

Traffic movements in and around Huonville on an hourly basis.

Traffic counters measure the flow of traffic north and south, that is the number of vehicles that pass a particular point on a road. These counters do not show the destination of vehicles. Data is available that shows the flow of vehicles on an hourly basis and this indicates the volume of traffic. It is presumed that higher volumes of traffic leads to greater congestion although this can be a crude measure because the hourly figures do not indicate the size of the vehicle – passenger car, SUV, ute, truck, logging jinker etc.

It also needs to be noted that in Tasmania there is no published publicly available measure of what constitutes congestion. For example the word congestion can be used to denote gridlock at 5.00pm in Hobart or 1.00 in Huonville where traffic might be held up on Main Street for 2 minutes. Despite this, to get a better understanding of potential congestion in Huonville, it is possible to compare vehicle flows from two counters in Huonville township and one on the Huon Highway north of Huonville.

The traffic flows presented in Table 1 below are presented on an hourly basis. The following paragraphs describes the position of each counter and what vehicle movements they would capture.

The second column, A0168210 is on Main Street in Huonville, 120 metres north of the Channel Highway intersection just north of the Bridge. This would capture numbers for vehicles travelling north and south on the Huon Highway plus those vehicles travelling along The Esplanade and turning into and out of Main Street.

The third column, A0168205 is also on Main Street in Huonville, 30 metres north of Shield Street. This counter would more likely include all the traffic travelling through Huonville. Many vehicles travelling north chose to take Flood Road, then turn left into Sale Street and then right into Shield Street and enter Main Street/Huon Highway north of the main centre of the town.

The third column, A0168174P is positioned on the Huon Highway 190 metres north of Lollara Road, not far from Willie Smith's Apple Shed. This counter would capture vehicles heading north/south on the highway. But the destination of these vehicles cannot be determined by the Geocounts flow counters.

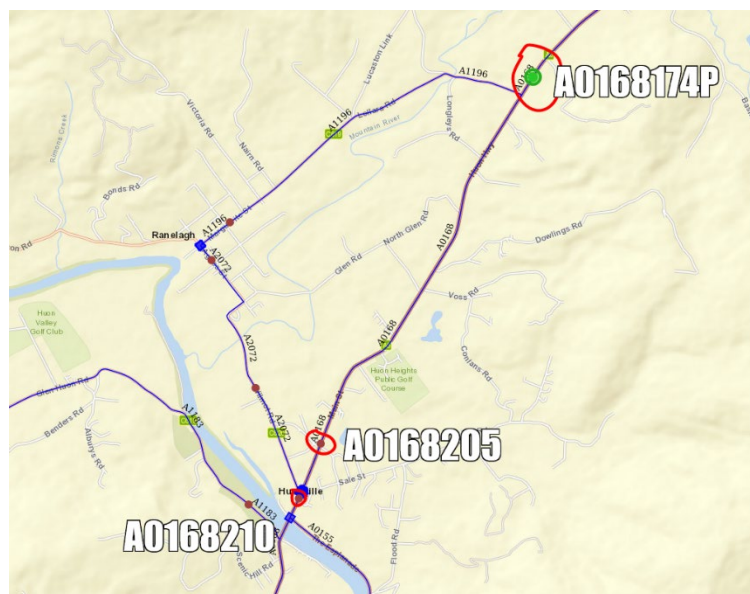


Figure 1 - Geocount traffic counting points

The times of peak traffic flows in all three locations are highlighted in yellow. It shows that the peak times in the centre of Huonville start after 9.00 and continues till around 6.00 in the afternoon. This indicates that in the morning commuter traffic is not causing congestion in Huonville. In the afternoon it may be but the flows are very similar at 11.00 in the morning and 5.00 in the afternoon. Therefore it is a reasonable conclusion that for the most part it is unlikely to be commuter related traffic that is causing congestion but people making use of facilities in the town. Whereas the other two counters show a morning peak of around 7.00 – 9.00 and an afternoon peak of 3.00 to 6.00 which can only be explained by commuter vehicles heading north in the morning to Kingston and Hobart and returning in the afternoon.

The counter north of Shield Street is particularly interesting as it would seem to indicate that commuters are already choosing to avoid the retail areas of Main Street by using Flood Road, Shield Street and then joining the Huon Highway. This assumption is reinforced by the count of vehicles on the Grove Straight near Lollara Road showing very similar peak flows.

The conclusion to be drawn from these figures is that commuters are already keeping away from the road that travels through the retail areas of Huonville. They are not the main cause of peak traffic flows on the retail strip in Huonville. They have already found an alternative route to reduce travel times and it is questionable whether a \$30 million bypass will be of much benefit to them.

A further conclusion is that more work needs to be put into analysing why the peak flow is occurring outside the main commuter times in central Huonville. This means doing a proper analysis of traffic and then determining solutions. From personal observations it is likely that the build-up of traffic is due to heavy vehicles, visitor traffic – mainly heading south of the town, and Huon Valley residents shopping and using the services Huonville has to offer.

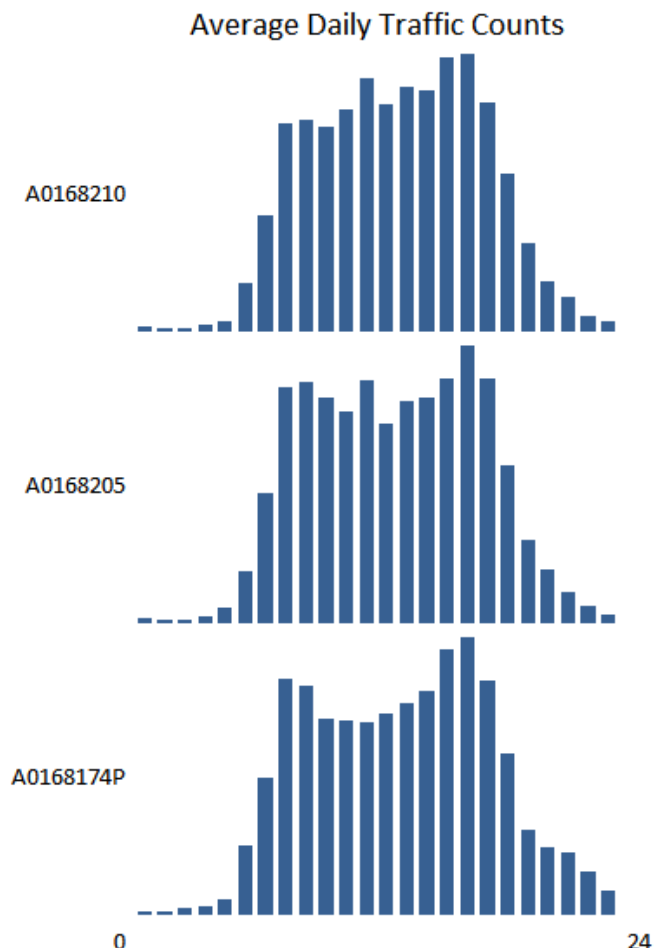


Table 1. Traffic Flows on Main Street and the Huon Highway

Time	A0168210 120m N. C.H. 17/06/21	A0168205 30m N. Shield St. 17/6/21	A0168174P 190m N. Lollara Rd 10/12/21
00	25	25	20
01	18	19	15
02	16	19	34
03	34	37	36
04	51	66	64
05	208	207	287
06	492	500	562
07	872	902	965
08	884	920	934
09	856	863	805
10	930	813	797
11	1058	929	788
12	948	765	826
13	1020	853	867
14	1005	860	917
15	1145	932	1084
16	1160	1060	1134
17	955	933	960
18	663	607	664
19	371	326	349
20	215	213	276
21	146	126	258
22	73	76	179
23	50	39	106

Source: Geocounts Tasmania

Table 2. Traffic Flows on the Channel Highway and Huon Highway south of Huonville

Time	A0155450 Channel Highway 205m S. Flood Road 17/06/21	A0168220 Huon Highway. 350m S. Scenic Hill Rd 06/03/19
00	6	10
01	3	11
02	1	7
03	5	19
04	11	42

05	52	157
06	153	276
07	301	463
08	317	510
09	293	475
10	322	574
11	320	505
12	295	534
13	314	520
14	312	569
15	362	634
16	368	656
17	314	512
18	195	320
19	99	213
20	52	148
21	46	93
22	22	42
23	10	30

Source: Geocounts Tasmania