CITY OF CLARENCE

Safer Speeds, Safer Roads

Engagement Report

November 2025

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Background

Safer Speeds, Safer Roads is a city-wide review of speed limits on Council-managed local roads in Clarence. The aim is to reduce the risk and severity of crashes, improve day-to-day amenity, and align with the Safe System approach and regional practice across Greater Hobart.

The review responds to ongoing community concerns about operating speeds and to the need for consistent limits on similar streets across council areas. It complements technical assessments already under way and requires approval from the Transport Commissioner before any changes are made.

Many of our urban streets currently have limits that are higher than comparable roads in nearby councils, while some beachfront and semi-urban roads carry a mix of vehicles, people walking, and local access that calls for lower speeds. Rural roads with a default 100 km/h limit can also present safety issues where there are curves, driveways, or changing land use and are often inconsistent with speed limits on adjacent highways. Together, these conditions point to a targeted, staged program that focuses on the function of the road and the people using it.

Engagement invited the community to nominate specific roads of concern and explain why, using an interactive Social Map on the Your Say Clarence website and a short survey open for four weeks from late August 2025. The objectives were to inform people about the benefits and trade-offs of lower speeds, manage expectations about the process and timing, and gather local knowledge to guide the technical review. Traffic surveys and before-and-after monitoring are being used to understand impacts.

Engagement design

Purpose of the engagement

The Social Map tool was used on Your Say to gather feedback from the community about roads they feel are unsafe. It specifically focused on listening to community feedback regarding roads whose speed limits could be changed to better align with State Growth guidelines for speed limits.

Feedback sought

The survey asked the community to identify roads to review and provide comment on why. We sought feedback on road safety, with a focus on passively collecting information of roads whose speed limit needs changed.

Rationale for the design of the questions

The engagement was designed to capture community pins on a map identifying areas they feel are unsafe. The write-in box and upvote allowed people to agree with pins that were already placed and expand on why certain roads should be identified for review.

Structure of the engagement (i.e. questions under outcome areas)

Before releasing the map, we identified sites already flagged for review, commenting in the way we hoped the community would. These acted as an example for community members. One question was posed after dropping a pin on the map, giving respondents an opportunity to expand on their reason for identification of a specific site.

What we did

How the survey was promoted

857 unique visitors to the Safer Speeds, Safer Roads **Your Say webpage** and 1,280 page views

73% of users accessed the page via mobile phone

Consultation ad in the Eastern Shore Sun

Email campaign sent to 30 recipients with a click-through rate of more than 25%

Facebook posts with a total reach of **23,792** people, an engagement of 73, and 262 link clicks

LinkedIn posts with a total reach of **434** people and an engagement of 14

Ways people engaged and provided feedback

Consultation period

4 weeks (17 September – 15 October)

Data Summary

3 Map

We used the Social Map to collect locations where people felt speeds were an issue. Each pin was a nomination and each up-like showed support for an existing pin.

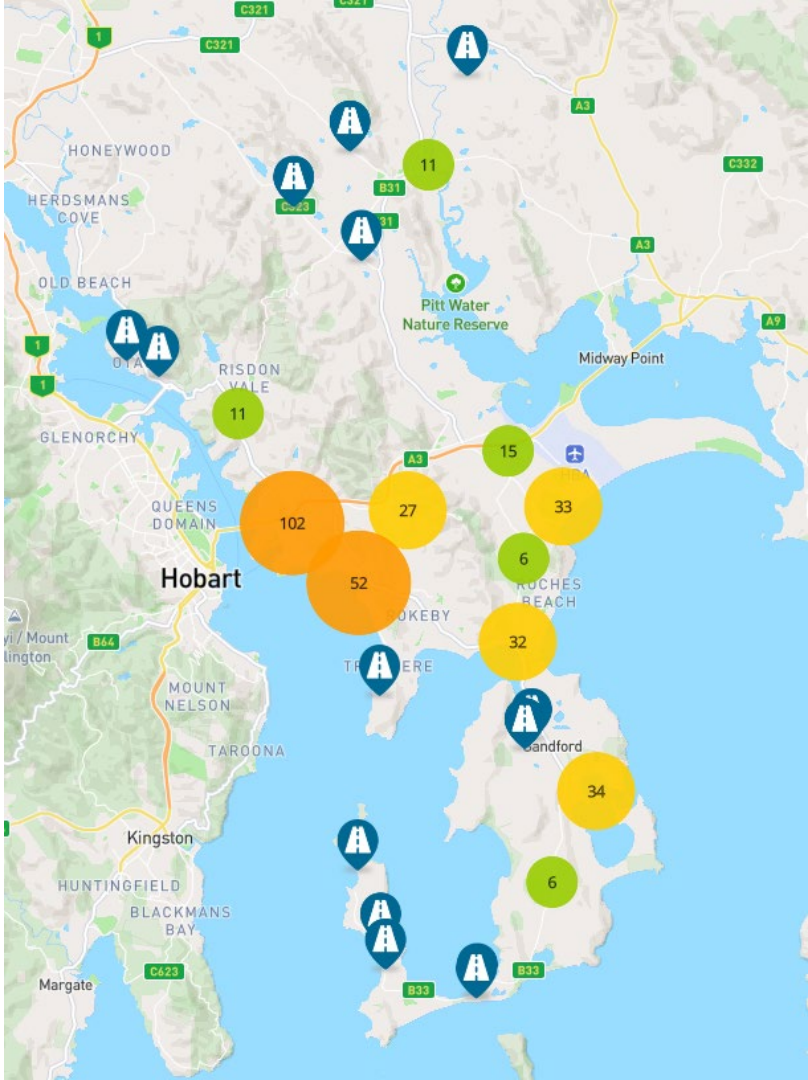
We assessed all comments and filtered them by road owner and comment type to extract those comments related to the speed limit review.

We grouped these pins by road name, merged duplicates for the same corridor, and created a simple score for each road by adding pins and up-likes. In total there were 344 responses across 75 roads. A small number of corridors drew most of the attention.

The top ten roads accounted for about 41% of all responses, with places like Pipe Clay Esplanade and Acton Road featuring strongly.

We then compared the community list with our draft internal list and marked each road as already identified or new. Six roads were new community suggestions and have been added. From there we formed a shortlist of 30 roads to progress into the formal speed review.

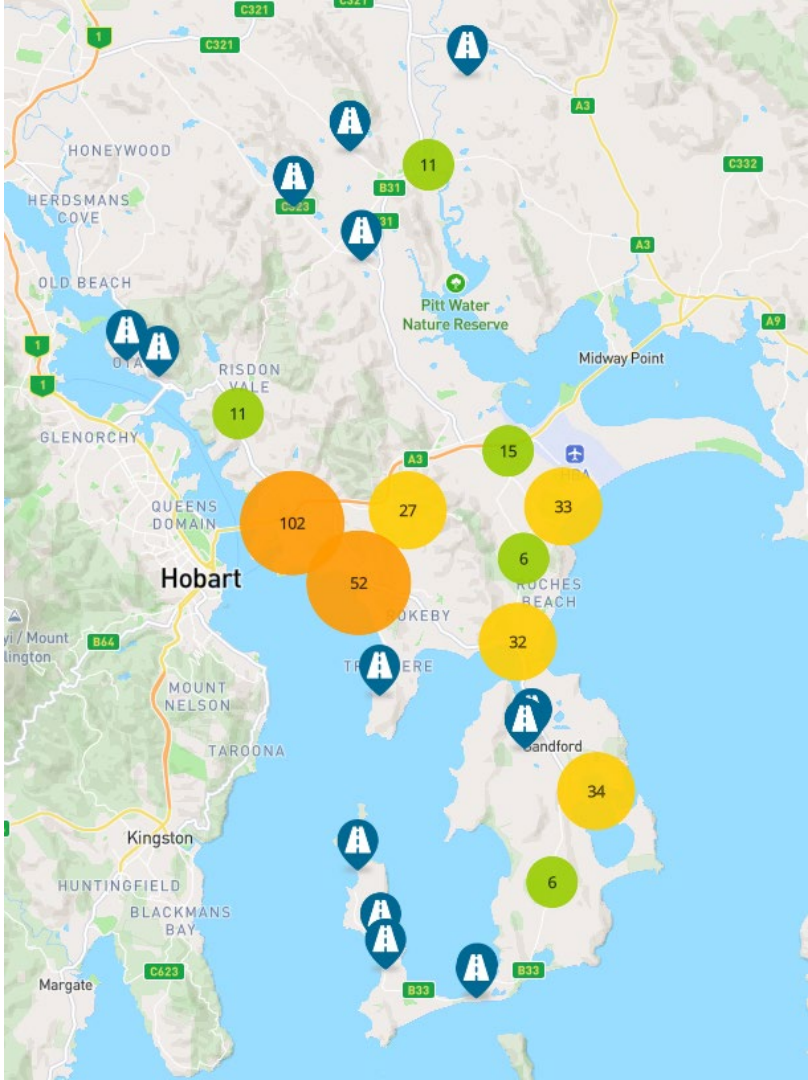
The shortlist captures around two-thirds of all feedback and balances high-interest sites with how the network functions. Overall, the map data validated our initial focus, added new priorities from the community, and gave us a clear ranked picture of where change is most wanted.



3 Roads identified

Below are the 30 roads shortlisted to have their speed limits reviewed. Those in purple were newly identified by the public during this engagement.

Acton Road
Alexandra Esplanade
Balook Street
Bridge Street
Cambridge Road
Clarence Street
Clifton Beach Road
Cremorne Avenue
Direction Drive
Esplanade
Esplanade Seven Mile Beach
Ford Parade
Geilston Bay Road
Honeywood Drive
Howrah Road
Kennedy Drive
Malcom Hut Road
Mannata Street
Middle Tea Tree Road
Mount Rumney Road
North Terrace
Oceana Drive
Pass Road
Pipe Clay Esplanade
Rosny Esplanade
Seven Mile Beach Road
South Terrace
Surf Road
Tranmere Road
Victoria Esplanade



4 Key findings – road safety response

Themes and Issues

Pedestrian safety and crossings

People want safer places to cross on busy or wide roads and near shops, beaches and bus stops. Raised or zebra crossings are often requested.

School zones and children

Calls for lower speeds and safer drop-off areas around schools, with requests for “40 zones” and raised treatments.

Speed limits and calming

Clear preference to lower limits in specific locations, typically to **40 km/h**, with traffic calming such as wombat crossings and speed humps. Very few asked to raise limits.

Road geometry and visibility

Blind crests, tight curves and narrow sections are linked to near-misses. People tie these issues to lower speeds and line-of-sight fixes.

Intersections and turning

Concerns about turning conflicts, merge points and roundabouts; requests for clearer priorities, signals, or redesign.

Wildlife and animals

Pins highlight animal strikes and crossings on coastal and rural edges; suggestions include lower speeds at dawn/dusk and warning signs.

Parking and congestion

Parked cars narrow lanes and limit sight lines. Queues near activity centres and schools add to risk.

Cyclist safety

Need for safer shoulders or lanes, clearer space at intersections and reduced speeds where riders share the road.

Driver behaviour

Reports of speeding and hooning. Some want targeted enforcement, but most pair this with design-led calming.

5 Summary

The consultation showed locations where the community believed posted speeds and on-ground conditions do not match.

Nominations covered council roads and State corridors, such as the East Derwent Highway, Tasman Highway and South Arm Highway. We will forward State roads to the Department of State Growth with the evidence gathered. Council roads continue through our investigation and works program.

Through the Social Map the community highlighted 75 council roads for a speed limit review. 51 were new to Council and 24 were already flagged. Support centred on a small number of roads, led by Pipe Clay Esplanade (22), Acton Road (19), Surf Road (15), Oceana Drive (12), Clarence Street (12) and Pass Road (11).

31% of comments highlighted other road safety concerns on 58 different council roads. Across these locations, the main issues were poor sight lines and narrow sections, turning and intersection safety, safer crossings near schools and shops, space and protection for cyclists, wildlife at dawn and dusk, and driver behaviour.

Every road safety issue is classified by concern type so we can match actions: speed environment and calming, crossings and school access, intersections and turning, sight lines and width constraints, cyclist safety, wildlife, lighting and surface condition, and driver behaviour.

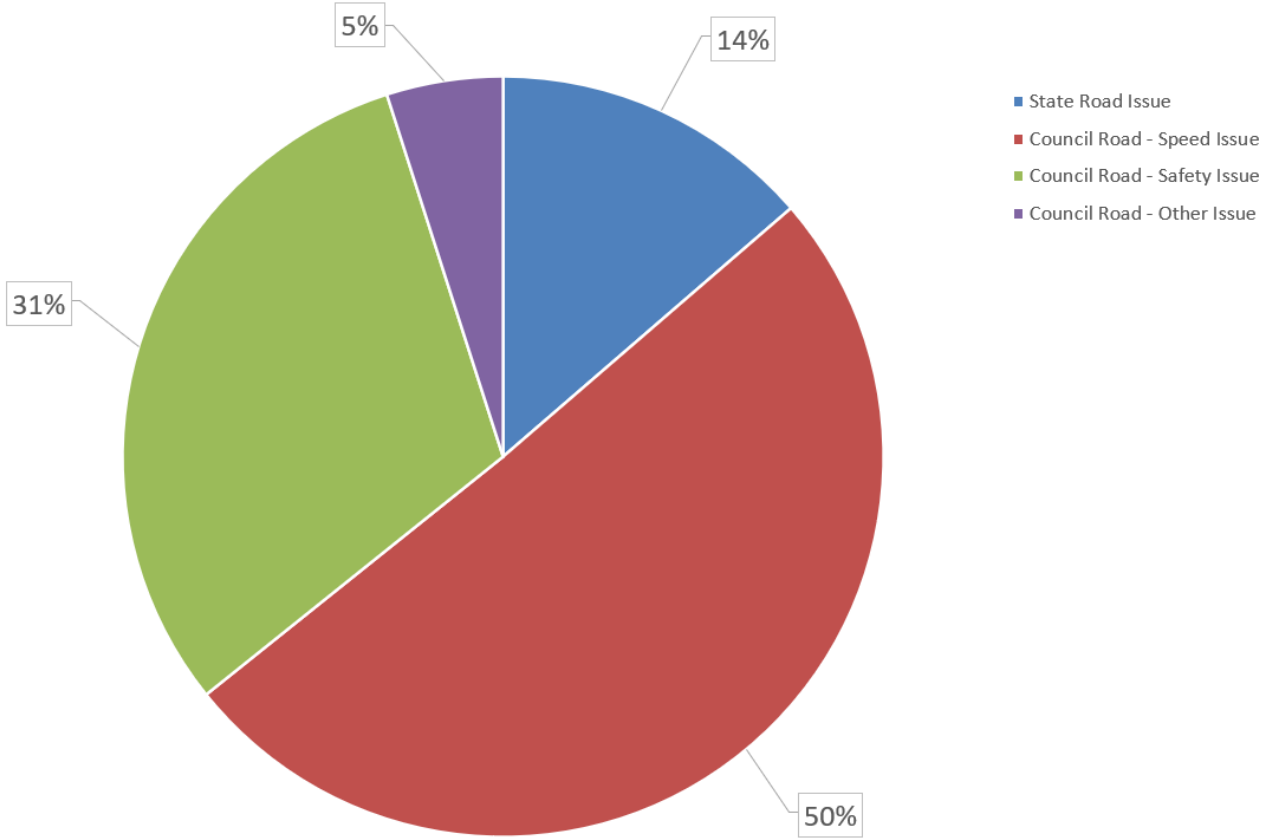
Not every road nominated for a speed limit review will change immediately. Where a road is not progressing at this stage, it has been reviewed and is consistent with the DSG Speed Zoning Guidelines. These locations stay on our watch list for monitoring.

Next steps:

- Complete a technical speed limit review, including pre-implementation traffic surveys on priority corridors.
- Present draft recommendations at an information workshop for Councillors.
- Submit requests for speed limit changes to the Transport Commissioner for approval.
- If approved and funded, roll out new limits in stages, starting with the first group of roads by late 2025, and monitor outcomes after installation.

APPENDIX A
Engagement Results
Road Data

4 Key findings – summary of feedback



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Key findings – speed review roads

Road To Review	Feedback			Identified by Council?
	Pins	Likes	Total	
Acton Road	12	7	19	Yes
Alexandra Esplanade	2	2	4	Yes
Alma Street	3	0	3	No
Axiom Way	1	0	1	No
Baileys Lane	1	0	1	No
Balook Street	1	1	2	Yes
Bangalee Street	1	1	2	No
Bastick Street	1	3	4	No
Bayview Road	1	1	2	No
Begonia Street	2	2	4	No
Bilinga Street	1	0	1	No
Bounty Street	2	2	4	No
Bracken Street	1	0	1	No
Bridge Street	4	2	6	New
Cambridge Road	6	5	11	Yes
Cilwen Road	1	0	1	No
Clarence Street	5	7	12	Yes
Clifton Beach Road	3	4	7	Yes
Corinth Street	1	1	2	No
Cremorne Avenue	6	5	11	Yes
Derwent Avenue	1	0	1	No
Direction Drive	1	0	1	Yes
Esplanade	3	6	9	Yes
Esplanade Seven Mile Beach	4	3	7	New
Estate Drive	3	3	6	No
Flagstaff Gully Road	3	1	4	No

Road To Review	Feedback			Identified by Council?
	Pins	Likes	Total	
Ford Parade	1	1	2	Yes
Geilston Bay Road	1	1	2	Yes
Grueber Avenue	3	1	4	No
Hill Street	1	1	2	No
Honeywood Drive	0	0	0	Yes
Howrah Road	4	5	9	Yes
Kangaroo Bay Drive	1	2	3	No
Kennedy Drive	2	4	6	Yes
Lanena Street	1	0	1	No
Lewis Avenue	1	0	1	No
Loinah Road	1	0	1	No
Malcoms Hut Road	1	0	1	Yes
Mannata Street	1	3	4	Yes
Merindah Street	1	0	1	No
Middle Tea Tree Road	1	0	1	Yes
Mount Rumney Road	4	1	5	New
Musks Road	1	0	1	No
Napa Street	1	5	6	No
Norma Street	1	0	1	No
North Terrace	2	1	3	Yes
Oceana Drive	7	5	12	Yes
Otago Bay Road	1	0	1	No
Pass Road	3	8	11	New
Pipe Clay Esplanade	15	7	22	New

Road To Review	Feedback			Identified by Council?
	Pins	Likes	Total	
Piper Road	1	1	2	No
Pittwater Road	1	1	2	No
Regatta Place	1	0	1	No
Riawena Road	1	6	7	No
Rifle Range Road	2	1	3	No
Ringwood Road	1	3	4	No
Rosehill Drive	1	1	2	No
Rosny Esplanade	1	1	2	Yes
Rosny Lookout Road	2	6	8	No
School Road	1	0	1	No
Seven Mile Beach Road	2	7	9	New
Skillion Road	1	0	1	No
South Terrace	2	1	3	Yes
Spark Drive	1	1	2	No
Spitfarm Road	1	1	2	No
St Johns Circle	1	0	1	No
Sugarloaf Road	2	0	2	No
Surf Road	9	6	15	Yes
Tanundal Street	2	3	5	No
Topham Street	1	0	1	No
Tranmere Road	4	4	8	Yes
Victoria Esplanade	2	3	5	Yes
Waverley Street	1	1	2	No
Wellington Street	1	0	1	No
Winston Avenue	1	0	1	No

4 Key findings – road safety concerns

Road	Road Safety Issues																
	Speeding / high speeds	Narrow carriageway / lane width	Blind corners / limited sight distance	Poor surface / edge break / potholes	Lack of shoulder / verge	Pedestrian safety / crossings / footpath	Cyclist safety	Wildlife strikes	Heavy vehicles / trucks	Parking / driveways / access conflict	Intersection control / turning	Cut-through traffic / volumes	Tourist / event peaks	Heavy vehicles / trucks	Drainage / flooding	Signage / line marking	Lighting
Acton Road			x	x	x	x	x	x	x	x	x	x	x				
Alma Street						x					x		x				
Axiom Way										x							
Back Tea Tree Road		x		x										x			
Bayview Road			x							x	x						
Bezzants Road				x		x				x				x	x		
Bingley Street										x	x						
Bligh Street	x			x		x		x		x	x	x	x				
Cambridge Road	x	x	x	x		x	x	x	x	x	x	x	x				x
Clarence Street						x				x	x	x	x				x
Clifton Beach Road			x							x	x						
Conara Road						x										x	
Currajong Street			x							x							
Dampier Street	x					x											x
East Derwent Highway					x					x	x		x				
Esplanade													x				
Fallow Drive						x	x	x									
Flagstaff Gully Road		x	x	x		x	x			x			x			x	

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Geilston Bay Road			x			x											
Gordons Hill Road	x					x			x		x	x					x
Grahams Road		x				x	x	x									
Grasstree Hill Road	x																
Henry Street						x				x	x		x				
Hill Street				x						x	x						
Holyman Avenue											x					x	
Howrah Road						x	x		x	x	x	x	x				
Kangaroo Bay Drive											x						x
Kellatie Road		x				x					x					x	
Kennedy Drive			x								x						
Mannata Street		x							x	x					x		
Mount Rumney Road	x	x	x	x		x	x	x	x	x							x
Nietta Road						x				x	x					x	
Norma Street			x							x							
Oceana Drive								x								x	
Ormond Street						x											
Pass Road						x	x				x						
Percy Street						x					x						
Pipe Clay Esplanade	x	x	x			x	x										

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	Speeding / high speeds	Narrow carriageway / lane width	Blind corners / limited sight distance	Poor surface / edge break / potholes	Lack of shoulder / verge	Pedestrian safety / crossings / footpath	Cyclist safety	Wildlife strikes	Heavy vehicles / trucks	Parking / driveways / access conflict	Intersection control / turning	Cut-through traffic / volumes	Tourist / event peaks	Heavy vehicles / trucks	Drainage / flooding	Signage / line marking	Lighting
Piper Road						x			x	x	x						
Prossers Road				x													
Riawena Road						x	x			x	x	x					
Roches Beach Road						x	x			x			x				
Ronnie Street										x							
Rose Court						x				x	x						
Rosehill Drive	x					x	x									x	
Rosny Hill Road						x										x	
Scott Street						x				x	x		x				
Seven Mile Beach Road	x		x					x	x	x	x	x	x				
South Terrace		x								x							
St Johns Circle						x											
Sunways Avenue			x			x			x		x						
Surf Road			x			x			x		x						
Tanundal Street											x					x	
Tiwi Court											x						
Topham Street				x		x											
Tranmere Road		x	x		x	x	x		x	x	x	x	x				
Wellington Street						x			x			x					
Woodhurst Road							x	x								x	