

Huon Highway / Sandfly Road intersection

Community Consultation and Feedback Summary
October, 2020



About the project

The Tasmanian Government is committed to improving safety at the Huon Highway/ Sandfly Road intersection.

As part of the design process, the Department of State Growth invited community feedback on a preliminary concept design in 2019, which was not supported by the community on the basis that the intersection in its current form is dangerous and confusing, and the concept design failed to address this.

The community and other key stakeholders brought to our attention the major issues with the intersection; overwhelmingly, the most common feedback received was that confusion in the middle of the intersection, and lack of clear vision due to the layout of the intersection, were the most dangerous features of the intersection.

The community made clear that drivers are unsure of who is to give way when there are cars in the middle of the intersection at the same time cars are waiting to exit Sandfly road north and south. There was a need for a deceleration slip lane into Sandfly Road north, towards Longley, to prevent turning vehicles coming from Huonville from being struck from behind. Vehicles in the recently relocated slip lane into Sandfly Road south obscure driver vision and oncoming Huon-bound traffic.

Driver vision is also obscured by cars overtaking through the intersection, vehicles waiting in the middle of the intersection and vehicles waiting in slip lanes. The community told us that improved lighting is required at the intersection, as well as improved cyclist facilities.

A new concept design based on community feedback, and developed to address the unsafe and confusing aspects of the intersection, was presented to the community for comment in July 2020.

Consultation on new concept design

Due to the COVID-19 pandemic, staffed public displays or community information sessions could not be safely organised. The community was notified of the new concept design and how to provide feedback through a range of other mediums:

- Letters containing a detailed design drawing, a link to the interactive map and State Roads Website, and the name, telephone number and email address of our Stakeholder Engagement Consultant, Lucy Bennett, were sent to the entire postcode of 7150 and everyone that provided feedback during the first round of community consultation (over 1 000 households),
- Flyers were placed at local stores, and the new design was displayed at Kingborough and Huon Valley Council offices in conjunction with feedback forms and sealed comments boxes,
- Public Notices were placed in *The Mercury*, *Huon News* and *Kingborough Chronicle* newspapers,
- the new design and how to provide feedback, either in person or online via the interactive map on *Social Pinpoint*, was also placed on the State Roads Website and Facebook Page; and
- the contact details of our stakeholder engagement consultant were provided on all public documents so people could ask questions and provide feedback in person.

Targeted consultation included local businesses, bus operators, industry, adjacent landowners, Kingborough and Huon Valley Councils, residents and community groups.

Who participated?

Despite achieving a very high level of public awareness of the new design and how to provide feedback, the number of people that commented was relatively low: only 4 per cent of the 2 772 unique users that visited the *Social Pinpoint* site and viewed the design provided feedback. In addition to this, 125 people provided feedback directly via email, telephone, or the sealed comments boxes placed next to the public displays at Kingborough and Huon Valley Councils. The Department’s Facebook post reached 14 950 people, and received 72 comments.

What did we hear?	Our response?
<p data-bbox="97 1435 863 1473">Slip lane required from Sandfly south to Huonville</p> <p data-bbox="97 1547 770 1666">The most common feedback received was the need for a slip lane/acceleration from Sandfly south to Huonville.</p>	<div data-bbox="1257 1435 1501 1547" style="text-align: right;">  </div> <p data-bbox="794 1547 1485 1711">A slip lane will now be provided from Sandfly south onto the highway heading to Huonville. Vehicles will be able to turn left at the intersection and accelerate up the hill in their own lane.</p> <p data-bbox="794 1733 1458 1809">This will be a vast improvement for heavy vehicles making this turning movement.</p>

Speed limit reduction



The second most common feedback received was the need to reduce the speed through the intersection.

There will not be a speed reduction on the Huon Highway at the Sandfly Road intersection due to our commitment to upgrade this intersection as per the current layout.

A grade-separated solution intersection is required



The third most common feedback received was that a design solution similar to the nearby Summerleas Road intersection is required.

A grade separated solution similar to the nearby Summerleas Road Intersection is not a viable alternative in this location at this time due to topography, costs, and impact to local residents and businesses. The nature of the revised concept design is the best fit for the local topography without introducing bridges.

Single lane through the intersection heading to Huonville.



There was some concern that a single lane heading to Huonville will cause congestion.

The current layout has been fully investigated by traffic engineers and the findings have shown this intersection will not become congested or slow vehicles down. The addition of the left turn slip lane will also improve traffic flow at this intersection. Leaving this as one lane through the intersection greatly improves safety as drivers only need to concentrate on one lane of traffic when heading from Sandfly south.

Pedestrian safety



The design does not cater adequately for pedestrians as people have to cross too many lanes of high-speed traffic.

Some community feedback suggested that an over or underpass be provided for pedestrians.

The on-road pedestrian crossing point will be relocated closer to the Hobart side of the intersection which will reduce the number of lanes pedestrians are required to cross.

The minimal number of pedestrians using this intersection does not warrant the installation of an over or underpass.

Bus stop location



The southbound bus stop location conflicts with traffic entering the Highway from Sandfly Road and Huon-bound traffic travelling on the Highway.

The southbound bus stop on the Sandfly side of the intersection will be relocated below Sandfly Road to the Hobart side of the intersection. This will place the bus stop closer to the parking facility and a footpath and barrier will also be provided to lead pedestrians to the pedestrian on road crossing.

The parking facility will be made larger to include more parking spaces including one space that is Disability Discrimination Act compliant.

Cyclists



Bike safety needs to be considered in the design.

The new design includes dedicated cyclist paths across the intersection via the new wider median.

What's Next?

The Department will proceed to detailed design. Tenders are expected to be called in late 2020 and construction is planned for the 2020-2021 summer season.