Gazetted High Productivity Vehicle Network Strategy

Department of Infrastructure,
Energy and Resources

Tasmania
Explore the possibilities

DIER has recently reviewed Tasmania's High Productivity Vehicle Network in line with a recently developed set of guidelines for road geometry for High Productivity Vehicle routes. The results of this review are presented in the *Review of the Gazetted High Productivity Vehicle Network* report. This Strategy accompanies the network review, and outlines how the Tasmanian Government will manage the Gazetted HPV Network (as described in *Schedule 1* of the *Vehicle Operations Notice 2010*).

1. Role of High Productivity Vehicles in moving freight across Tasmania

The High Productivity Vehicle network is an important part of Tasmania's transport system. A transport system that facilitates efficient freight movement is vital for Tasmania, as business and industry is reliant on efficient road and rail linkages to ports to access larger interstate and international markets.

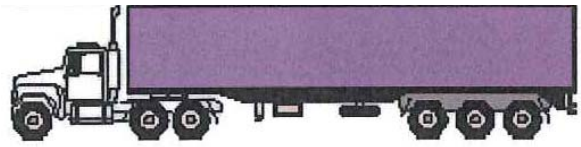
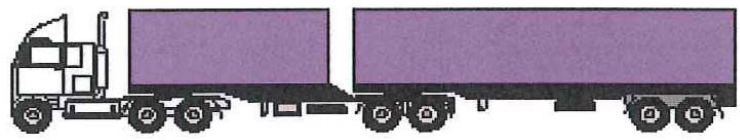
Due to the Tasmania's physical separation from external markets via Bass Strait, Tasmania's exporters and importers alike must use multiple transport modes. This makes the time and cost of freight movement critical to their ability to compete in an increasingly competitive global marketplace. Since their introduction to Tasmania in 1993, the use of High Productivity Vehicles has contributed greatly to reducing freight costs for Tasmanian businesses, by enabling the movement of larger quantities of freight per vehicle which in turn has reduced factors such as fuel consumption, driver demand, road impact, vehicle emissions and truck trips.

What are High Productivity Vehicles?

Heavy vehicles that use Tasmania's road network come in a wide range of vehicle types and trailer combinations. There is a general lack of understanding of the differences between various truck types and how they are managed by the Tasmanian Government.

Some truck and trailer combinations are allowed "general access" to Tasmania's entire road network, provided that they meet regulated mass or dimension limits. However, even general access vehicles cannot be used on roads that have prescribed load limits. General access vehicles generally have a single trailer, but some general access vehicles have two trailers. The maximum vehicle combinations for general access vehicles are outlined in Figure 1.

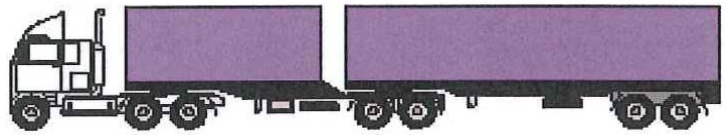
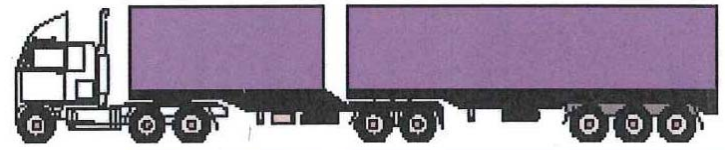
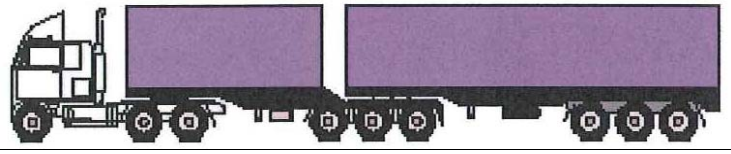
Figure 1 - General Access Vehicle combinations

	*6-axle combination* Length 19m, Width 2.5m, Height 4.3m and Mass 42.5t
	*7-axle combination* Length 21m, Width 2.5m, Height 4.3m and Mass 50.0t

In general terms, a *High Productivity Vehicle* is a vehicle or combination operating under a conditional exemption that exceeds the regulatory mass and dimension limits. For the purpose of

this document, High Productivity Vehicles are vehicles that because of their configuration (i.e. length, number of axles and mass) are restricted to accessing the High Productivity Vehicle Network. The maximum vehicle combinations for High Productivity Vehicles are outlined in Figure 2. This strategy, and the review of the Gazetted HPV Network, deals only with High Productivity Vehicles.

Figure 2 - High Productivity Vehicle combinations

	*7-axle combination* Length 21m up to 26m, Width 2.5m, Height 4.3m and Mass up to 57.5t
	*8-axle combination* Length up to 26m, Width 2.5m, Height 4.3m and Mass up to 63t
	*9-axle combination* Length up to 26m, Width 2.5m, Height 4.3m and Mass up to 68.5t

What do High Productivity Vehicles move?

To better understand the freight task across Tasmania, DIER undertook the Tasmanian Freight Survey in 2008-09, interviewing over 100 companies across Tasmania, including freight movements to and from businesses; the frequency of trips; and the types of vehicles used.

According to the results of the Freight Survey, trucks carry the majority of the state's freight task by tonnage (92%) and in terms of tonne kilometres travelled[1] (87.5%). Heavier trucks, including six axle semi trailers and High Productivity Vehicles, carry a large proportion of the statewide task, carrying 63% of the total task by tonnage, and 73% in terms of tonne kilometres travelled.

High Productivity Vehicles carry 28% of the State's freight task by tonnage, and about 34% of the statewide task in terms of tonne kilometres travelled.

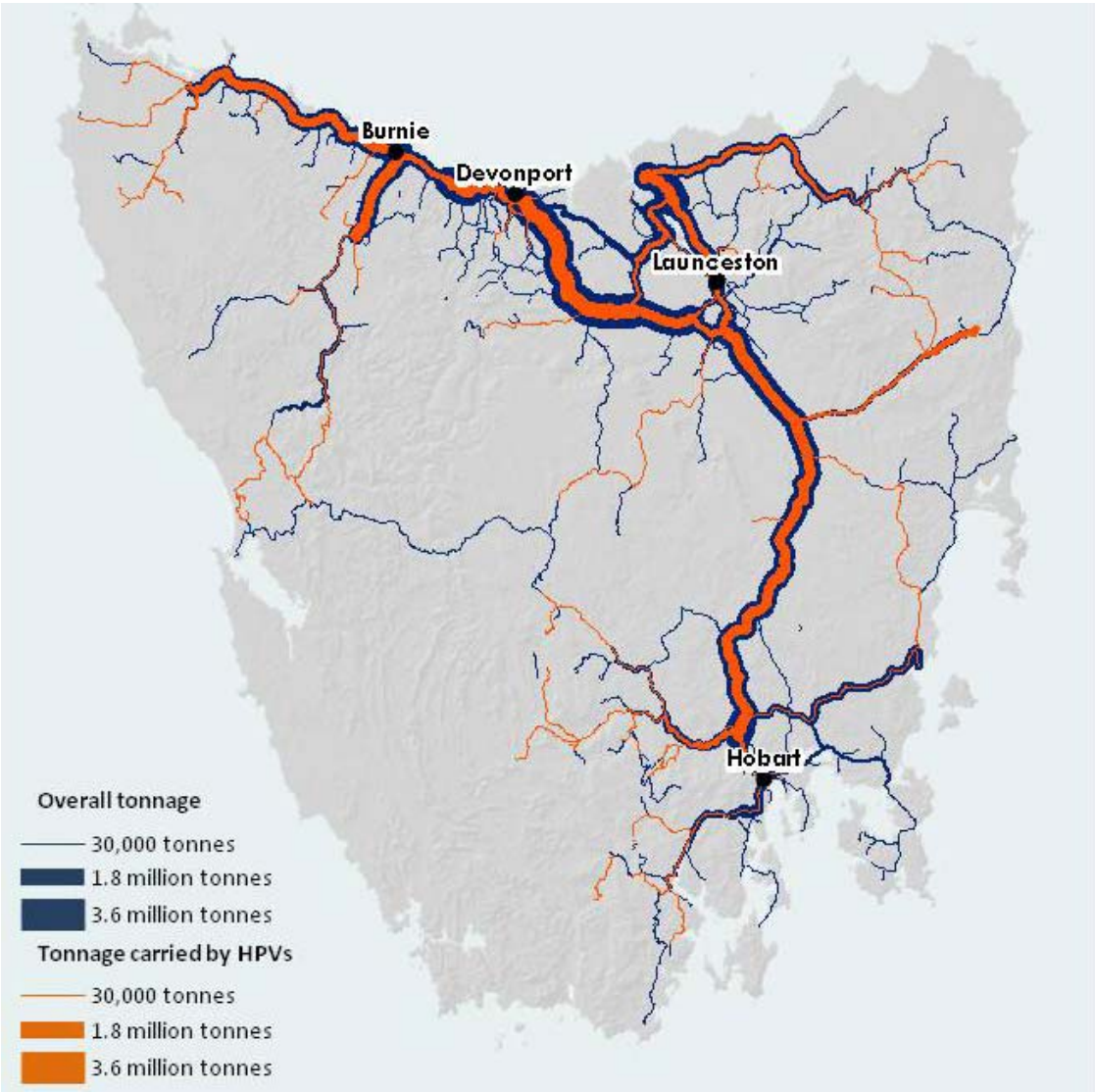
Table 1 – Freight Volumes moved by transport mode (from Tasmanian Freight Survey)

Vehicle class	Total tonnage	% total task (by tonnage)	Total tonne kilometres travelled	% total task (by tonne kms)
Rigid axle trucks	3,285,000	11.8%	135 million	5.4%
Other truck and trailer combinations	4,796,000	17.3%	223 million	9.0%
Six-axle articulated truck and trailer	9,584,000	34.5%	977 million	39.1%
High Productivity Vehicles	*7,865,000*	*28.3%*	*847 million*	*34.0%*
Rail	*2,260,000*	*8.1%*	*308 million*	*12.5%*
Total freight task	*27,798,000*		*2,490 million*	

[1] Tonne kilometres are a commonly used measure for freight transport, and one tonne kilometre represents the transport of one tonne of freight over one kilometre.

Figure 3 shows the proportion of the statewide freight task (blue line), that is carried by high productivity vehicles (orange line). Most of the State's HPV freight task moves along Tasmania's major roads, with half of the HPV freight task across Tasmania moved via the Bass and Midland Highway. Other key HPV routes include the Bridport Main Road, East Tamar Highway, Ridgley Highway, Esk Main Road, Lyell Highway, Tasman Highway and the Brooker Highway. These roads that carry the highest number and tonnages via High Productivity Vehicles, generally meet the Tasmanian guidelines for High Productivity Vehicles (Figure 4).

Figure 3 - Tonnages carried by High Productivity Vehicles compared to the overall freight task (*from Tasmanian Freight Survey*)



The forestry industry is a major user of High Productivity Vehicles, including movement of logs, woodchips and wood products, comprising 40% of the tonnage of the freight task moved by HPVs. Agriculture is also a major user of HPVs across the State, along with movement of mining ores between the west coast and Burnie Port and movement of consumer goods between ports and major urban centres.

In terms of the routes reviewed in the *Review of the Gazetted High Productivity Vehicle Network* report, 67% of the tonne kilometres travelled by High Productivity Vehicles across Tasmania moved on routes that comply with the Tasmanian Guidelines. Routes that were marginally below the Tasmanian guidelines carried 21% of the HPV task, by tonne kilometres, with about 12% of the HPV task moving on routes that do not meet the Tasmanian guidelines. As such, the majority of Tasmania's freight task moved by High Productivity Vehicles is on roads which either meet the Tasmanian guidelines for High Productivity Vehicles, or are marginally below these guidelines.

Past experience with using High Productivity Vehicles

High Productivity Vehicles have been operating on specified segments of Tasmania's road network since 1993, and the experience with using these vehicles has been that they have operated safely over this entire period, and have assisted in reducing freight costs and efficiency across a number of industries.

Reduced exposure to heavy vehicles on High Productivity Vehicle routes

Due to fact that High Productivity Vehicles carry more freight per trip, on routes where they are permitted, there are fewer heavy vehicles on the road. As such, the use of HPVs reduce exposure to the risk of crashes involving heavy vehicles.

Accidents involving HPVs are uncommon

On a per kilometre basis across Tasmania's HPV network, regardless of the standard of the route section, accidents involving High Productivity Vehicles are infrequent.

A recent analysis of heavy vehicle accidents across Tasmania, found that while collisions between heavy vehicles and passenger vehicles are more likely to result in fatalities, multiple vehicle crashes involving heavy vehicles are eight times more likely to be caused by the other road user (than the heavy vehicle driver). Similarly, heavy vehicles are half as likely to be involved in a loss of control crash, compared to other vehicles.

2. Planning and providing the HPV Network

Planning Tasmania's future freight system

Continual changes in production and industry within Tasmania, along with the changing economics of transport modes, mean that the Tasmanian Government must continually look at the way that the transport system is delivered, to ensure that it delivers efficient, cost-effective freight movement for freight demanders. While increasing productivity of heavy vehicles delivers efficiencies for freight demanders, Government needs to balance these outcomes with safety, to ensure that high productivity vehicles do not compromise the safety of the transport system for all users.

To balance the economic and social benefits provided by freight movement, with its social and environmental impacts, it is important that the Tasmanian Government plans for the state's future freight system.

The Tasmanian Government puts considerable effort into planning and providing a transport system that balances these objectives. Over the last five years, this work has included development of the

Tasmanian Infrastructure Strategy, regional integrated transport plans for Tasmania's three regions and developing a strong evidence-based planning capability (e.g. Tasmanian Freight Survey).

DIER has also developed the *Tasmanian Road Safety Strategy 2007-2016* to provide a strategic direction for reducing fatalities and serious injuries on Tasmania's roads. This Strategy outlines four key Strategic Directions to improve safety of the transport system:

- Safer Travel Speeds
- Best Practice Infrastructure
- Increased Safety for Young Road Users
- Enhanced Vehicle Safety

DIER is also developing the Tasmanian Freight Strategy to provide a clear direction for Tasmania's future freight system. It will provide an integrated strategy across Tasmania's roads, rail networks and ports, including outlining Tasmania's key freight network and future investment in infrastructure upgrades.

Investment in Tasmania's future freight system

The Tasmanian Government has made considerable investment in infrastructure projects across Tasmania's High Productivity Vehicle network, such as the Brighton Bypass, East Tamar Highway upgrades and Bass Highway upgrades. Additionally, Government has made significant investment in other elements of the freight system, including the Brighton Transport Hub and improvements to the State's rail network.

The Tasmanian Government is also making a series of investments in the HPV Network across the State. In the north-east, the Tasmanian and Australian Governments are investing over $40 million in the North East Freight Roads package. This includes:

- Tasman Highway: Derby – Gladstone Main Road
    - Widening and curve improvement
- Gladstone Main Road: Tasman Highway – Herrick
    - Widening and curve improvement
- Bridport Main Road: Scottsdale – Bridport turn-off
    - Widening and curve improvement
- Prossers Forest Road and Camden Road
    - Widening, junction upgrades and drainage improvements
- Mathinna/Evercreech area
    - Replacement of 5 bridges and strengthening of 1 bridge

On the west coast, the Tasmanian Government is investing over $20 million in the Murchison Highway on road improvements. This includes $15 million between the Cradle Mountain Development Road and Anthony Main Road for widening, passing bays and curve improvements.

The Tasmanian Road Safety Strategy – Infrastructure Program is funding the installation of road treatments specifically targeted at improving safety across Tasmania's road network. This includes

infrastructure to reduce or prevent head-on crashes, such as audible centreline markings, wire rope safety fencing along painted medians and dual carriageways.

The Tasmanian Government has also funded a number of road upgrades on the High Productivity Vehicle network through the Community Roads program, including:

- Upgrade of the Mersey Main Road – Bass Highway intersection
- Provision of overtaking lanes on the Huon Highway
- Improvements of the road access to Bell Bay port
- Road widening and pavement rehabilitation on the West Tamar Highway
- Upgrade of the Bass Highway – Stanley junction
- Upgrade of parts of the Ridgley Main Road
- Shoulder sealing along the Esk Main Road
- Sealing of the Lake Secondary Road between Breona and Brandum Creek
- Construction of new access to the Westbury Industrial Park

Improving vehicle and driver safety

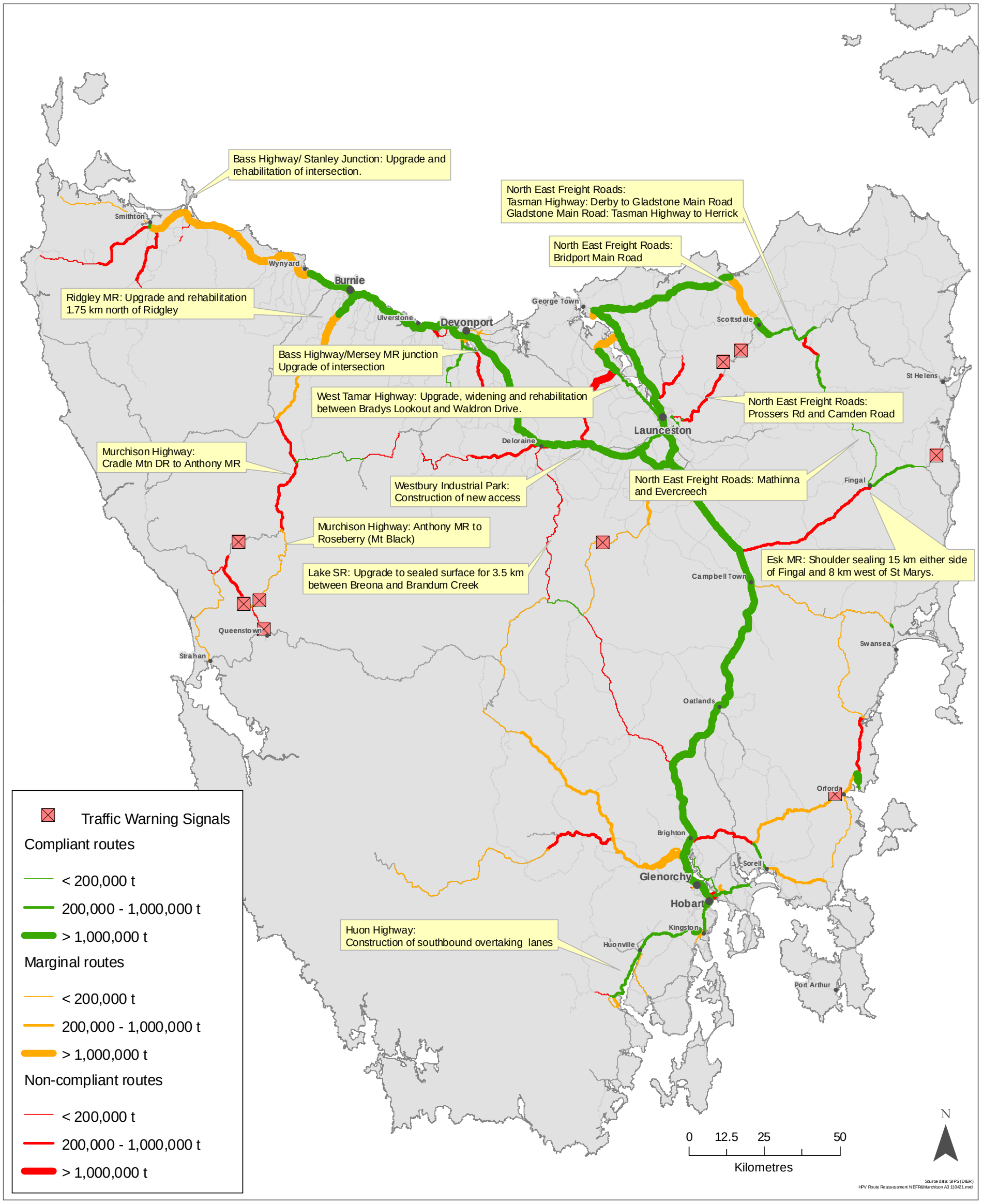
The Tasmanian Government has put considerable effort into improving the safety of heavy vehicles and driver safety. The Heavy Truck Safety Advisory Council (HeTSAC) has continued its role of developing and progressing initiatives to improve heavy vehicle road safety and reduced crashes involving heavy vehicles. This includes the development of a comprehensive Heavy Vehicle Safety Code that brings together 'best practice' information on safe systems and practices for adoption by heavy vehicle drivers and operators.

A recent example of education actions aimed at improving heavy vehicle safety were the heavy vehicle rollover prevention seminars for industry conducted towards the end of 2010. HeTSAC is now working with the transport industry and purchasers of transport services on strategies that will lead to this training being delivered to heavy vehicle drivers.

The Tasmanian Government also employs a number of Transport Inspectors across the State, who have a key role in undertaking road heavy vehicle compliance and enforcement duties. Their role also includes working with Tasmania Police and Workplace Standards Tasmania Inspectors.

Tasmania is also committed to the National Performance Based Standards Scheme, which offers the potential for heavy vehicle operators to achieve higher productivity and safety through innovative vehicle design.

Current and programmed road upgrades on the Gazetted HPV Road Network



3. Route specific mitigation measures

The Tasmanian Gazetted High Productivity Vehicle (HPV) Review has assessed the current HPV network against guidelines developed for Tasmanian roads. The Review has found that:

- 77 route sections do not meet the Tasmanian guidelines:
  - 28 State Road route sections
  - 15 Local Road and "Last Mile[2]" route sections in the North West;
  - 15 Local Road and "Last Mile" route sections in the North East;
  - 19 Local Road and "Last Mile" route sections in the South.
- 35 route sections are marginally below the Tasmanian guidelines:
  - 9 State Road route sections;
  - 9 Local Road and "Last Mile" route sections in the North West;
  - 10 Local Road and "Last Mile" route sections in the North East;
  - 7 Local Road and "Last Mile" route sections in the South.

In general, these deficiencies relate to lane and shoulder widths, vertical and horizontal alignments, traffic mix and volumes.

The attached table (Appendix 1) provides a summary of information for each route section, including:

- Length (km);
- Status
- Strategic importance;
- A description of some of the issues on each route;
- Freight tonnage – total and HPV; and
- Speed limit.

Analysis of the crash data indicates that the crash rates involving High Productivity Vehicles are very low, regardless of the standard of the route section. As such, there is a low need for risk mitigation measures, and warning signs along individual routes is an appropriate mitigation measure in most cases. The Tasmanian Government will continue to monitor utilisation of the High Productivity Vehicle network and crash statistics, and implement other risk mitigation measures where appropriate.

The mitigation measures to be applied for each route is discussed in the attached tables (Appendix 1). The factors considered when deciding to apply mitigation were:

- The length of the route section.
- The prevailing speed limit on the route section.
- The number of HPV movements per day on the route section.

[2] Last mile routes are road sections between dispersed, low volumes freight locations and major links in the freight network connecting to key freight destinations.

Routes where further mitigation measures are not being applied are:

- Route sections where mitigation measures have already been applied (e.g. signage)
- Route sections less than 5km long, with speed limits of 70 km/h or less, are deemed not to require further mitigation.
- Route sections with fewer than 10 HPV movements per day.

On route sections with fewer than 10 HPV movements per day (that do not meet the Tasmanian Guidelines), DIER will review whether these should remain part of the Gazetted HPV Network. This review will be undertaken in consultation with road owners and industry, as part of the ongoing process of reviewing the suitability of the Gazetted HPV Network for moving Tasmania's overall freight task. Measures to be considered on these routes include seasonal signage, restrictions on timing of usage and removal from the Gazetted HPV network.

Although there are individual exceptions, mitigation measures will generally be applied on route sections more than 5km long, with 10 or more HPV movements per day and with speed limits greater than 70 km/h. These routes will have Large Truck Warning (W5-120) signs installed at 5km spacings along their entire length.

The approximate cost for installation of signs along these routes is $400,000, which includes:

- $60,000 (50 signs) on Local Road and "Last Mile" route sections that do not meet the Tasmanian guidelines;
- $175,200 (146 signs) on State Road route sections that do not meet the Tasmanian guidelines;
- $156,000 (130 signs) on State Road route sections marginally below the Tasmanian guidelines.

Prioritisation of route sections for treatment has not yet been undertaken.

Further mitigation measures are currently being considered by the Tasmanian Government, including:

- Intelligent Access[3], which has been introduced in the major eastern States, and implications for its introduction within Tasmania is being considered by DIER,
- Communication between vulnerable road users and HPVs (e.g. school buses),
- Lower speed limits for HPVs along specific routes,
- Curfews on HPV use along specific routes,
- Upgrade of key HPV routes to meet the Tasmanian guidelines, and
- Ongoing review *Schedule 1* of the *Vehicle Operations Notice 2010* to ensure that all gazetted routes are suitable for moving Tasmania's overall freight task.

[3] Intelligent Access is a program for monitoring vehicle compliance with specific access conditions, via global positioning systems (GPS), in-vehicle sensors and transmitters which transmit vehicle performance and location data.

Gazetted High Productivity Network review
Appendix 1 - Route characteristics and proposed mitigation measures (STATE ROADS)

Route	Road Owner(s)	Description	Speed Limit km/h	Length (km)	Original Status	Proposed Mitigation Strategy	Strategic importance	Issues	Daily traffic (annual average)	HPV/Day	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 -B-double / HPV Annual Tonnage
Murchison Highway - Zeehan Highway to Melba Flats	DIER	Access to Melba Flats rail siding.	100	4.60	Does not meet the guidelines	**W5-120 signs at each end of segment ($2,400)**	High	Deficiencies in lane and shoulder width	906	14	210,000	110,000
Anthony Main Road	DIER	Used to link the southern areas of the West Coast to the north		38.50	Does not meet the guidelines - low risk, include	**1) Interactive Truck Warning Signs.**	High	Few overtaking opportunities Some deficient road and shoulder widths w-beam safety barrier too close to travel lane		15	120,000	70,000
Zeehan Highway – Murchison Highway to Henty Main Road	DIER	Currently HPVs are operating under permit to transport pine logs from Henty & Macquarie Heads plantations to Scottsdale via the Anthony Main Road	60 80 100	7.00	Does not meet the guidelines	**1) Interactive Truck Warning Signs.**	High	Deficiencies in lane and shoulder width	846	9	160,000	70,000
Fingerpost Main Road	DIER	Forms part of a couplet with Tea Tree Secondary Road to provide access to the East Coast from areas west and south of Hobart. The route is the only approved access for log transport to the Triabunna Woodchip Mill.	100	7.40	Does not meet the guidelines	**W5-120 signs at 5km spacings ($2,400)**	High	Deficiencies in lane and shoulder widths w-beam safety barrier too close to travel lane	1142	29	770,000	230,000
Railton Main Road	DIER	Links Railton to Devonport, via Mersey Main Road and provides access for a cement works, agriculture and forestry	100	12.90	Does not meet the guidelines	**W5-120 signs at 5km spacings ($4,800)**	High	Well below expected geometric dimensions	1859	26	470,000	200,000
Tea Tree Secondary Road	DIER	Forms part of a couplet with Fingerpost Main Road to provide access to the East Coast from areas west and south of Hobart. The route is the only approved access for log transport to the Triabunna Woodchip Mill.	40 60 70 100	15.76	Does not meet the guidelines	**W5-120 signs at 5km spacings ($7,200)**	High	Deficiencies in lane and shoulder widths	1911	29	660,000	230,000

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Frankford Main Road – Birralee Main Road to Batman Highway	DIER	Links the Bell Bay to the Bass Highway via Birralee Main Road, Batman Highway, West Tamar Highway, and East Tamar Highway	60 80 100	15.90	Does not meet the guidelines	**W5-120 signs at 5km spacings ($7,200)**	High	Deficiencies in lane and shoulder widths	1664	67	1,620,000	540,000
Zeehan Highway – Lyell Highway to Murchison Highway	DIER	Used as part of the route to transport concentrates to from Mt Lyell Copper Mines to Melba Flats rail siding	100	28.30	Does not meet the guidelines	**1) Interactive truck warning signs.**	High	Deficiencies in lane and shoulder width w-beam safety barrier too close to travel lane	607	23	200,000	180,000
Murchison Highway - Anthony Main Road (north) to Ridgley Main Road	DIER	The major route for transport of products to and from the West Coast and part of the gazetted network	50 80 100	45.20	Does not meet the guidelines	**W5-120 signs at 5km spacings ($21,600)**	High	Deficiencies in lane and shoulder width w-beam safety barrier too close to travel lane	955	18	530,000	140,000
Esk Main Road - Midland Highway to Fingal	DIER	Links the Midland Highway to the Tasman Highway via Fingal and provides access for forestry, mining and agriculture	50 80 100	53.00	Does not meet the guidelines	**W5-120 signs at 5km spacings ($26,400)**	High	Deficiencies in lane widths	1226	53	610,000	420,000
Lyell Highway - Queenstown to Zeehan Highway	DIER	Used for the transport of concentrates from Mt Lyell Copper Mines to Melba Flats rail siding	60 100	3.00	marginally below the guidelines	**1) Interactive truck warning signs.**	High	Tortuous horizontal alignment Deficiencies in lane and shoulder widths	1145	14	210,000	110,000
Batman Highway	DIER	Links the Bell Bay to the Bass Highway via Birralee Main Road, Frankford Main Road, West Tamar Highway, and East Tamar Highway	80 100 (70 for vehicles over 20t from western shore of the Batman Bridge to East Tamar Highway)	11.20	marginally below the guidelines	**W5-120 signs at 5km spacings ($4,800)**	High	Slight deficiencies in lane and shoulder widths	2401	61	1,690,000	490,000

Gazetted High Productivity Network review
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Birralee Main Road	DIER	Links the Bell Bay to the Bass Highway via Frankford Main Road, West Tamar Highway, Batman Highway and East Tamar Highway	80 100	18.50	marginally below the guidelines	**W5-120 signs at 5km spacings ($9,600)**	High	Slight deficiencies in lane and shoulder widths	652	61	940,000	480,000
Marlborough Secondary Road	DIER	Connects the Lyell Highway with Lake Secondary Road at Miena. Provides the only egress from the Central Highlands between Ouse and Queenstown	80 100	31.40	marginally below the guidelines	**W5-120 signs at 5km spacings ($14,400)**	High	Poor seal condition Some deficiencies in lane and shoulder widths Some alignment issues, with poor sight lines Non-compliant delineation	221	6	110,000	50,000
Ridgley Main Road – including Burnie Truck Route	DIER	Connects the Murchison Highway and Waratah Main Road to Burnie.	40 (school zone) 60 80 100	54.20	marginally below the guidelines	**W5-120 signs at 5km spacings ($26,400)**	High	Deficiencies in lane and shoulder width w-beam safety barrier too close to travel lane	1623	135	2,010,000	1,080,000
Bass Highway - Burnie to Smithton	DIER	Provides access for large amounts of freight transport to and from the far NW Coast, including general freight, forestry products, and agricultural products	60 70 80 100	78.50	marginally below the guidelines	**W5-120 signs at 5km spacings ($38,400)**	High	Deficiencies in shoulder width	2393	105	1,550,000	840,000
Poatina Main Road (including William Street, Longford)	DIER	Provides access to the Central Highlands and the only existing HPV route for forestry transport from catchments west of Ouse onto the gazetted network, via Marlborough Secondary Road and Lake Secondary Road	40 (school zone) 60 80 100	76.30	marginally below the guidelines	**1) Interactive truck warning signs.**	High - no alternative route	Few overtaking opportunities Slightly deficient road widths w-beam safety barrier too close to travel lanealignment issues at Mt Blackwood	340	6	110,000	50,000

Gazetted High Productivity Network review
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Bridport Main Road Scottsdale-Bridport	DIER	Only existing HPV route west of Scottsdale	60 80 100	28.70	marginally below the guidelines	**W5-120 signs at 5km spacings ($14,400)**	High	Few overtaking opportunities w-beam safety barrier too close to travel lane	1650	75	1,390,000	600,000
Forth Main Road	DIER	Provides access for agricultural product transport between the Forth river valley and the Bass Highway.	50 60 100	10.50	Does not meet the guidelines		Low	Deficiencies in lane and shoulder widths Some severe alignments Non-compliant delineation	2740	2	230,000	10,000
Cethana Tourist Road	DIER	Links Sheffield Main Road with Cradle Mountain Tourist Road	70 100	11.20	Does not meet the guidelines		Low	Well below expected geometric dimensions	448		20,000	-
Sheffield Main Road - Sheffield to Olivers Tourist Road/Cethana Tourist Road	DIER	Links Spreyton to Olivers Tourist Road/Cethana Tourist Road and provides access to agricultural and forestry production	40 (school zone) 50 60 80 100	17.60	Does not meet the guidelines		Low	Well below expected geometric dimensions	777	1	100,000	Less than 10,000
Olivers Tourist Road – Sheffield Main Road to Mole Creek Main Road	DIER	Links Mole Creek and Sheffield, provides access to forestry coupes, and is a scenic drive for tourists	100	20.00	Does not meet the guidelines		Low	Well below expected geometric dimensions	259	3	50,000	20,000
Cradle Mountain Tourist Road	DIER	Links Cethana Tourist Road to Cradle Mountain Developmental Road	70 100	31.20	Does not meet the guidelines		Low	Well below expected geometric dimensions	629		30,000	-
Mole Creek Main Road	DIER	Links Olivers Tourist Road to Deloraine and provides access to agricultural and forestry production	40 (school zone) 60 80 100	44.20	Does not meet the guidelines	**W5-120 signs at 5km spacings ($21,600)**	Low	Well below expected geometric dimensions	683	10	270,000	80,000
Lyell Highway - Victoria Valley Road to Marlborough Secondary Road	DIER	Connects forest coupes in the Waddamana area to the HPV network	100	2.00	marginally below the guidelines	**less than or equal to 5 klm distance**	Low	Deficiencies in lane and shoulder widths	395	3	80,000	30,000

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Gordon River Main Road - West from Styx Road junction	DIER	Provides access to large forestry reserves.	80 100	40.00	marginally below the guidelines		Low	Does not geometric criteria	135	3	30,000	30,000
Sheffield Main Road - Sheffield to Melrose Road	DIER	Links Spreyton to Olivers Tourist Road/Cethana Tourist Road and provides access to agricultural and forestry production	70 100	14.30	Does not meet the guidelines		Medium	Well below expected geometric dimensions	1716	5	190,000	40,000
Gordon River Main Road - Lyell Highway to Westerway	DIER	Provides access to large forestry reserves.	40 50 60 80 100	22.50	Does not meet the guidelines	**W5-120 signs at 5km spacings ($9,600)**	Medium	Deficiencies in lane and shoulder widths Some tight curves No overtaking opportunities	1315	31	350,000	240,000
Bass Highway - Smithton to Marrawah	DIER	Provides access to primary production areas	60 80 100	35.60	Does not meet the guidelines	**W5-120 signs at 5km spacings ($16,800)**	Medium	Below expected geometric dimensions	615	19	240,000	150,000
Tasman Highway - Abels Hill Road to St Leonards Road	DIER	Major access to and from the East Coast. Made up of several discrete sections that are part of the gazetted HPV network.	40 (school zone) 60 80 100	4.10	marginally below the guidelines	**less than or equal to 5 klm distance**	Medium	Deficiencies in lane and shoulder widths, some poorer alignments	3842			
Arthur Highway – Sorell to Copping	DIER	Provides a link, via Kellevie Road to the Gunns owned Wielangta Road. Due to structural issues, Sorell Council has refused access via their asset and the route is incomplete.	50 60 70 80 100	21.25	marginally below the guidelines		Medium	Slight deficiencies in lane and shoulder widths	3881	1	370,000	10,000
Tasman Highway - Camden Hill Road to Abels Hill Road	DIER	Major access to and from the East Coast. Made up of several discrete sections that are part of the gazetted HPV network.	70 100	24.60	marginally below the guidelines		Medium	Deficiencies in lane and shoulder widths, some poorer alignments	1377			

Gazetted High Productivity Network review
Appendix 1 - Route characteristics and proposed mitigation measures (STATE ROADS)

Route	Road Owner(s)	Description	Speed Limit km/h	Length (km)	Original Status	Proposed Mitigation Strategy	Strategic importance	Issues	Daily traffic (annual average)	HPV/Day	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 -B-double / HPV Annual Tonnage
Lake Leake Main Road	DIER	Links the Midland Highway at Campbell Town to the Tasman Highway north of Swansea and provides access for forestry and agriculture	60 100	60.90	marginally below the guidelines		Medium	Deficiencies in shoulder widths	756	5	150,000	40,000
Lyell Highway - Granton to Tarraleah - West of Ouse	DIER	Connects the entire Derwent Valley to the Midland Highway. Used for transport of forestry, agricultural, mining & service industry products	100	86.00	Does not meet the guidelines	**W5-120 signs at 5km spacings between New Norfolk and Taraleah ($40,800)**		Fails to maintain minimum geometric requirements	458	15	250,000	120,000

GREEN

The mitigating factor here is that all routes are identified as being **less than 5 klm's long and <70km/h speed limit**

RED

Shows the original classification of the route as not meeting the guidelines

ORANGE

Shows the original classification of the route as being marginally below the guideline

BLUE

Shows where **HPV volumes are less than 10 per day**

Gazetted High Productivity Network review

Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - NORTH AND NORTH EAST)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Original Status	Proposed Mitigation Strategy	Strategic importance	Issues	Daily traffic (annual average)	Traffic Mix	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 -B-double / HPV Annual Tonnage
Brisbane Street (West Tamar to Wellington)	Launceston	Urban arterial 1.0km	60	1.00	marginally below the guidelines	**less than or equal to 5 klm distance**	Critical	Lane width deficiencies			240,000	10,000
Wellington St (Midland to Charles)	Launceston 1.2km	Urban arterial	60	1.20	marginally below the guidelines	**less than or equal to 5 klm distance**	Critical	Connects Midland and East Tamar Hwys through Launceston CBD, deficiencies could be addressed with changes to parking.				
Evandale Rd (Midland to 418 Evandale Rd)	Evandale	Rural industrial/residential/airport 4.2km	80	4.20	marginally below the guidelines	**less than or equal to 5 klm distance**	High	Sthn section marginal, low volume on this section should remain			460,000	110,000
Lilydale Rd	Lilydale	Urban residential and undevloped rural 20.5km		20.50	marginally below the guidelines	**W5-120 signs at 5km spacing ($9,600)**	High	Variable lane widths make segment marginal, important connection for forest industry	570 (7.9% HV)	Residential access	380,000	90,000
Derby St (Conway to McKenzie)	Launceston	Urban residential 100m	50	0.10	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	10t load limit indicates no use allowed	<300	Residential access		
Ten Mile Track (Tasman to No 21)	Tonganah 200m	Rural industrial	50	0.20	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Services transport depot and refuelling station, short with very low volumes	1400 (13% HV)	Airport access / local freight / tourist / rural access		
Conway St (Invermay Rd to Derby St)	Launceston	Urban residential 250m	50	0.25	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	10t load limit indicates no use allowed	200-300	Residential access		
Lowes St (Midland to Main Rd)	Tunbridge	Rural residential 250m	60	0.25	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low		500	Farm access / HV access to 2 vegetable processing facilities		
Richard St	Breadalbane 470m	Urban industrial	50	0.47	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Deficiencies in lane widths. Services industrial estate, should remain.	<200	Industrial access		
Ravenswood Rd (St Leonards Rd to No 120)	St Leonards 600m	Urban residential 60km/h	60	0.60	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Services single manufacturer, low use	<200	Residential and Industrial access		

Gazetted High Productivity Network review

Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - NORTH AND NORTH EAST)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Original Status	Proposed Mitigation Strategy	Strategic importance	Issues	Daily traffic (annual average)	Traffic Mix	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 -B-double / HPV Annual Tonnage
Main Rd (Lowes Rd to Ballochmyle Rd)	Tunbridge	Rural residential 1.2km	50	1.20	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low		750-1000	Rural access / industral (dairy processing) / farm traffic / school buses / low touris traffic		
Johnston Rd (Penquite to St Leonards)	St Leonards	Urban residential connector 2.4km	60	2.40	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	deficiencies in lane widths			370,000	30,000
Woolmers Lane (Midland to Impact Depot)	Evandale 5.6km	Rural undeveloped	100	5.60	Does not meet the guidelines	**W5-120 signs at 5km spacings ($2,400)**	Low	Services single fertiliser distributor, check if needs met by 21m vehs.				
Listers Lane (to Candish Auto electric)	Scottsdale	Urban residential	60		Does not meet the guidelines		Low	Business that requird this access shut a min of 5 yrs ago, remove	500-750	Residential access / freight depot access / school access & frontage (school zone)	100,000	Less than 10,000
Cairns St	Longford	Urban dead-end, industrial 200m	50	0.20	marginally below the guidelines	**less than or equal to 5 klm distance**	Low	Services industrial estate				
Oaks Rd (Bass to 289)	Carrick	Rural undeveloped 650m	100	0.65	marginally below the guidelines	**less than or equal to 5 klm distance**	Low	Services transport depot				
Perth Mill Rd (Evandale Main Rd to Gunns Sawmill)	Perth	Rural undeveloped 1.4km	80	1.40	marginally below the guidelines	**less than or equal to 5 klm distance**	Low	Provides access for Gunns Sawmill with load limit west of this facility.	2000	Urban collector / regional access / school buses / school pedestrian & cycle use		
Railway St	Deloraine 100m	Urban residential	50		marginally below the guidelines		Low		<200	Rural access / forestry / low tourist traffic		
Remount Rd	Mowbray 800m	Urban industrial	60	0.80	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Deficiencies in lane widths. Services industrial estate, should remain.	1450 (13.5% HV)	Rural access / school buses		

Gazetted High Productivity Network review

Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - NORTH AND NORTH EAST)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Original Status	Proposed Mitigation Strategy	Strategic importance	Issues	Daily traffic (annual average)	Traffic Mix	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 -B-double / HPV Annual Tonnage
Quarantine Rd	ings Meadows 1.4kr	Urban residential connector	50	1.40	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Deficiencies in lane width	500	Industrial / School buses / school pick up & drop off / local community facility access (sport grounds & tip)		
Brown Street	Fingal	Urban residential/undeveloped 1.5km	50	1.50	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Short length connecting Mathinna Rd to Esk Main Rd, should remain			160,000	120,000
New River Rd (Main Rd to Mathinna Plains Rd)	Ringarooma	Rural undeveloped 1.5km	100	1.50	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	deficiencies in seal and shoulder widths	3000-4000	Commercial & resdential access / school buses / pedestrians & cyclists / high tourist traffic / school zone (crossing guard)		
Mathinna Plains Rd C 423 (New River Rd to Eton Rd)	Ringarooma	Rural undeveloped 32.3km	100	32.30	Does not meet the guidelines	**W5-120 signs at 5km spacing ($16,800)**	Medium	Provides connection for large forest catchement. Pavement widths are inadequate over two sections, nthn 3.5km and the sthn 12km, use almost entirely forest industry				
Gleadow St (Goderich to Montague)	Launceston	Urban industrial/minor residential 500m	50	0.50	marginally below the guidelines	**less than or equal to 5 klm distance**	Medium	Services industrial area				
Murphy St	Launceston	Urban industrial 1.2km	50	1.20	marginally below the guidelines	**less than or equal to 5 klm distance**	Medium	Services entirely industrial area				
George Town Rd (Foch to East Tamar)	Launceston	See Invermay Rd 700m	60	0.70		**less than or equal to 5 klm distance**					30,000	-
Cressy Main Rd	Cressy	See Poatina Main Rd									340,000	60,000
George St	Scottsdale	See Bridport Main Rd									1,140,000	500,000

Gazetted High Productivity Network review

Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - NORTH AND NORTH EAST)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Original Status	Proposed Mitigation Strategy	Strategic importance	Issues	Daily traffic (annual average)	Traffic Mix	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 -B-double / HPV Annual Tonnage
Legerwood Rd C 423	Legerwood	See Ringarooma Rd									80,000	10,000
Marlborough St	Longford	See Poatina Main Rd									350,000	60,000
Stieglitz St	Fingal	See Esk Main Rd										
Talbot St	Fingal	See Esk Main Rd										
Tasman Hwy (St Leonards Rd to Camden Hill Rd)	Targa	See Tasman Hwy										
William St (Listers Lane to Lot 4)	Scottsdale	No longer required, see Listers Lane										

GREEN

The mitigating factor here is that all routes are identified as being **less than 5 klm's long and <70km/h speed limit**

RED

Shows the original classification of the route as not meeting the guidelines

ORANGE

Shows the original classification of the route as being marginally below the guideline

BLUE

Shows where **HPV volumes are less than 10 per day**

Gazetted High Productivity Network review
Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - NORTH WEST)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Status	Proposed Mitigation Strategy	Strategic importance	Issues	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 - B-double / HPV Annual Tonnage
Brickport Road (200m from Bass)	Cooee	Urban residential 200m	60	0.20	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Unsure of terminating point, bottling plant or industrial estate off side road?	60,000	10,000
Waverley Rd (Westella Dr to Merinda)	Ulverstone	Rural resdential 200m	80	0.20	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Provides access to quarry, are 26m vehs required, or can business be done with 21m HML's?	290,000	
Marion St	Ulverstone	Urban residential 400m	50	0.40	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low			
Wilkinson St (Bass to Inglis)	Wynyard	Urban residential 600m	60	0.60	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	One of several access roads used from Bass Hwy to Wynyard	160,000	70,000
Pages Rd (950m from Calder Rd)	Wynyard	Rural residential 950m	100	0.95	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Provides access for single operator	50,000	
Pardoe Dev Rd	Devonport Airport	Rural undeveloped 1.4km	100	1.40	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Need?	20,000	20,000
Mill Rd (Pardoe Dev Rd to Moorland Beach Rd)	Wesley Vale	Rural undeveloped 2.1km	100	2.10	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Deficiencies in seal width		
Lillico Rd (Bass to Forth Rd)	Lillico	Rural undeveloped 3.5km	100	3.50	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Very much below criteria, remove from Gazette	160,000	70,000
Montague Road (Woolnorth Road)	Circular Head Council	Provides access for dairy produce in the region west and north of Smithton		26.80	marginally below the guidelines	**W5-120 signs at 5km spacings ($12,000)**	Medium	Slight deficiencies in lane and shoulder widths	180,000	140,000

Gazetted High Productivity Network review
Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - NORTH WEST)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Status	Proposed Mitigation Strategy	Strategic importance	Issues	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 - B-double / HPV Annual Tonnage
Redmarsh Rd	Woolnorth	Rural undeveloped 4.0km	100	4.00	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Services dairy (s), flat terrain with good fwd sight, reduces number of HV's needed, remain in Gazette		
Swan Bay Rd	Woolnorth	Rural undeveloped 4.6km	100	4.60	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Services dairy (s), flat terrain with good fwd sight, reduces number of HV's needed, remain in Gazette		
Sealers Springs Rd	Woolnorth	Rural undeveloped 5.0km	100	5.00	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Services dairy (s), flat terrain with good fwd sight, reduces number of HV's needed, remain in Gazette		
Trowutta Rd (Trowutta to Grooms Cross Rd)	Trowutta	Rural residential/plantation forest 5.0km	100	5.00	Does not meet the guidelines	**W5-120 signs at each end of segment ($2,400)**	Low	Forestry access only	430,000	280,000
Jetty St	Ulverstone	Urban residential/industrial 340m	50	0.34	marginally below the guidelines	**less than or equal to 5 klm distance**	Low	Meets criteria following initial 150m of total 340m		
Caroline St (no 16 to Brooke)	East Devonport	Urban residential/commercial 400m	50	0.40	marginally below the guidelines	**less than or equal to 5 klm distance**	Low	Doesn't connect to network		
Leith Rd (Forth Rd to Harvest Moon)	Forth	Rural undeveloped 1.0km	100	1.00	marginally below the guidelines	**less than or equal to 5 klm distance**	Low	access by Harvest Moon farm only, low volume	80,000	
Calder Road	Wynyard	Rural residential 80km/h 4.0km	80	4.00	marginally below the guidelines	**less than or equal to 5 klm distance**	Low	Need?	150,000	
Mengha Road	Circular Head	Connects to the Bass Highway to provide access into large forest coupes	40 (school zone) 60 100	10.30	Does not meet the guidelines			Deficiencies in lane and shoulder widths, poor alignments	10,000	Less than 10,000

Gazetted High Productivity Network review
Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - NORTH WEST)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Status	Proposed Mitigation Strategy	Strategic importance	Issues	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 - B-double / HPV Annual Tonnage
Davis St (Nelson St to Montagu Rd)	Smithton	Urban commercial 350m	60	0.35	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Provides connection to Montague Rd	200,000	150,000
Irishtown Road	Circular Head Council	Major route into and out of large forest coupes south of Smithton. Provides connection into South Arthur Forest Drive and Roger River Road.	60 100	14.20	Does not meet the guidelines	**W5-120 signs at 5km spacings ($7,200)**		Deficiencies in lane and shoulder widths, poor alignments	470,000	290,000
Roger River Road	Circular Head Council Forestry	6.6km 32.8km Connects to Irishtown Road to provide access to large forest coupes south of Smithton	100	39.40	Does not meet the guidelines	**W5-120 signs at 5km spacings (Forestry Rd?) ($19,200)**		Road alignments are sub-standard, poor alignments	270,000	180,000
Dysons Lane	East Ulverstone	Urban industrial 140m	50	0.14	marginally below the guidelines	**less than or equal to 5 klm distance**	Medium	widths compromised by parallel parking, connects to industrial estate and should remain in Gazette		
Bay Drive (Left in - Right out)	Quoiba	Urban industrial 600m	50	0.60	marginally below the guidelines	**less than or equal to 5 klm distance**	Medium			
River Rd	Burnie	Urban industrial 950m	50	0.95	marginally below the guidelines	**less than or equal to 5 klm distance**	Medium	Services industrial estate	190,000	50,000

Gazetted High Productivity Network review

Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - NORTH WEST)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Status	Proposed Mitigation Strategy	Strategic importance	Issues	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 - B-double / HPV Annual Tonnage
Tarleton St (Brooke to Bridge Rd)	East Devonport	Urban residential 2.2km	60	2.20	marginally below the guidelines	**less than or equal to 5 klm distance**	Medium	Is this still required given upgrade of Esplanade and removal of most HPV traffic.	290,000	70,000
Oonah Rd (Hodgetts to McCullocks)	Yolla	Rural undeveloped 11km+	100	11.00	marginally below the guidelines		Medium	important link for forest industry, low volumes, remina in Gazette	40,000	Less than 10,000
Westport Rd (Formby Rd to Port of Dev)	Devonport	Road works precluded assessment	60	0.20		**less than or equal to 5 klm distance**			210,000	110,000
Maskells Rd (left in - left out)	Ulverstone		50	0.50		**less than or equal to 5 klm distance**				
Bollard Drive	Burnie	See Port Rd							840,000	410,000
Formby Rd (Bass to Westport)	Devonport	Unable to assess due to road works							1,150,000	350,000
Grooms Cross Rd	Smithton	See Irishtown Rd							410,000	280,000
Kimberleys Rd	Ulverstone	See Waverley Rd							290,000	-
Merinda Dr	Ulverstone	See Waverley Rd								
Penghana Rd (Lyell to Driffield)	Queenstown	See Lyell Hwy								

GREEN

The mitigating factor here is that all routes are identified as being **less than 5 klm's long and <70km/h speed limit**

RED

Shows the original classification of the route as not meeting the guidelines

ORANGE

Shows the original classification of the route as being marginally below the guideline

BLUE

Shows where **HPV volumes are less than 10 per day**

Gazetted High Productivity Network review
Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - SOUTH)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Original Status	Proposed Mitigation Strategy	Strategic importance	Issues	HPV/Day	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 - B-double / HPV Annual Tonnage
Davey St (Brooker to Sthn Outlet)	Hobart	Urban arterial 2.1km	60	2.10	marginally below the guidelines	**less than or equal to 5 klm distance**	Critical	Provides connection through Hobart CBD	46	1,150,000	370,000
Elwick Rd (Brooker to KGV)	Glenorchy	Urban arterial 700m	60	0.70	Does not meet the guidelines	**less than or equal to 5 klm distance**	High	Provides access from Brooker Hwy to Glenorchy (west) industrial areas.		150,000	-
Arve Road	Geevston	Connector for Forestry, tourist route	60	4	Does not meet the guidelines	**W5-120 signs @ 1.5km and 4.0km ($2,400)**	Very High	Provides access to large forestry harvesting area, Southwood and toruist sites	10		
Andrew Street	Brighton	Connection to East Coast 1.5km	60	1.50	Does not meet the guidelines	**less than or equal to 5 klm distance**	High	Deficiencies in lane and shoulder widths	29	720,000	230,000
Crooked Billet Dr	Bridgewater	Urban industrial connector 350m	50	0.35	marginally below the guidelines	**less than or equal to 5 klm distance**	High	within Brighton Industrial estate	6	80,000	40,000
Cambridge Road (Acton to Colebrook M Rd)	Cambridge	Connection to major industrial site 1.2km	70	1.20	Variable, Tasman Hwy to Lamb Pl adequate, Lamb Pl to Colebrook Rd Does not meet the guidelines	**less than or equal to 5 klm distance**	High	rationalise and reduce to section between Tasman Hwy and Lamb Pl	1	30,000	Less than 10,000
Pear Ave	Derwent Park	Urban industrial 170m	50	0.17	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low		1	-	-
Hale St	Derwent Park	Urban dead-end industrial 180m	50	0.18	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	180m dead-end to industrial site	4	30,000	-
Gormanston Rd (Derwent Park to Pear)	Glenorchy	Urban residential/commercial/industrial 300m	50	0.30	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Provides access to a few sites, inclusive of concrete batcher and storage	28	220,000	-

Gazetted High Productivity Network review
Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - SOUTH)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Original Status	Proposed Mitigation Strategy	Strategic importance	Issues	HPV/Day	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 - B-double / HPV Annual Tonnage
Maxfields Rd (Huon to No 29)	Franklin	Rural residential 300m	100	0.30	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Provides access to single manufacturer, low volume			
Jackson St	Glenorchy	Urban rsidential/industrial 550m	50	0.55	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Industrial area located west of residential, GCC tip off Jackson, high %age HV's		50,000	-
Ballochmyle Road	Tunbridge	Connection to large rural property 1.6km	100(?)	1.60	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Deficiencies in pavement width			
Hermons Rd	Geeveston	Rural 60km/h short residential section entry to large forest catchment 2.3km	60	2.30	Does not meet the guidelines	**less than or equal to 5 klm distance**	Low	Construction of a 2km> section of road would preclude the need for this segment	6	130,000	50,000
Hurst St	Bridgewater	Urban 110m	50	0.11	marginally below the guidelines	**less than or equal to 5 klm distance**	Low	Assumed no parallel parking		Less than 10,000	-
Cascade Rd (MacQuarie to Brewery)	Hobart	Urban residential 2.2km	50	2.20	Variable, with lane widths changing along length, marginally below the guidelines	**less than or equal to 5 klm distance**	Low	High volume of HV's accessing HCC tip indicate no issue		130,000	-
Campbell St	Hobart	Urban arterial road, split into 2 sections; Burnett to Brisbane 650m and Brisbane to Davey 800m	60	1.45	Burnett to Brisbane marginally below the guidelines, Brisbane to Davey does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	check use and if required rationalise and reduce to section between Burnett and Brisbane		50,000	10,000

Gazetted High Productivity Network review
Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - SOUTH)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Original Status	Proposed Mitigation Strategy	Strategic importance	Issues	HPV/Day	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 - B-double / HPV Annual Tonnage
Farley St (Howard to 11 Farley)	Glenorchy	Urban industrial connector 180m	50	0.18	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Provides access to wholly industrial area			
Sunderland St (Derwent Park Rd to Lampton Av)	Derwent Park	Urban industrial/commercial 460m	60	0.46	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Provides connection between Lampton Ave and Derwent Park Rd		20,000	
Browns Road (Sthn Outlet to Pioneer Quarry)	Kingston	Urban connection oto industrial area 600m	60	0.60	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Deficiencies in pavement width, alignments		80,000	
Howard Rd	Glenorchy	Urban industrial 700m	60	0.70	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Deficiencies in wdith		20,000	10,000
Cove Hill Rd (East Derwent to Cowle)	Bridgewater	Urban commercial/industrial connector 1.0km	60	1.00	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Deficiencies in pavement and shoulder width		10,000	Less than 10,000
Lampton Ave	Derwent Park	Urban industrial/residential 1.0km	60	1.00	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Deficiencies in seal width		250,000	100,000
Chapel St (Main to Jackson)	Glenorchy	Urban residential, with industrial at end of segment 1.5km	60	1.50	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Deficiencies in lane widths		100,000	-
Bresnehans Road (Tasman to M Rd)	Little Swanport	Connects large forestry catchment to East Coast 4.0km	100	4.00	Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	Deficiencies in pavement width, alignments and delineation		70,000	70,000
Mornington Rd (Left in -Left out)	Mornington	Urban industrial 900m	60	0.90	marginally below the guidelines	**less than or equal to 5 klm distance**	Medium	Provides access to large industrial estate and CCC tip		60,000	10,000
Cadburys Road	Claremont	Urban residential 1.1km	50	1.10	marginally below the guidelines	**less than or equal to 5 klm distance**	Medium	Provides occassional access to major manufacturer		160,000	80,000

Gazetted High Productivity Network review
Appendix 1 - Route characteristics and proposed mitigation measures (Local Government Roads - SOUTH)

Route	Location (Town)	Description	Speed Limit kp/h	Length (km)	Original Status	Proposed Mitigation Strategy	Strategic importance	Issues	HPV/Day	TFS 2009 - Heavy Freight Total Annual Tonnage	TFS 2009 - B-double / HPV Annual Tonnage
Flag Staff Gully Rd (Tasman to Quarry)	Warrane	Urban connector to residential and quarry 3.6km	80-60	3.60	Variable, 2.6km adequate, 1km Does not meet the guidelines	**less than or equal to 5 klm distance**	Medium	As access is for quarry need to ascertain use of 26m veh (most quarry product requires HML not HPV)		430,000	-
Esplanade (Huon Hwy to Channel Hwy)	Huonville	See Channel Hwy									

GREEN

The mitigating factor here is that all routes are identified as being **less than 5 klm's long and <70km/h speed limit**

RED

Shows the original classification of the route as not meeting the guidelines

ORANGE

Shows the original classification of the route as being marginally below the guideline

BLUE

Shows where **HPV volumes are less than 10 per day**