

Introduction

The Huon Highway Corridor Study (Kingston to Southport) aims to identify and document current corridor characteristics and functionality of the Huon Highway, and its performance in relation to road safety, traffic, travel time and efficiency, level of service, road design and geometry and road pavement condition.

The Corridor Study is investigating the future transport demand that is likely in the next 30 years and identifying opportunities for improvement along the corridor. The Corridor Strategy will help the Department of State Growth develop a prioritised list of road improvement projects to make this section of the Highway safer and easier to use for all road users.

The Corridor Strategy included extensive stakeholder and community engagement along with a period of formal public consultation. The objectives of the consultation were to gather information and ideas from a broad cross section of the community and key stakeholders to help inform the study and the prioritised list of road improvement projects. This Consultation and Feedback Summary report presents the feedback that was considered by the project team in the identification and prioritisation of potential future projects.

Engagement Activity

The engagement activity was designed to engage as many people as possible, with a good cross-section of local residents and people representing local government, local industry, small to medium enterprises, transport organisations, and other key stakeholder groups and organisations who may have an interest in the project. A range of engagement formats was used, tailored to the stakeholder groups, including individual meetings, workshops and public consultation using an interactive map on Social Pinpoint, where people could leave comments.

As this project is only at corridor study stage, no priority areas or proposals were presented. Rather, participants were asked to give their thoughts about what works well and what does not work well along the highway corridor, to help inform the study and to identify and prioritise areas for improvement.

The range of engagement activity with a variety of stakeholder groups, and the high volume of feedback gives us confidence that the key themes and issues raised are generally representative of the views of the community and will help inform potential future projects that will meet community needs.

The engagement activity is summarised in Table I.

Table 1: Summary of Engagement Activity

Item	Description	Stakeholders Invited	Stakeholders Attended
Meetings – council	Meetings with Kingborough and Huon Valley Council Officers and a briefing to Huon Valley Councillors	Kingborough and Huon Valley Councils	Kingborough and Huon Valley Councils
Meetings – key stakeholders	Meeting with Circular Economy Huon	Circular Economy Huon	Circular Economy Huon
Transport, Industry and Business Workshops	1. Transport Workshop, 20 July 2021	20 Transport organisations plus the two Councils	Six transport organisations plus the two Councils
	2. Industry Workshop, 21 July 2021	17 Huon Valley industry organisations and large businesses	Four Huon Valley industry organisations and large businesses
	3. Business Workshop, 22 July 2022	32 Huon Valley small and medium enterprises	Five Huon Valley small and medium enterprises
Public Consultation	<p>A formal, four-week period of public consultation from 19 July – 14 August 2021 seeking comments via:</p> <ul style="list-style-type: none"> • Social Pinpoint • Email • Phone 	<ul style="list-style-type: none"> • Notifications posted to approx. 15 000 Huon Valley residents and businesses • Department of State Growth website and social media • Advertisements on Council websites, Council newsletters, and posters on public noticeboards 	333 people participated

Feedback Summary

Meetings and Workshops

A total of 22 individuals participated in the workshops, representing 15 organisations and businesses. In addition, individual meetings were held with the Huon Valley Council, Kingborough Council, and Circular Economy Huon. These meetings focused on some different issues to the public consultation, including Council strategies and priorities, changes in land use planning, and the specific needs of business and industry. The project team participated in these meetings and workshops and the feedback is being considered separately from the public consultation.

Public Consultation

A total 311 people participated in the public consultation. A total of 936 comments were received on Social Pinpoint, and 49 submissions via email, letter and phone.

The number of comments and submissions received is summarised in Table 2.

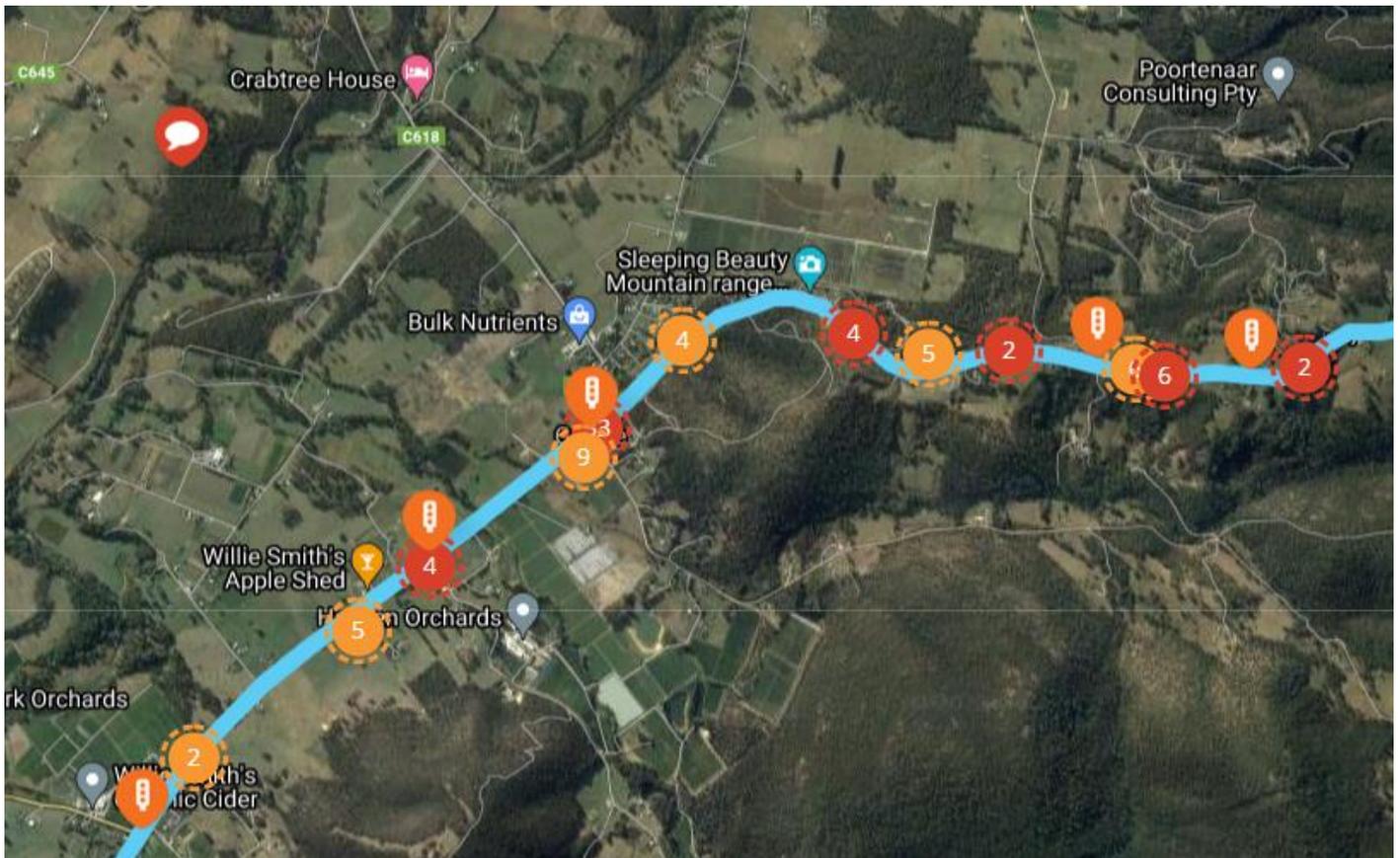
Table 2: Summary of amount of feedback received

Source	Number of Comments / Submissions	Number of Individuals
Transport Workshop	52	10
Industry Workshop		5
Business Workshop		7
Social Pinpoint	936	263
Written Submissions and Emails – Key Stakeholders	8	8
Written Submissions and Emails – Local Residents	36	35
Phone Calls	5	5
Total	936 comments 49 submissions	333 individuals

Social Pinpoint

The main source of feedback received was an interactive map on Social Pinpoint. The map included an information marker at each intersection along the highway corridor that people could leave comments in, so that the map did not become clogged with hundreds of individual comments. Alternatively, they could leave a comment anywhere else on the map. People could also click on an icon to 'like' or 'dislike' other people's comments.

Figure 1: Screenshot from Social Pinpoint showing a section of the Highway corridor with comments and information markers, as an example. These markers were applied to the full highway corridor/study area shown in Figure 2.



There were 426 comments relating to the safety of specific intersections. The comments about intersections were sorted and the key themes and issues identified. A ranking was assigned to each intersection based on submission numbers and likes / dislikes. A summary of the key themes and issues for the highest ranked intersections is included in Table 3.

To capture feedback by location (not limited to intersections), the Huon Highway Corridor was broken down into 16 sections to identify key themes and issues for each section. A summary of the key themes and issues by section is included in Table 4.

Other general comments included:

- Climate change should be considered in the 30-year projections.

- Provision should be made for electric vehicles.
- Huonville should be bypassed.
- Consideration should be given to planned tourist developments around Ida Bay and Southport to Cockle Creek.

The following points are also noted:

- There were 26 comments about the Sandfly intersection, which was still undergoing upgrade works at the time of consultation.
- Feedback regarding the Huonville Main Road in the town centre will be passed on to Huon Valley Council.

Figure 2: The Huon Highway Corridor Study area

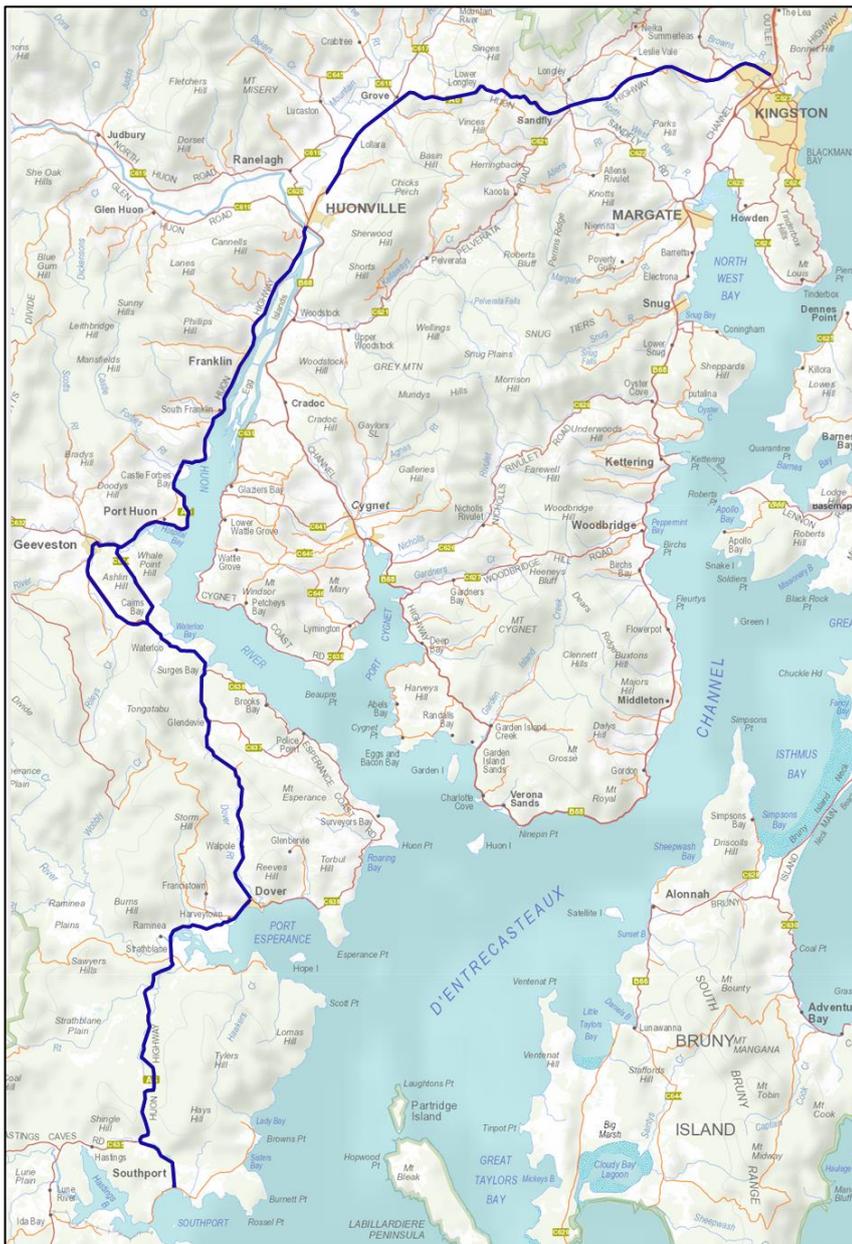


Table 3: Summary of key themes and issues from the most commented upon intersections

Rank	No. of Comments	Rating (comments plus likes / dislikes)	Location	Summary of key themes and issues	Priority Issues
1	37	119	Mountain River Road Intersection	This intersection is dangerous for school children crossing the highway between bus stops and parents waiting in Turn Creek Rd; there is too much going on at this intersection with farm machinery and trucks turning, bus stops including school buses, students crossing and parents waiting, and the Grove shops and service station; this intersection will get worse with local population growth and local subdivisions.	<ol style="list-style-type: none"> 1. Bus Stop Safety 2. Pedestrian Safety 3. Traffic Volume 4. Parking 5. Speed Limits
2	34	69	Leslie Road Intersection	This is a dangerous intersection with slow-moving, heavy vehicles pulling onto the highway in front of traffic doing 100km/hr; it needs turn lanes/slip lanes for merging traffic; the intersection is dangerous for pedestrians and passengers using bus stops; it needs a safe, dedicated bus stop turn out.	<ol style="list-style-type: none"> 1. Heavy Vehicles 2. Turning Lanes 3. Bus Stop Safety 4. Pedestrian Safety 5. Visibility / Sight
3	12	51	Krauses Road Intersection	It is dangerous with vehicles slowing down to turn into Krauses Road behind fast vehicles trying to overtake and/or merge; drivers are not expecting vehicles to turn here; this intersection is not a safe bus stop location; buses block traffic using the road as a bus stop.	<ol style="list-style-type: none"> 1. Turning Lanes 2. Bus Stop Safety 3. Road Width 4. Visibility / Sight
4	28	43	Wilmot Road / Sale Street Intersection	This intersection is difficult for heavy vehicles to navigate; a bypass is needed for log trucks to improve safety in the town centre; mixed views on roundabout vs traffic lights with the majority considering the roundabout is effective; pedestrian crossings are too close to the intersection.	<ol style="list-style-type: none"> 1. Bypass 2. Traffic Lights / Roundabout 3. Traffic Volume 4. Heavy Vehicles 5. Pedestrian Safety
5	13	43	Huon Road Intersection	This intersection is too narrow, and drivers often do not realise someone is slowing down to turn; it needs dedicated turn lanes; would like signage for cyclists going to Kingston from here via backroad cycle route;	<ol style="list-style-type: none"> 1. Turning Lanes 2. Signage 3. Road Width 4. Cyclists

Rank	No. of Comments	Rating (comments plus likes / dislikes)	Location	Summary of key themes and issues	Priority Issues
6	30	41	The Esplanade Intersection	It is hard to turn here and traffic builds up behind turning vehicles; it is not safe for drivers or pedestrians; visibility of oncoming traffic to the south is poor; there is too much activity at this intersection; drivers get impatient and take risks.	<ol style="list-style-type: none"> 1. Traffic Volume 2. Traffic Lights / Roundabout 3. Visibility / Sight 4. Bypass 5. Pedestrian Safety
7	12	41	Kent Beach Road Intersection	This intersection is confusing; drivers do not know which lane to use to enter the shops from Station Road; the blind corner means vehicles cross into the oncoming lane; it is too hard to tell which way southbound, left-turning vehicles are going to go; it is dangerous for pedestrians including school children, and vehicles; proximity to the school and shopping centre makes it dangerous.	<ol style="list-style-type: none"> 1. Pedestrian Safety 2. Roundabout 3. Line Marking
8	26	37	Sandfly Road Intersection	<p><i>Note: this intersection upgrade was under construction at the time of consultation.</i></p> <p>This intersection is complex, busy and difficult to navigate; the speed limit should be reduced; why is VicRoads pulling these types of junctions out and we are now installing them? The upgrade reduces visibility and does not leave enough room for traffic turning right out of Sandfly Road; the intersection should be grade separated; we are confused about how this intersection is going to work; it is unsafe for heavy vehicles; pedestrian safety is at risk.</p>	<ol style="list-style-type: none"> 1. Major Upgrade 2. Speed Limits 3. Heavy Vehicles 4. Road Width
9	17	25	Glen Huon Road Intersection	It is dangerous turning north out of Coolstore Road; visibility of bridge traffic is poor; drivers do not slow down enough; it needs pedestrian paths/island for people to cross roads safely; population growth is increasing traffic volume through this intersection; roundabouts at both ends of the bridge may help traffic flow and visibility.	<ol style="list-style-type: none"> 1. Roundabout 2. Turning Lanes 3. Traffic Volume 4. Bypass 5. Visibility / Sight

Rank	No. of Comments	Rating (comments plus likes / dislikes)	Location	Summary of key themes and issues	Priority Issues
10	7	23	Fleurty's Road Intersection	This is a blind corner which is dangerous for vehicles and school children; the speed limit should be reduced; a convex mirror should be installed.	<ol style="list-style-type: none"> 1. Speed Limits 2. Visibility / Sight 3. Winding / Camber 4. Signage
11	14	22	Scotts Road Intersection (south)	Visibility is poor, and vehicles pull out of Scotts Road in front of fast-moving Huon Highway traffic; retain the layby for trucks to pull over; a passing lane would help congestion and safety.	<ol style="list-style-type: none"> 1. Visibility / Sight 2. Pull over / Turn out areas 3. Heavy Vehicles 4. Signage 5. Turning Lanes

Top 5 Intersections – Summary of Key Themes and Issues

Figure 3: Mountain River Road Intersection – key themes and issues

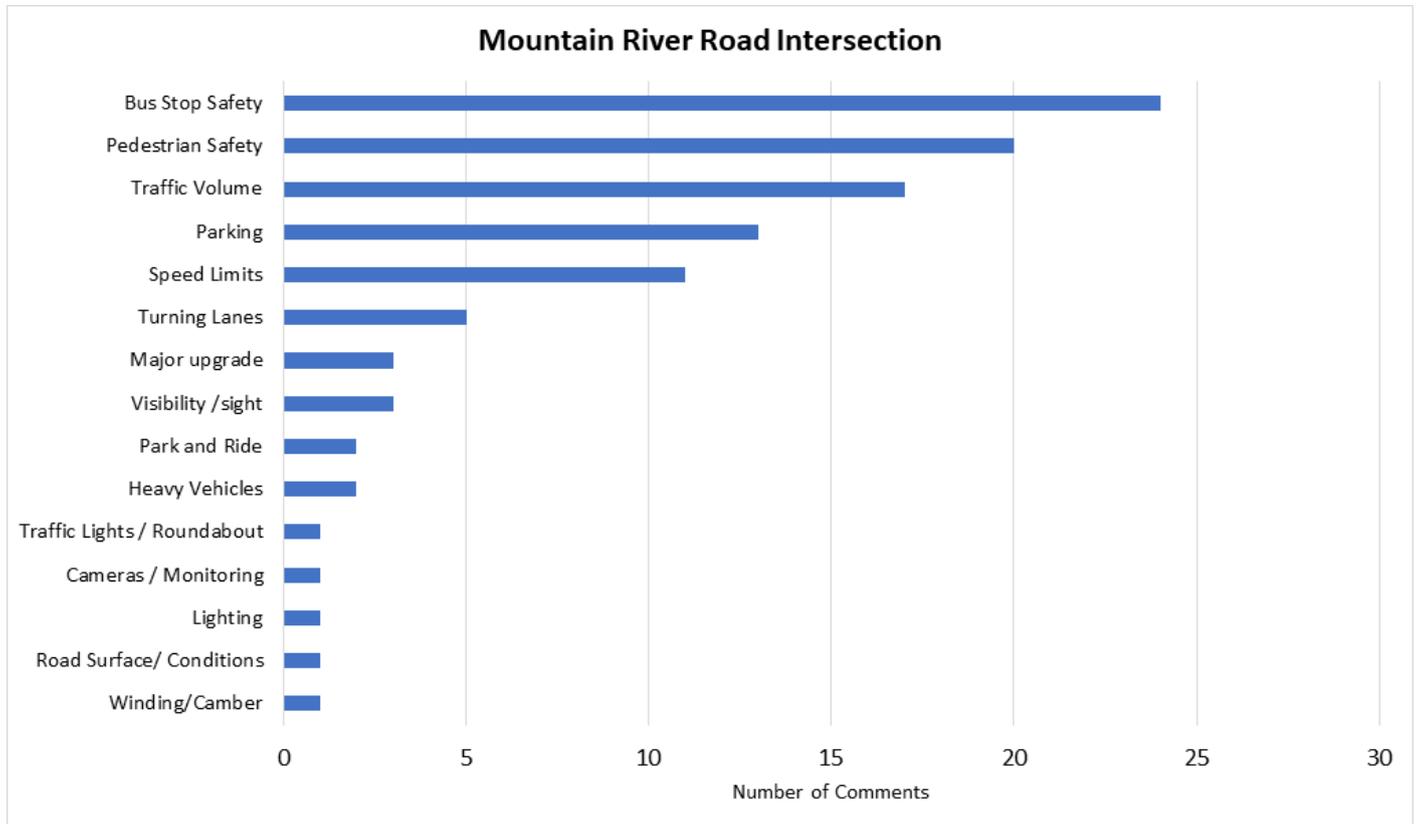


Figure 4: Leslie Road Intersection - key themes and issues



Figure 5: Krauses Road Intersection – key themes and issues

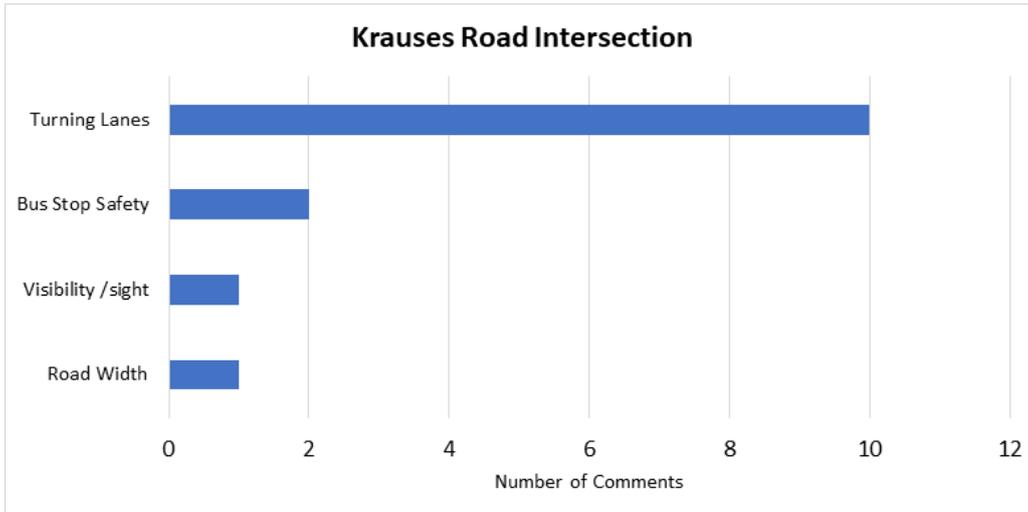


Figure 6: Wilmot Road Intersection – key themes and issues

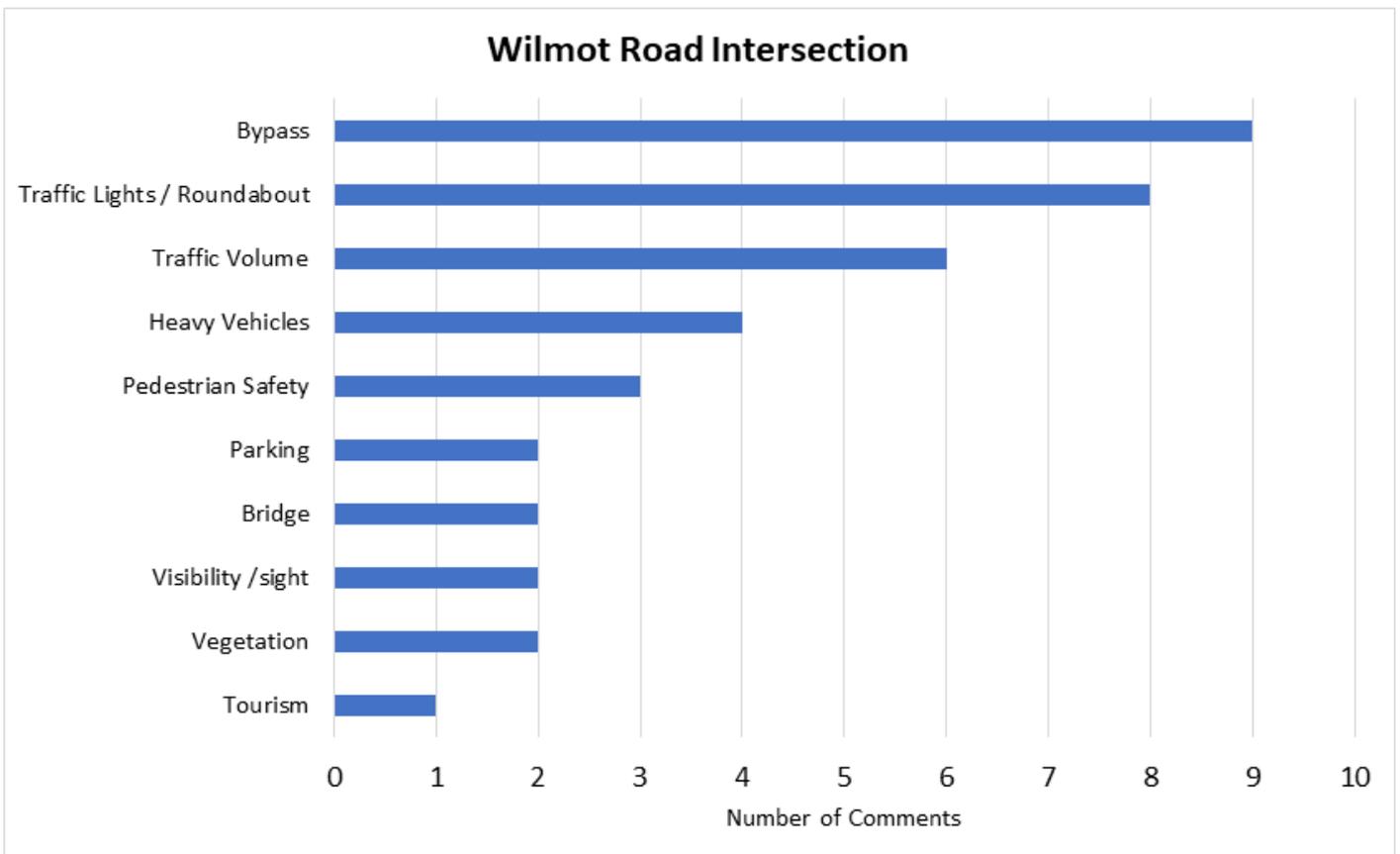
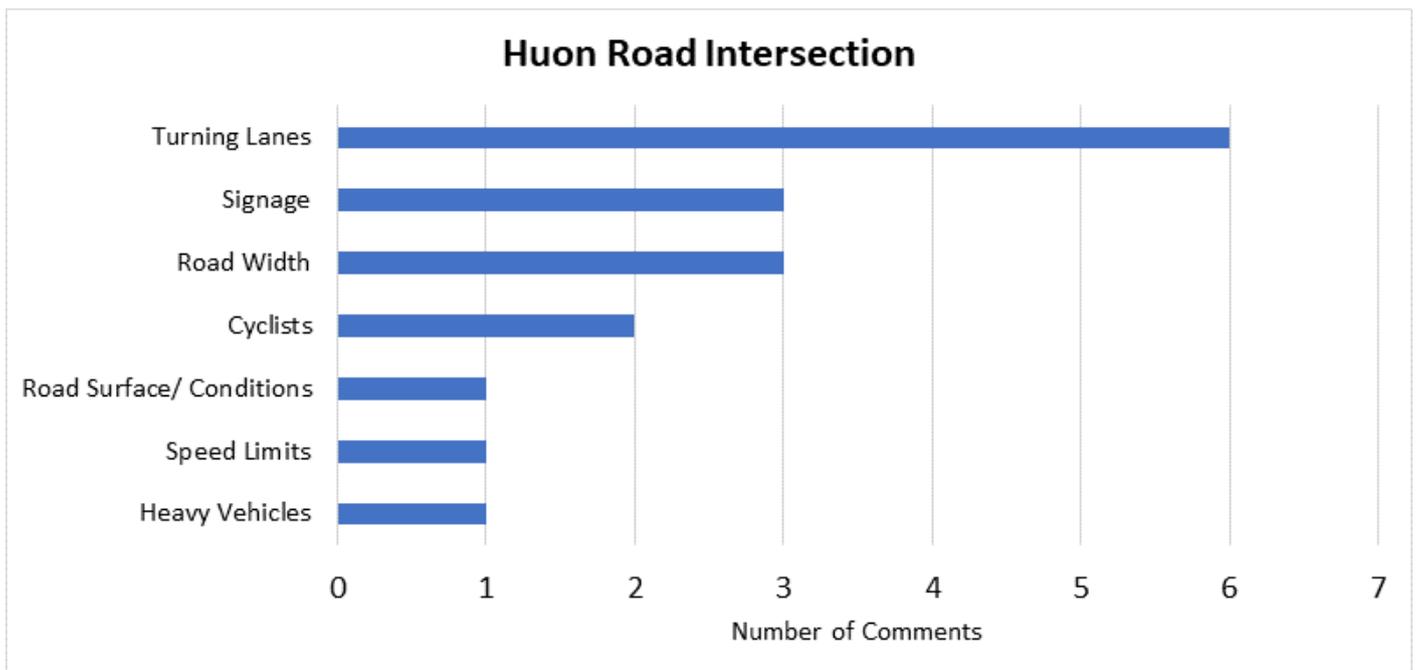


Figure 7: Huon Road Intersection – key themes and issues



Highway Corridor by Section

Table 4: Summary of key themes and issues for each section of the Huon Highway Corridor

Highway Section		Summary of Key Themes and Issues
1	Leslie Road to Kingston	There are some issues with the condition of the road surface in this section. Support was shown for a park and ride facility to be established to ease traffic volumes heading north to the city of Hobart. The use of air brakes by trucks on the highway has been identified as a noise issue by local residents. Cyclists want cycleways to be considered in future plans.
2	Sandfly to Leslie Road	Vehicles heading south and turning off to Leslie Vale do so at the start of an overtaking lane. Many comments about safety at the Leslie Road intersection. Animal protection and the prevention of roadkill using virtual fencing were highly supported in this section.
3	Huon Road to Sandfly	Comments centred around the intersection with Krauses Road and also the Sandfly intersection. Concerns raised about the Sandfly intersection are currently being addressed with an upgrade already underway. A merging lane takes place on a corner with inadequate length. Poorly cambered corners are causing difficulties. Some blocked drains lead to water flowing over the surface leading to potential aquaplaning of vehicles.
4	Dip Road to Huon Road	The road surface conditions make this a particularly challenging section of the highway, especially during wet weather. Intersection turns off the highway to both Dip Road and Huon Road occur along sections with overtaking lanes, causing confusion for motorists.
5	Grove to Dip Road	The condition of the road surface is felt to be below standard in places here. The position of line markings and overtaking lanes has caused some issues for road users. Several comments requested a median safety barrier in this section to prevent head on crashes.
6	Orchard Avenue to Grove	The Mountain River Road intersection dominated comments in this section. Concerns about the increased volume of traffic using this intersection and difficulties with parking for those catching buses causing major safety hazards for pedestrians and vehicles.
7	Huonville town centre	Although outside of the scope of the Corridor Study due to it being subject to Council plans and strategies, many comments were made in this section. The major item was a request for a bypass of the town centre.
8	Franklin to Glen Huon Road Intersection	Comments centred around the bridge and pedestrian safety. People often walk along the edge of the highway in this section but the width makes it unsafe for pedestrians and cyclists. A Huonville bypass is requested to reduce the traffic volume over the bridge.
9	Fleurty's Road Intersection to Franklin (Wooden Boat Centre)	The largest number of submissions about passing and overtaking opportunities were received for this section. The main request was that overtaking lanes were included in future planning. Another issue was appropriate the provision of parking and pull off areas for buses and tourist vehicles.
10	Scotts Road Intersection (North) to Fleurty's Road Intersection	Most concerns in this section focused on the intersection with Fleurty's Road. A review of the speed limits is requested, especially near the Sacred Heart Catholic School. Some comments related to the closing of Palmer's Road to local residents.

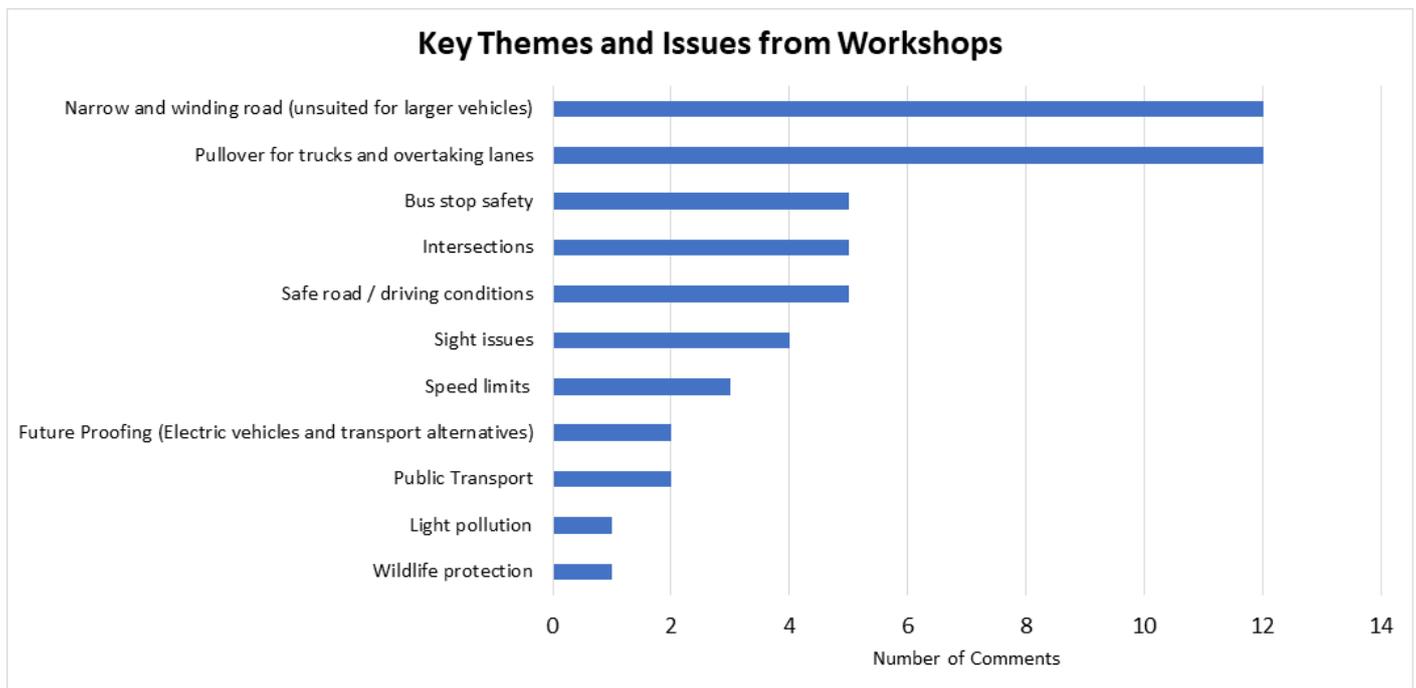
Highway Section		Summary of Key Themes and Issues
11	Huon Highway Geeveston (Between Scotts Road Intersections)	Wider shoulders are requested for this section of highway to better provide for cyclists and to improve general safety. Vegetation is causing some visibility issues. Pedestrian safety concerns were raised about the bridge. Signage could be added to promote this route to tourists.
12	Scotts Road	The value of Scotts Road as a bypass for heavy vehicles around Geeveston was recognised. Many comments requested a widening of the road and increased passing and overtaking opportunities. Local residents expressed concerns about the speed of traffic and visibility at the intersections at either end of this section.
13	Glendevie (Police Point Road) to Scotts Road Intersection (South)	Issues centre on road width and winding curves. Visibility issues occur in this section with several blind spots. The width of the Surges Creek bridge is seen as too narrow for two heavy vehicles to pass each other.
14	Dover to Glendevie (Police Point Road)	This winding and narrow section of road causes issues for many road users, especially heavy vehicles. Vegetation and surface conditions (particularly due to water runoff) make this difficult to negotiate. Current road shoulders are felt to be insufficient.
15	Raminea (Esperance River Bridge) to Dover (Station Road Intersection)	The Station Road intersection is a key issue in this section, as are visibility issues caused by roadside vegetation. There are insufficient passing and overtaking opportunities.
16	Southport to Raminea (Esperance River Bridge)	This section of the highway is seen as a growth area for tourism, with a diverse range of road users from cyclists to heavy vehicles. Road width, alignment and conditions are all raised as areas of concern as they limit visibility and passing opportunities.

Workshops – Key Themes and Issues

The workshops were specific to local industry, small and medium enterprises, and transport organisations, who have specific issues and requirements as road users which differ to those of the broader community. For that reason, the feedback has been sorted separately and provided to the project team for consideration in the identification and prioritisation of potential future projects.

A summary of the key themes and issues from the workshops, with the number of comments for each, is illustrated in the chart below.

Figure 8: Key themes and issues from workshops



Other Submissions (written, email and phone)

In addition to the comments on Social Pinpoint, submissions were also received in writing (letters, documents and emails) and by phone. Those who made submissions are summarised in Table 5 below.

All of the written and phone submissions have been passed to the project team for individual consideration.

Table 5: People and organisations who made written submissions

Written submissions from key stakeholders	Huon Valley Council Kingborough Community Safety Committee Kingborough Council National Heavy Vehicle Regulator Circular Economy Huon Bicycle Network Tasmania Friends of Longley-Area Group (FLAG) School of Geography, Planning, and Spatial Sciences, University of Tasmania
Written Submissions and Emails – Local Residents	36
Phone Calls	5

Outcome and next steps

The objective of this engagement was to collect feedback on the Huon Highway corridor and represent it fairly to the project team for consideration as part of the Corridor Study. This report is a summary of the feedback received during this engagement.

The stakeholder and community engagement done as part of this study has been carefully considered to help identify and prioritise potential future projects. This will be included in the Huon Highway Corridor Study.

The feedback will be retained in full for further reference in any individual, future projects which may be progressed as a result of this corridor study.

The Department of State Growth and the project team are very appreciative of everyone who has made time to participate in this project and contribute valuable feedback.