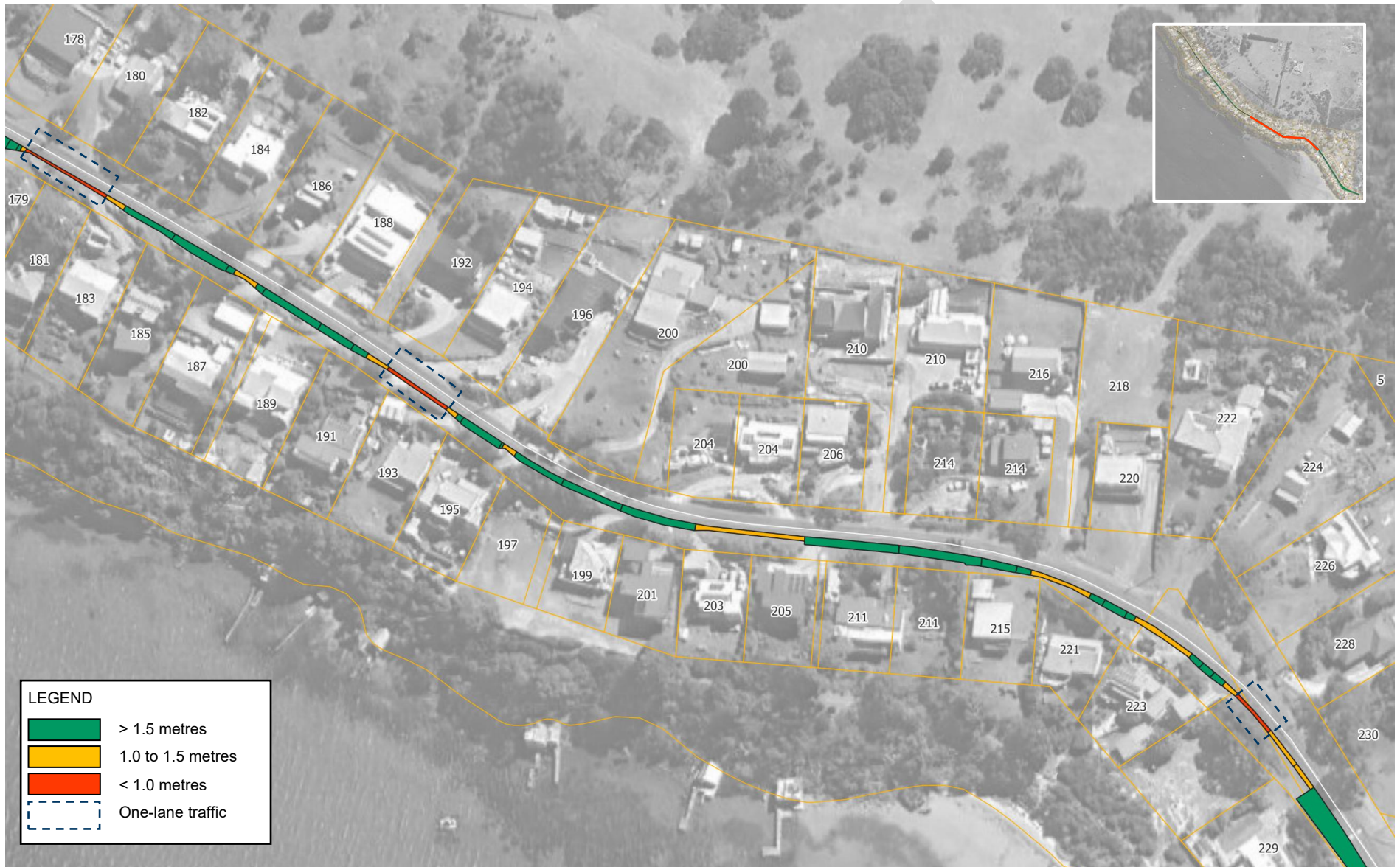


Figure 6 Useable width outside the traffic lanes and potential one-lane sections in Option 2 between 179 Lewisham Scenic Drive and 229 Lewisham Scenic Drive

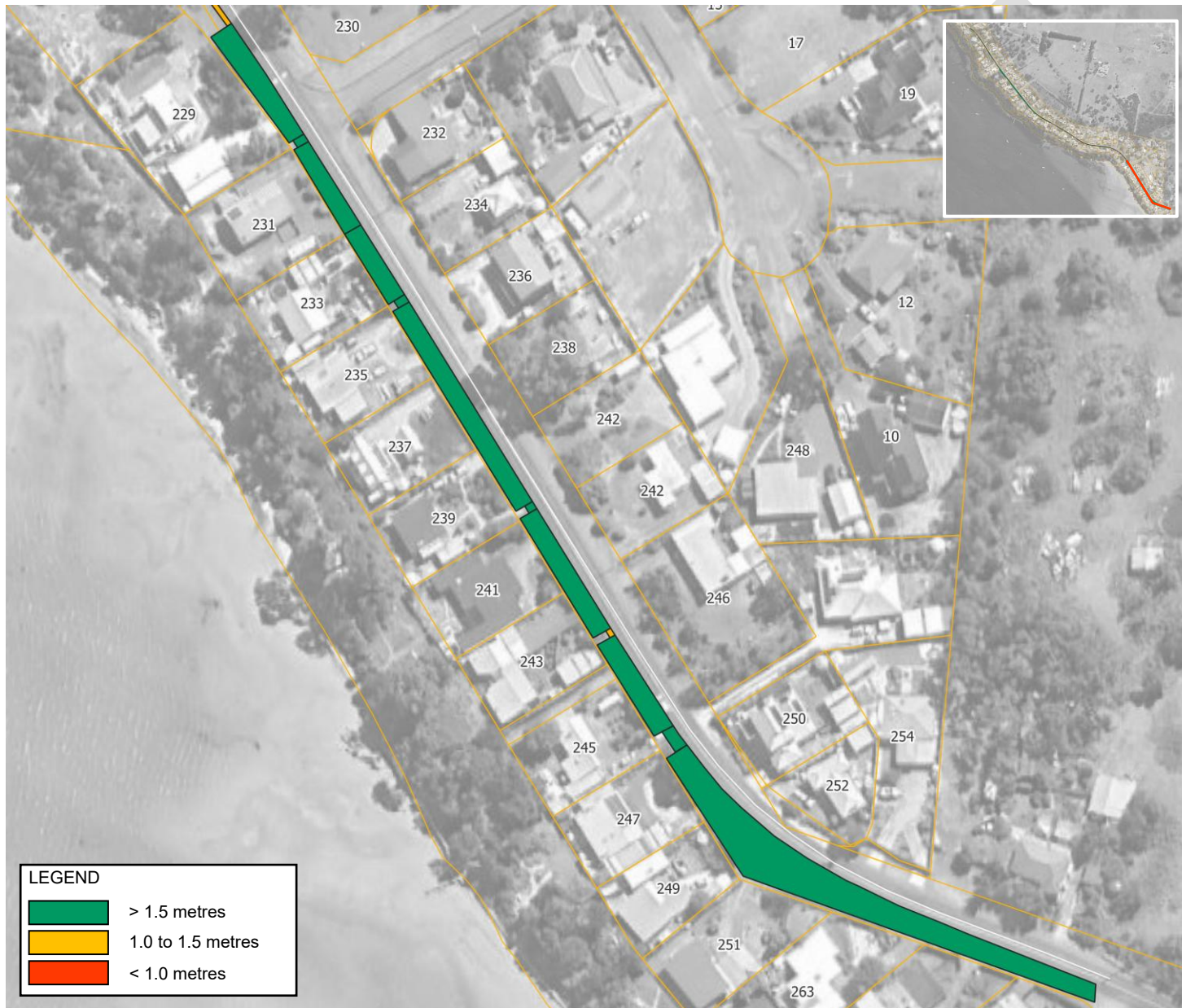


Figure 7 Useable width outside the traffic lanes and potential one-lane sections in Option 2 between 229 Lewisham Scenic Drive and Gary Street

4.2.3 Option 3

Proposed Option 3 includes provision of a footpath and a single one-way traffic lane. In this option:

- A continuous footpath is provided along the entire segment.
- One-way northbound traffic is permitted from 110 Lewisham Scenic Drive to Lewis Street.
- Where there are wide reserves along the one-way traffic segment, intermittent parking spaces may be incorporated, as shown in Figure 8.
- Two-lane traffic arrangement is allowed from Gary Street to Lewis Street where footpath may be positioned farther from the roadway edge rather than directly adjacent.

This option prioritises pedestrian safety and accessibility over vehicle movement. A potential reroute for southbound vehicles could be via Arthur Highway and Old Forcett Road, or via Lewisham Road, Quarry Road and Old Forcett Road. The main disadvantage is the increase in travel time for drivers who may need to take these alternative routes. Based on desktop estimates, the additional travel time for through traffic is up to approximately two minutes, and for traffic accessing destinations in the study area is up to approximately six minutes.

Furthermore, assuming an equal split of the 1,400 daily vehicle movements along Lewisham Scenic Drive, approximately 700 vehicles per day are expected to divert to Old Forcett Road. This additional traffic is not anticipated to cause significant congestion or operational issues on Old Forcett Road, which based on data provided by Council has daily two-way volumes of 5,221 vehicles. Assuming a conservative peak factor of 0.15, peak volumes may be up to 889 veh/h (two-way). This is well within the theoretical capacity of a single lane on a as per the *Austrroads Guide to Traffic Management Part 3: Transport Study and Analysis Methods* (AGTM03-20, 2020).

A reduction in the overall width available for vehicles also impacts turning movements in and out of driveways, particularly where driveways are not aligned perpendicular to the road. There are numerous examples (likely >10) of this along the one-way section in Option 3, and some realignment or widening of these driveways will be required to accommodate entry and exit movements to and from the one-way section of Lewisham Scenic Drive.

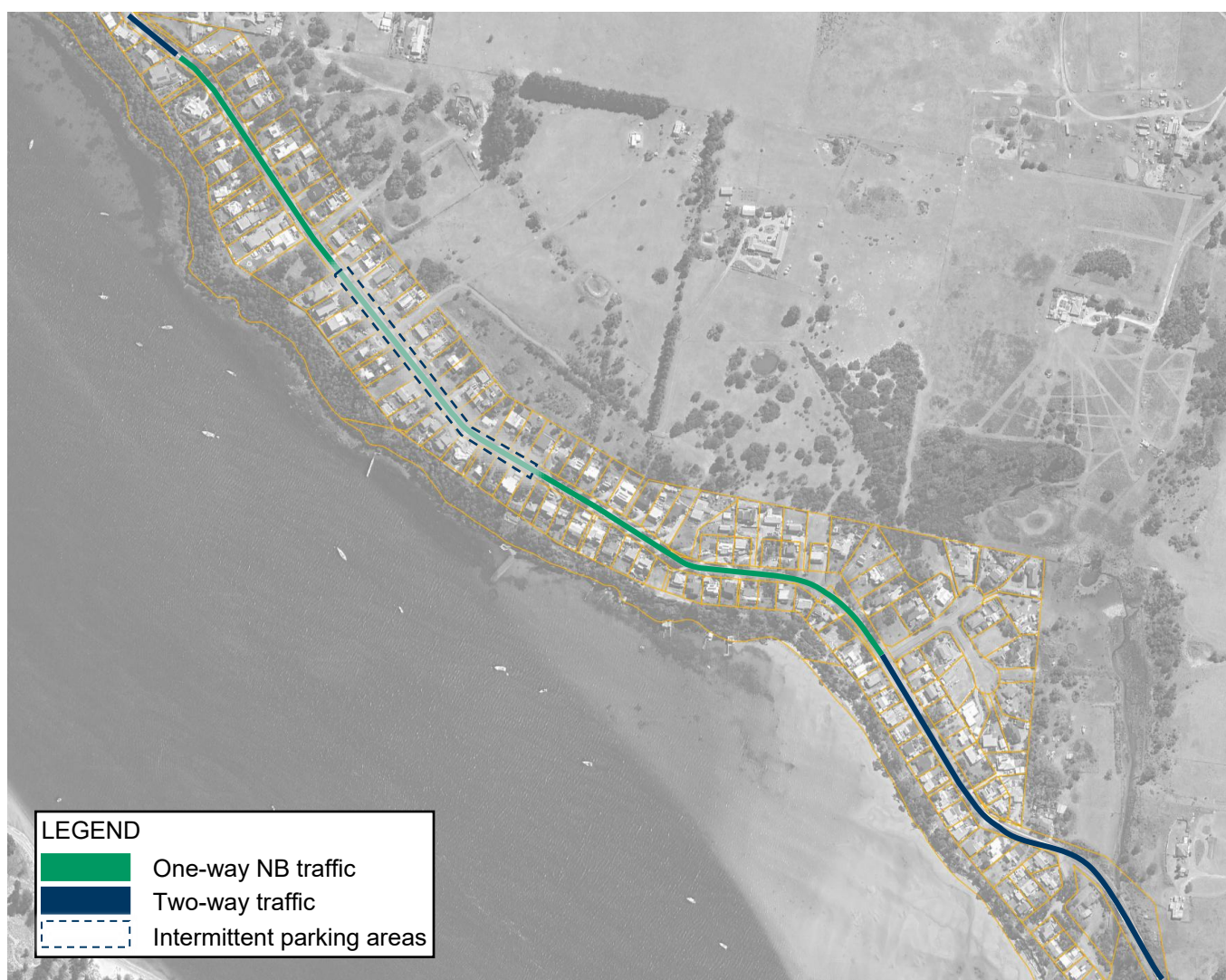


Figure 8 Option 3

4.3 Assessment and preferred option

This section presents a comparative analysis of the options outlined in Section 4.2, considering several key factors. The objective is to provide a side-by-side comparison that highlights the high-level advantages and disadvantages of each option, ultimately guiding the selection of a preferred solution. A three tier rating system, defined in Table 3, has been adopted to allow for a systematic high-level assessment of each option across key factors.

Table 3 Rating system

Rating
Preferred
Acceptable
Unfavourable

Table 4 Comparative analysis of options

Considerations	Option 1	Option 2	Option 3
Pedestrian access along Lewisham Scenic Drive	Pedestrian access is provided along the length of	Pedestrian access is provided along the length of	Pedestrian access is provided along the length

Considerations	Option 1	Option 2	Option 3
	Lewisham Scenic Drive considered.	Lewisham Scenic Drive considered.	of Lewisham Scenic Drive considered.
Pedestrian access to properties	Pedestrian access to properties on the western side of Lewisham Scenic Drive is provided directly.	Pedestrian access to properties on the western side of Lewisham Scenic Drive is provided directly.	Pedestrian access to properties on the western side of Lewisham Scenic Drive is provided directly.
	Pedestrian access to properties on the eastern side of Lewisham Scenic Drive requires crossing two lanes of traffic.	Pedestrian access to properties on the eastern side of Lewisham Scenic Drive requires crossing one or two lanes of traffic.	Pedestrian access to properties on the eastern side of Lewisham Scenic Drive requires crossing one lane of traffic.
Vehicular access along Lewisham Scenic Drive	Two-way traffic is maintained along Lewisham Scenic Drive.	Two-way traffic is generally maintained along Lewisham Scenic Drive with give-way control on four one-lane traffic sections.	Only one-way northbound traffic is permitted between 110 Lewisham Scenic Drive and Lewis Street. Two-way traffic is permitted between Lewis Street and Gary Street.
Vehicular access to properties	Minimal impact to accesses.	Access to properties in single lane sections required to navigate more complex priority arrangement.	One-way northbound access is provided.
Impact on travel times	No impact on travel times.	Increased travel times due to waiting times along one-lane sections.	Increased travel times due to rerouting.
Safety risks	No significant increased safety risks.	Lane configuration shifts may cause driver confusion and frustration and risk of speeding into single-lane section.	No significant increased safety risks.
Vehicular impacts on surrounding network	No impacts on surrounding network.	Minimal impacts on surrounding network.	Modest impact on surrounding network within capacity.
Impact to on-street parking	Removal of on-street parking.	Removal of on-street parking.	On-street parking provisions along wide reserve widths.
Impact to public transport	Provides access to bus stop locations.	Provides access to bus stop locations.	Provides access to bus stop locations.
	No impact on travel times.	Increased travel times waiting times along one-lane sections.	Rerouting required for southbound route.
Road functionality	Provides direct access into and out of Lewisham as well as access to properties and through traffic function in both directions; provides pedestrian access.	Provides direct access into and out of Lewisham as well as access to properties and diminished through traffic function in both directions; provides pedestrian access.	Provides one-way access into Lewisham as well as access to properties and through traffic function in one direction; provides pedestrian access.
ATS Alignment	Aligns with ATS.	Aligns with ATS.	Aligns with ATS.
Acquisition	Acquisition required.	No acquisition required.	No acquisition required.
Extent of civil works required	Significant civil work (including geotechnical and drainage considerations) is required.	Civil work associated with the construction of the footpath and associated signs and line markings required.	Civil work associated with the construction of the footpath and associated signs and line markings required, and likely realignment / widening of multiple driveways.

Considerations	Option 1	Option 2	Option 3
Community impact	Significant community impact due to significant civil works and construction required and removal of on-street parking.	Moderate community impact due to increased travel times and removal of on-street parking.	Significant community impact due to traffic rerouting required.

In general, all options are expected to enhance pedestrian safety and improve access along Lewisham Scenic Drive, including access to adjacent properties. As a result, connectivity to bus stop locations will also improve. Overall, the proposed access options align with the objectives of the ATS.

Option 1

Option 1 generally delivers the most desirable outcomes for vehicles and pedestrians, as it enhances pedestrian safety and accessibility while maintaining current travel experience for motorists. Vehicular access along Lewisham Scenic Drive and to adjacent properties is preserved without affecting the surrounding network, travel times, or causing vehicle delays. This option enhances the overall road functionality.

However, its greatest drawback lies in the significant construction, land acquisition, and civil works required for implementation. It is challenging to execute, demands substantial resources and will have a significant impact on the local community. Therefore, Option 1 is not considered a preferred option of the three reviewed.

Option 2

Option 2 retains vehicle access along Lewisham Scenic Drive although delays are expected due to give-way controls at single-lane sections. The alternating one-lane and two-lane arrangement introduces inefficiencies and potential safety risks. Some properties on these segments will have more complex access arrangement, requiring drivers to wait for clear passage. The alternating one-lane and two-lane layout may confuse unfamiliar drivers, and the priority control could lead to risky behaviour as motorists attempt to enter narrow sections first. Similar to Option 1, on-street parking will be removed to provide space for pedestrian paths.

Option 2 offers advantages including limited impact on the surrounding network and no requirement for land acquisition. The anticipated civil works are limited to footpath construction, along with the installation of signage and line markings.

Option 3

Option 3 offers a more direct pedestrian access to properties on the eastern side, requiring pedestrians to cross only one traffic lane. However, access to Lewisham and adjacent properties is reduced due to the one-way northbound traffic arrangement. Drivers will have the option to reroute via Old Forcett Road, and this diversion is not expected to significantly impact traffic conditions on Old Forcett Road. Increase in travel times is estimated to be minor – up to two minutes for through traffic. No additional significant safety risks are anticipated under this option.

The required civil works for Option 3 include footpath construction, signage, and line marking, along with realignment and/or widening of various property accesses to ensure vehicle access is maintained with the one-way arrangement. Unlike Options 1 and 2, Option 3 allows for intermittent parking spaces where sufficient width is available.

Preferred Options

The overall preferred options for the study corridor are Option 2 or Option 3. Both options have advantages of providing pedestrian access, aligning with the ATS and not requiring acquisition.

- Option 2 has a lower community impact than Option 3 as it maintains the two-way function of Lewisham Scenic Drive and does not require significant civil works.
- Option 3 has greater safety and road legibility than Option 2 as it reduces potential risks of collisions, and provides on-street parking opportunities.

5. Conclusion

This report has been prepared to undertake desktop investigation and assess opportunities to improve pedestrian access along the Lewisham Scenic Drive between Gary Street and 110 Lewisham Scenic Drive. The key issues and opportunities identified highlight the need for footpath provisions along the study corridor, as recommended in the Sorell Active Transport Strategy. However, several geometric and site constraints were identified when evaluating the feasibility of pedestrian access options. In this study, available reserve widths were assessed to determine where footpaths can be accommodated and to identify the most suitable pedestrian access solutions from the following options:

- Option 1: Provision of a footpath and two traffic lanes throughout the entire length
- Option 2: Provision of a footpath and two traffic lanes with short single lane sections
- Option 3: Provision of a footpath and a single one-way traffic lane

Options 2 and 3 was determined to be preferred over Option 1 based on a number of factors including broadly access, safety, road functionality and community impact. It is recommended that should this project be progressed engineering survey is obtained and swept paths are undertaken to determine the extent of civil works required prior to design.



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