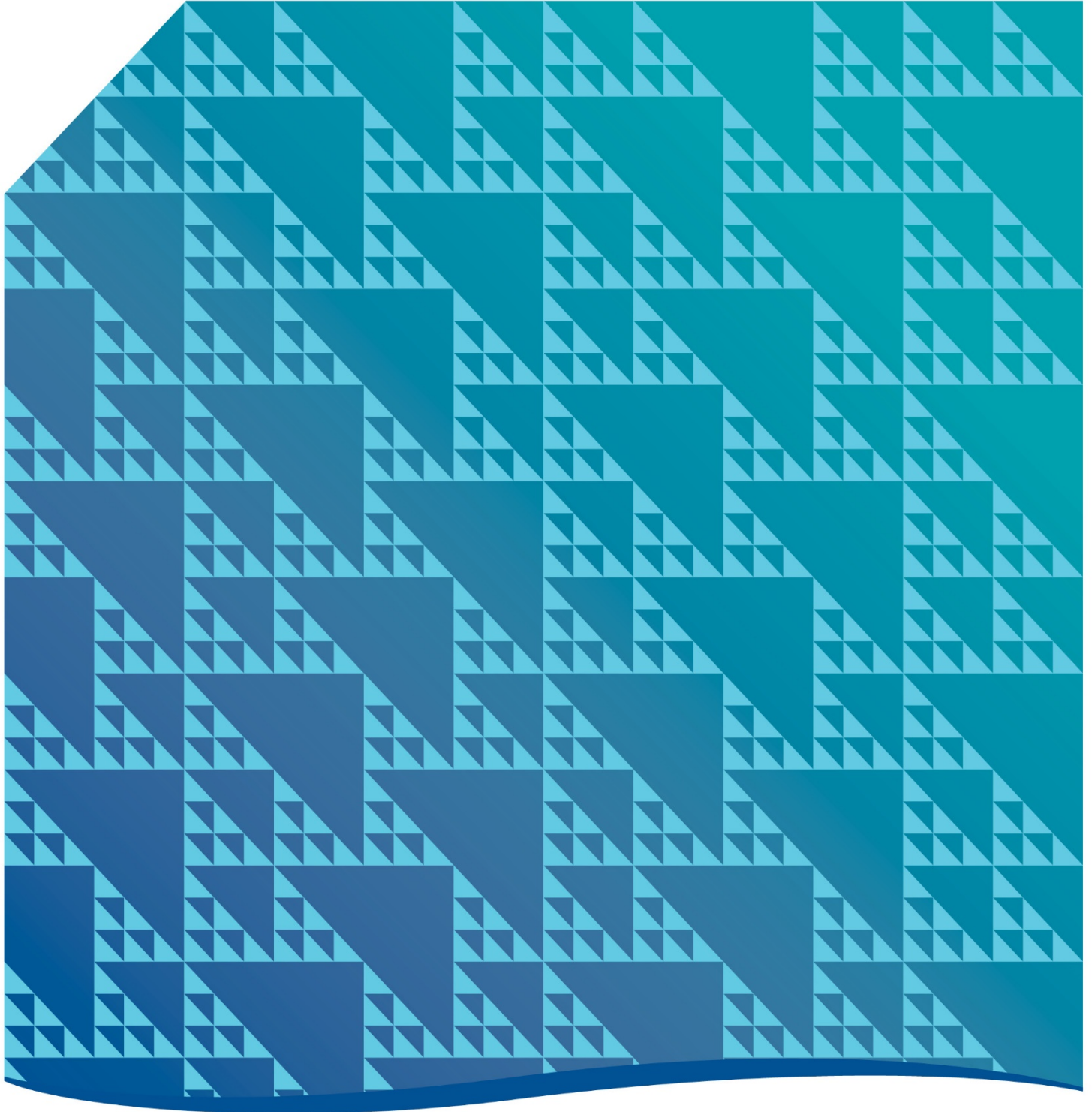


**Huon Highway Vinces Saddle and
Sandfly Road intersection**

Speed Limit Review

January 2020

Consultation & Feedback Report



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Executive Summary

The current speed limit on the Huon Highway at Vinces Saddle and the Sandfly Road intersection is 100 km/h. Vinces Saddle is steep and winding and has one of the highest reported crash rates in the entire State Road Network. There is a clear case for reducing the speed limit at Vinces Saddle on the Huon Highway for safety reasons.

However, it was unclear if a speed reduction should be extended to include Sandfly Road intersection. During the Sandfly intersection Upgrade Project a number of stakeholders raised concerns about the current speed limit on this section of highway. Because the Upgrade Project consulted with stakeholders invested in the Sandfly Road intersection, it was unclear if this concern was representative of all road users on the highway travelling past the intersection.

The Department consulted with local road users to determine if there was an ability and willingness to travel 80 km/h instead of 100 km/h through the section of the Huon Highway that includes the Sandfly Road intersection. Note that the information provided on the Vinces Saddle section of the Huon Highway was to inform road users of the Department's intent to apply to the Commissioner for Transport to have the speed reduced.

A number of stakeholders provided feedback more than once across multiple platforms. For example, 142 stakeholders submitted 416 comments on the Vinces Saddle section on the interactive map. Each stakeholder has been allocated one vote for each location. However all feedback was considered in a qualitative context when reviewing key themes.

78 percent of submissions expressed opposition to the speed limit change at Vinces Saddle and 22 percent supported it. At Sandfly Road intersection, 64 percent of submissions opposed the speed limit and 36 percent supported. A breakdown of the submissions for the two sections of highway are in this report. For both sections of highway, although the majority of respondents opposed the speed limit reductions, there were stakeholders who supported both reductions. Despite the consultation for Vinces Saddle being of an inform nature, more submissions supported the speed limit change at Sandfly Road intersection than at Vinces Saddle. Following a review of the feedback, clear themes were identified throughout the submissions on the two sections of highway and are documented with a departmental response in this report.

Given the high crash rate at the Vinces Saddle section of the Huon Highway and the Department's commitment to improving safety, an application was made to the Commissioner for Transport to reduce the speed limit at this section from 100km/h to 80km/h.

Taking into consideration the feedback from the community, the relevant Australian Standards, and recognising that the Department is committing to upgrade the interchange, the reduction of the speed limit at the Sandfly Road junction is not proposed.

Project overview and background

The current speed limit at Vinces Saddle on the Huon Highway is 100 km/h. This section of the Huon Highway carries about 10 000 vehicles per day and has a steep and bendy alignment. Warning signs have been provided and the advisory speed for the curves at either end is 55 km/h. The road alignment generally constrains travel speed to less than 80 km/h.

The Huon Highway at Vinces Saddle has an elevated crash history both in terms of the crashes per kilometre and crashes per vehicle-kilometre travelled. The crash rate per vehicle-kilometre travelled is one of the highest on the entire State road network. Within the 4.1 kilometre length in question there have been 81 reported crashes in the last five years. These comprise four serious injury, 22 minor injury, 20 first aid and 35 property damage. The predominant crash type is single vehicle loss-of-control, which is an indicator of motorists attempting to travel too quickly.

Following the Huon Highway/ Sandfly Road Intersection Safety Upgrade Consultation, the Minister requested that the broader community be given the opportunity to express if they would be willing and able to maintain the proposed 80 km/h speed zone from Vinces Saddle headed east towards and beyond the Sandfly intersection.

Consultation objectives

To inform the public about the Departments application to the Commissioner for Transport to reduce the speed along the Huon Highway, for about 4.1 kilometres at Vinces Saddle from 100 km/h to 80 km/h.

To consult with the public about their willingness and ability to travel at 80 km/h instead of 100 km/h, for about 1.5 kilometres on the Huon Highway to the east of the Huon Highway/ Sandfly Road intersection

Engagement summary

Consultation on the speed limit review was initially planned to be undertaken from Tuesday 3 September to Tuesday 17 September 2019. Because of criticism from stakeholders about the short consultation timeframe, the Minister requested the community consultation remain open until Monday 30 September 2019.

The consultation was communicated via one post on the Roads Tas Facebook page, two variable message boards on site for the duration of the consultations, a dedicated webpage on the State Growth website and emails sent to key stakeholders (including all stakeholders who provided input on the Sandfly Road intersection Project and RACT). Information about the consultations also appeared on the Huon Valley Council webpage, the Kingborough Chronicle and the Mercury.

Feedback was collected via an online interactive map, Facebook, correspondence received through the Roads Tas email address and other direct Government correspondence.

Feedback summary

We received a total of 669 submissions for both speed limit reviews:

- 429 comments via interactive map
- 216 Facebook comments over 1 post (more with tags, shares and replies)
- 23 direct correspondence via email, letters and phone calls
- 1 submission from RACT

For the purpose of analysing the feedback, where stakeholders made multiple submissions or comments, this was considered as one submission. In this context, there was a total of 296 submissions.

- 251 individual commenters via interactive map
- 27 individual commenters via Facebook (relevant to the speed limit review)
- 17 individual corresponding directly with the Department
- 1 submission from RACT

3 submissions via direct correspondence included votes for both sections of highway, that is why the below total is 299.

Vinces Saddle

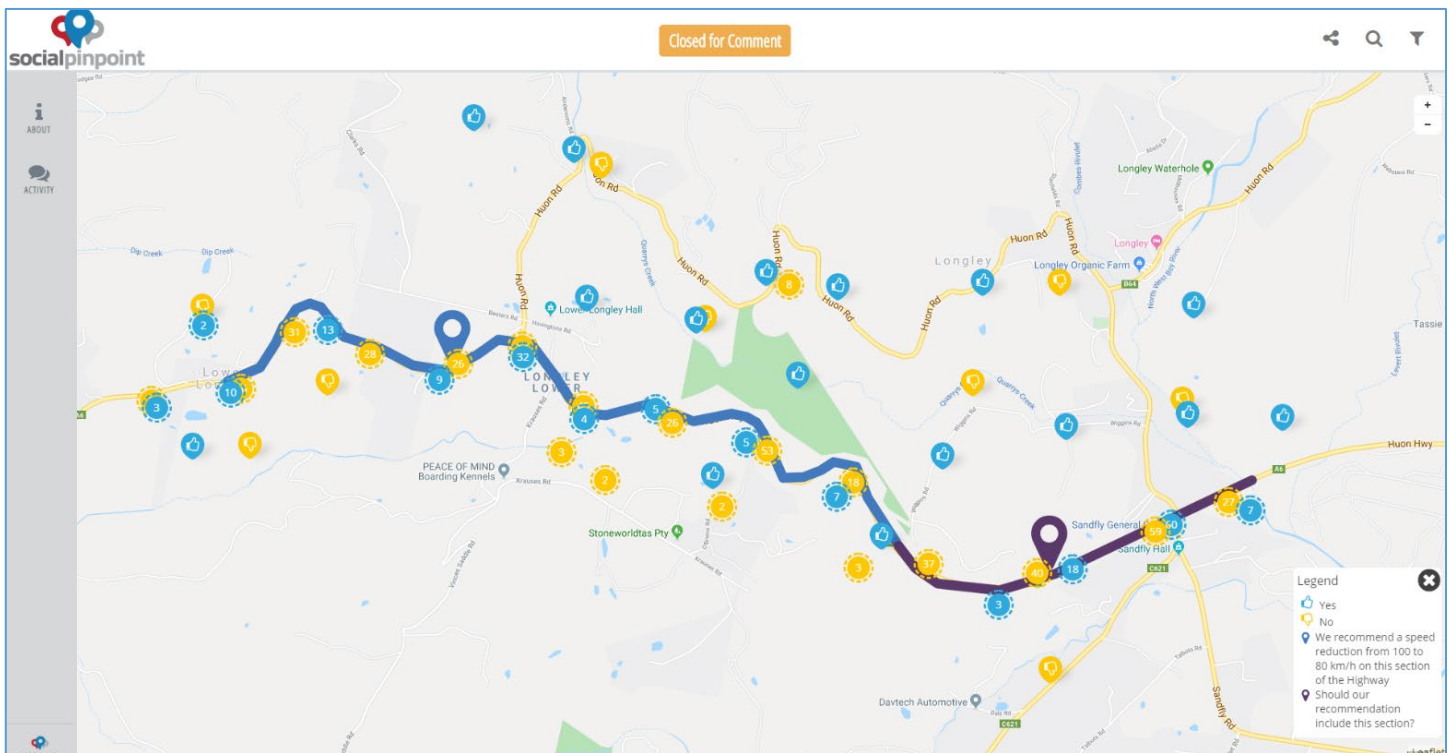
- 129 (78%) submissions opposed the speed limit change
- 37 (22%) submissions supported the speed limit change

Sandfly Road intersection

- 85 (64%) submissions opposed the speed limit change
- 48 (36%) submissions supported the speed limit change

Interactive map responses

Interactive map & Summary of activity:




Total Visits	Unique Users	Average Time
7949	3167	2:09 mins

The total number of visits to the project site	The total number of unique people viewing the site	The average time people are spending on the site viewing and interacting with the project
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Overview of two sections			
Unique Stakeholders	Comments	Support a reduction (unique stakeholders)	Do not support a reduction (unique stakeholders)
<p>The number of people who are interacting with the site (adding comments).</p> <p>Duplicated IP addresses, emails and full names were not considered a unique stakeholder</p>	<p>The total number of comments on the site</p>		
Vinces Saddle			
142	416	31	111
Sandfly Road intersection			
109	251	42	67

Facebook overview

17,635 People Reached		
1,292 Reactions, comments & shares <i>i</i>		
228 Like	70 On post	158 On shares
9 Love	2 On post	7 On shares
5 Haha	2 On post	3 On shares
17 Wow	3 On post	14 On shares
7 Sad	5 On post	2 On shares
138 Angry	53 On post	85 On shares
793 Comments	399 On Post	394 On Shares
95 Shares	95 On Post	0 On Shares
5,522 Post Clicks		
0 Photo views	619 Link clicks	4,903 Other Clicks <i>i</i>



Roads Tas

Published by Narelle Absolom [?] · 3 September · 

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Update: due to the high level of community interest in this review, we have extended the public consultation period to Monday 30 September.


We're applying to the Commissioner for Transport to reduce the speed limit on Vincés Saddle from 100km/hr to 80km/hr in both directions, for a roughly 4 km stretch from the cemetery (towards Hobart.)

We want to know whether road users want the speed limit reduction to also include the section from the top of the hill at Vincés Saddle to about 300 metres past the Huon Highway/Sandfly Road intersection.

Based on community feedback received, we will apply to the Commissioner for a reduction at Vincés Saddle to either include the downhill approach to the intersection, or just for the 4km past the cemetery.

Have your say on our interactive map until 16 September:
<https://stategrowthtas.mysocialpinpoint.com/huon-highway-vi...>

Once the Commissioner for Transport has reviewed the speed limit change, the outcome will be published on this page and on the Transport website.




STATEGROWTHTAS.MYSOCIALPINPOINT.COM
i

Social Pinpoint - Huon Highway, Vincés Saddle/ Sandfly Speed Limit Review

17,635
People reached

6,814
Engagements

Boost Post



Tammy Bomford, Jeannette Stacey and 127 others · 216 Comments · 95 shares

Overview of two sections				
Unique Comments	Unique Comment replies	Support a reduction (unique stakeholders)	Do not support a reduction (unique stakeholders)	Unclear (unique stakeholders)
<p>The number of comments with relevant information to the speed limit review.</p> <p>Information not relevant to the speed review and comments with the first and last name as the interactive map were excluded.</p>	<p>The total number of unique replies on the site</p> <p>Information not relevant to the speed review, replies with the same IP address as the interactive map, and multiple replies were excluded.</p>			
Vinces Saddle				
13	2	4	9	2
Sandfly Road Intersection				
8	4	1	9	2

Other correspondence overview

Feedback was also received from the RoadsTas email account, correspondence from the Minister on behalf of constituents, phone calls directly to the Department and a submission from RACT. Some correspondence had two different votes for the two different locations. Submissions that were linked to a Facebook or Interactive map submission did not get an additional vote.

Total number of submissions	Unique submissions that support a reduction at Vince's Saddle	Unique submissions that do not support a reduction at Vincses Saddle	Unique submissions that support a reduction at Sandfly Road intersection	Unique submissions that do not support a reduction Sandfly Road intersection
24	2	9	5	9

Feedback summary

All comments and feedback was considered even if the stakeholder provided more than one piece of feedback. Themes were similar regardless of the platform they were on. Below is a breakdown of the key themes across all submissions with the Departments response

Overview of key themes for Vincses Saddle

On the following page.

Key themes Vines Saddle no voters	Department Response
A dual carriage way is not conducive to 80 k/h	Crash statistics show that the hilly and bendy road alignment is not conducive to travelling at 100 km/h. The dual carriageway will continue to allow overtaking of slow vehicles which is the purpose of the design.
Driver behaviour and education is the issue	A reduced speed limit at this location will improve driver behaviour. The Government also has initiatives aimed at improving driver behaviour and education more broadly across the state.
Motorists need to drive to the road and weather conditions	The majority of reported crashes happened in dry conditions.
Variable speed limits and/or better signage should be considered	The reported crashes happen at all times and so the speed reduction will only be effective if applied at all times.
This section of the highway should be upgraded	The highway has been upgraded to a dual carriageway. The grades are required to take the road over the top of the saddle.
A reduction will result in driver frustration and lead to poorer driving behaviour	This premise is not accepted by the Department and not consistent with driver behaviour after speed reductions in other locations on the State Road Network.
A reduction will increase travel times and congestion	The proposed reduction will, at most, add an extra 37 seconds to motorists' journey. It is noted the change in travel time is likely to be much less than 37 seconds because the road characteristics makes it difficult for the majority of motorists to travel at 100 km/h.
A dedicated turning lane is needed at Krauses Road and Dip Road	There is currently no funding to construct a right turn lane at Krauses Road. Dip Road already has a dedicated right turn lane.

Corrugations near the cemetery need addressing	The Department is aware of this issue and arranging works to address.
Key themes Vinces Saddle yes voters	Department Response
The road is windy	The hilly and bendy road alignment is not conducive to travelling at 100 km/h.
The variable weather conditions often mean it is not safe to travel at 100 km/h	Motorists need to drive to the conditions.
A number of road users frequently observe crashes or near misses on this section of highway	This stretch of highway has one of the highest reported crash rates on the entire State Road Network.
Difficulty in entering the highway when vehicles are travelling at 100 km/h	It is easier to select gaps in traffic streams when operating speeds are lower.

Overview of key themes for Sandfly Road intersection

Key themes Sandfly Road no voters	Department Response
The intersection is poorly designed and needs to be upgraded	The Tasmanian Government has committed to upgrading the section
A dual carriageway is not conducive to 80 km/h	The Department agrees because of the steep grade of this section of highway, not necessarily due to the dual carriageway.
Driver behaviour and education is the issue	The Tasmanian Government has committed to upgrading the intersection to improve safety. Reported crashes at the intersection do not indicate driver education as a specific concern.
Motorists need to drive to the road and weather conditions	The crashes at the intersection are associated with drivers failing to pick safe gaps in high speed through traffic
A reduction will mean riding the brakes down the hill	The Department agrees
Improved signage is required	Signage will be reviewed as a part of the intersection upgrade design
A reduction will result in driver frustrations and lead to poorer driving behaviour	Agreed. It is anticipated that drivers would find it difficult to maintain 80 km/h and compliance will be difficult
A reduction will make gap selection harder	Drivers would find it easier to pick gaps in slower traffic provided all traffic is travelling at same speed. Gap selection is more difficult where there is a wide range of through traffic speeds.

Key themes Sandfly Road yes voters	Department Response
The intersection is difficult and/or frightening to navigate	The Tasmanian Government has committed to upgrading the intersection
An intersection upgrade is also required	The Tasmanian Government has committed to upgrading the intersection
An increase in traffic volume is making the intersection more dangerous	Agreed, there will be fewer gaps as traffic volumes increase
Motorists travel too fast and the speed limit needs to be enforced	Tasmania Police are responsible for enforcement of the existing 100 km/h speed limit
This section of highway is dangerous for cyclists	Risk to cyclists is considered similar to other locations along the Huon Highway
Poor weather and road conditions make this section of highway dangerous	Weather conditions are considered similar to other locations along the Huon Highway

Outcome and recommendations

- Given the high crash rate on this section of the Huon Highway and the Department's commitment to improving safety, it was determined to make an application to the Commissioner for Transport to reduce the speed limit at Vines Saddle.
- However, taking into consideration the feedback from the community, the relevant Australian Standards, the low likelihood of compliance and recognising that the Department is committing to upgrade the interchange, the reduction of the speed limit at the Sandfly Road junction is not proposed.



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