



13 August 2021

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### Huon Highway Corridor Study

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Thank you for the opportunity to comment on the 10-year plan for the Huon Highway corridor between Kingston and Southport which is looking to improve safety and travel reliability.

One of the central planks of road safety is looking after vulnerable road users. The Safe Systems and Movement and Place approaches to road design are increasingly pointing to the need to separate people on bicycles from traffic. Ideally this would be physical separation on any road with speeds higher than 40 km and frequent traffic volumes.

This is not likely to be attempted on such a long road corridor with an at times narrow road reservation, but we can recognise the types of cycling that are or could be occurring at different points in the corridor and design for those riders.

The main types of riders to consider include:

- Confident riders riding on the highway for fitness or for transport and fitness.
- Recreational riders who enjoy riding but may not feel comfortable riding next to traffic at high speeds without physical separation but find themselves having to use the highway at various times.
- Children wanting to get to school, friends houses and recreational sites.
- Temporary workers who don't have access to a car or have a licence but need to get to town centres.
- Tourists wanting to experience the beauty of the Huon Valley at a slower pace but who may not be familiar with local roads or conditions and have varying levels of confidence.
- People who don't have a licence and/or car due to age, disability, personal choice, or lack of money who rely on bicycles for transport.

The entire highway would benefit from wider, sealed shoulders. This would help drivers by giving them more space to avoid obstacles or regain control of cars if they are fatigued, speeding or distracted. But it would also give confident riders more space on the road so



vehicles can safely pass them at the required 1.5 metres on roads with speed limits of 60 km/h and above.

Shoulder seals should take into account people riding by ensuring the chip sizes used aren't too large for standard road wheels, with 10 inch chip seal being the largest that is still comfortable. Shoulders also need to be swept frequently otherwise the prospect of punctures will force riders back towards the travel lane.

The department should be including specific provision for less confident riders through residential areas and towns like Kingston, Huonville, Franklin and Geeveston via on-road lanes physically separated from traffic or off-road shared paths.

For example, a path between Grove and Huonville would help locals, tourists and temporary workers to get to Huonville safely. It would also help link quieter roads to create a circuit for recreational and tourist riders.

The best routes to get between residential areas and schools, shops and recreational facilities may follow quieter or wider streets than the highway, but even then it's likely that sections of the highway corridor could be used to link paths or get people to major attractors like shopping centres.

There is also the possibility of promoting cycling touring routes in the south of the state utilising quieter back roads which may also include a few stretches along the Huon Highway, again necessitating linking paths or wide, sealed shoulders.

Yours sincerely

A handwritten signature in black ink, appearing to read "Alison Hetherington".

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