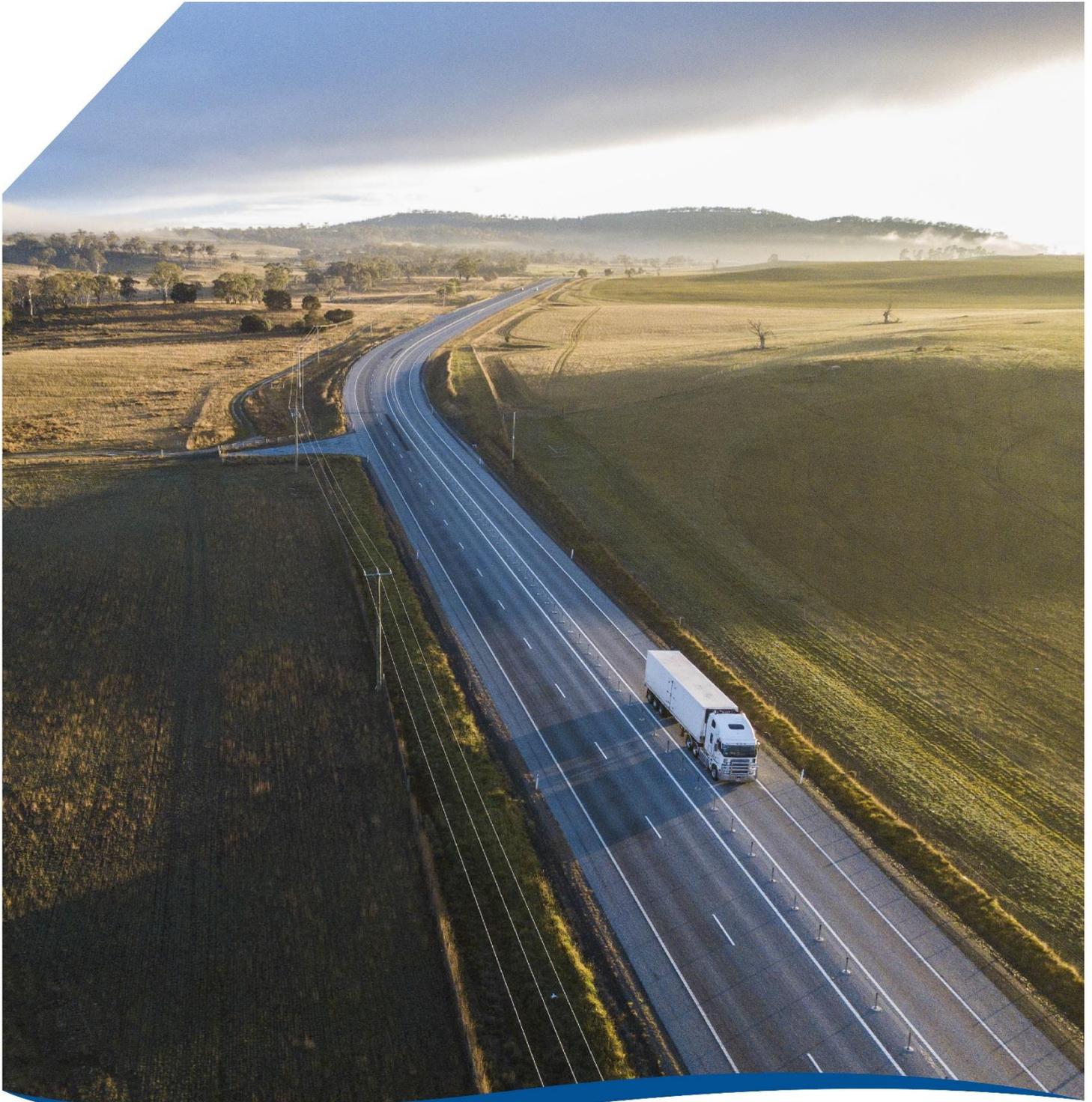


A strategy for providing designated facilities for parking and rest for heavy vehicle drivers in Tasmania.

Tasmanian Heavy Vehicle Driver Rest Area Strategy



Contents

From the Minister for Infrastructure and Transport	iv
From the Tasmanian Transport Association	vi
Introduction.....	1
Objectives	2
Development of the Strategy	2
Project Methodology.....	2
Key freight routes in Tasmania	4
Key principles for Heavy Vehicle Driver Rest Area (HVDRA) facilities.....	5
Planning for increased land transport freight volumes	5
Current and forecast freight volumes, Tasmanian land transport network.....	5
Austrroads guidelines for Heavy Vehicle Rest Area Facilities	7
Types of Heavy Vehicle Driver Rest Areas.....	7
Key design features for formal Heavy Vehicle Driver Rest Areas	9
Key design features for informal Heavy Vehicle Driver Rest Areas.....	10
Demand Based Spacing and Priorities for HVDRAs in Tasmania	10
Developing a strong network of Heavy Vehicle Driver Rest Area facilities for Tasmania	11
Building on what we already have	11
New facilities to address identified gaps in the network.....	11
Signage.....	12
Advance Signs	12
Position Signs	12
Signs within HVDRAs or Parking Areas.....	12
Commercial facilities used by heavy vehicle drivers – Tasmania.....	13
Multiple use facilities.....	13
Summary of route evaluations and recommendations.....	14
Existing Tasmanian Heavy Vehicle Parking and Rest Area Sites.....	21

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Glossary

Acronym	Meaning
AADT	Annual Average Daily Traffic
EB	East bound
HVPA	Heavy Vehicle Parking Area
HVDRA	Heavy Vehicle Driver Rest Area
km	Kilometre
km/h	Kilometres per hour
MT	Million tonnes
NB	North bound
SB	South bound
The Guidelines	<i>Austroads Guidelines for the Provision of Heavy Vehicle Rest Area Facilities, AP-R591-19</i>
The Strategy	Tasmanian Heavy Vehicle Driver Rest Area Strategy
TTA	Tasmanian Transport Association
WB	West bound

From the Minister for Infrastructure and Transport

Tasmania's Freight and Road Transport systems underpin business activity and economic growth.

Strategic investment in Public Infrastructure, including our roads, bridges, ports, airports, rail lines and ferries, enables our businesses to invest and grow jobs.

The road transport sector plays a key role in realising a return on this investment, with heavy vehicles providing an essential service to many critical parts of the economy including, but not limited to, agriculture, aquaculture, communications, construction, land use development, Emergency & Recovery Management, energy, forestry, manufacturing, mining, retail and transport systems.

The ability for heavy vehicles to safely and productively navigate the road network is a key consideration of the Government's investment in infrastructure to support economic opportunity and enhance productivity.

The Tasmanian Government has prioritised infrastructure investment and in 2016, released an Integrated Freight Strategy for Tasmania and a complementary Burnie to Hobart Freight Corridor Strategy. High standard, on-island freight connections, supporting the efficient movement of freight to and from production areas, processing and industrial centres and export ports, is critical to Tasmania's economic growth.



Minister for Infrastructure and Transport, Michael Ferguson, and Fonterra Australia tanker operator Sara Brosnan on the Perth Bypass, Tasmania.

Most of Tasmania's land freight is carried by road, with volumes highest between Burnie and Launceston, and over the Bridgewater Bridge. The Integrated Freight Strategy quantifies the current freight task in Tasmania and projects significant increases in freight task demand for the period through until 2035. Road freight volumes are forecast to increase by around 36 per cent over the next twenty years, driven largely by the growth in agriculture, construction and consumer goods sectors.

Although these increases were forecast prior to the recent and ongoing coronavirus health and economic crises, they should not be dismissed given the need for infrastructure that supports the long term development of the road transport sector to in turn support the successful recovery and rebuilding of the State's economy to pre-existing and projected levels. Any change in demand to forecast can be accommodated in the pace of strategy implementation.

The Tasmanian Government recognises that future planning and investment in infrastructure for a safe, productive and efficient freight network is therefore critical.

This Tasmanian Heavy Vehicle Driver Rest Area Strategy complements the Tasmanian Integrated Freight Strategy and outlines a long-term approach to planning and investment for the facilities necessary for safe and legal road transport activities by the Tasmanian road freight sector. Providing these facilities will also support industry's efforts to attract and retain the workforce needed for the future and contribute to a workplace environment that supports the increase in female participation in driving roles in the industry.

The Strategy recognises that proactive management of heavy vehicle driver health, safety and wellbeing is a priority for Tasmanian road freight operators and that providing infrastructure to support drivers is a key contribution to the effective risk management programs of the industry.

The Strategy includes principles and priorities for the upgrade of existing infrastructure and the establishment of new facilities to support heavy vehicle drivers to meet their needs for rest, breaks, and load and vehicle checks along the key freight routes in Tasmania.

The Tasmanian Government recognises the significant work of the Tasmanian Transport Association and its members, the Heavy Vehicle Driver Rest Areas Strategy Reference Group and the Tasmanian Transport Industry, who contributed to the research that underpins this Strategy in support of an efficient, safe and productive freight transport network in Tasmania.

I am pleased to release the final Tasmanian Heavy Vehicle Driver Rest Area Strategy.

From the Tasmanian Transport Association

A strong and efficient transport and logistics industry is critical to the Tasmanian economy and to Tasmanian industry.

Dedicated areas where heavy vehicle drivers can safely pull over and stop a heavy vehicle, to check the load, vehicle, or to take a break, are a critical component of a legal, safe and productive road freight network.

Most freight in Tasmania is carried by road - by heavy vehicles. As the freight task increases to underpin the growth of Tasmanian businesses and the Tasmanian economy, it is critical to provide infrastructure to enable safe and efficient road transport activities.

Established in 1960, the Tasmanian Transport Association advises, assists and represents the Tasmanian Transport Industry in the pursuit of a safe, efficient, fair, sustainable and environmentally friendly transport system. Working at both state and national level, TTA conducts projects and supports policy initiatives influencing both the regulation of transport and the provision of transport infrastructure.

In October 2018, the Tasmanian Government through the Department of State Growth, commenced a collaborative, industry led approach to develop a recommended Heavy Vehicle Rest Area Strategy for Tasmania. This body of work followed the methodology set out in the Austroads Research Project AP-R591-19 *Guidelines for the Provision of Heavy Vehicle Rest Area Facilities*.

The aim of the project was to:

- investigate the need for facilities along key freight routes for heavy vehicle drivers to pull over safely to take regulatory and fatigue breaks, to check vehicles and loads, and to access toilet and refreshment facilities
- audit current formal and informal areas used for this purpose, along key Tasmanian freight routes
- recommend the extension to existing facilities or development of new facilities along the freight routes evaluated
- develop a recommended Heavy Vehicle Driver Rest Area Strategy for Tasmania.

The Tasmanian Transport Association established the Tasmanian Heavy Vehicle Driver Rest Areas Reference Group, members of which provided direction to the work.

Introduction

The road freight task in Tasmania is a key enabler of economic and business growth and the Tasmanian Government, and the Department of State Growth, is committed to providing the infrastructure needed to support the industry and the Tasmanian Community.

The Tasmanian Government, through the Tasmanian Integrated Freight Strategy, has prioritised the establishment of freight infrastructure to underpin the continued growth in the Tasmanian economy. The 2016 Tasmanian Integrated Freight Strategy quantifies the freight task in Tasmania and projects significant increases in freight task demand for the period through until 2035.

It is noted that these increases were forecast prior to the recent and ongoing coronavirus health and economic crises. However, it is important that they are not dismissed given the need for infrastructure that supports the long term development of the road transport sector to in turn support the successful recovery and rebuilding of the State's economy to pre-existing and projected levels.

The increasing freight task will require increased road transport volumes and infrastructure development will support improvements to road and bridge assets to permit higher productivity vehicles on the road network.

Providing facilities for heavy vehicle driver rest and parking is critical to support current and projected increased road transport demands. The provision of appropriate heavy vehicle driver rest areas and parking areas on key Tasmanian freight routes is the focus for this Heavy Vehicle Driver Rest Area (HVDRA) Strategy (the Strategy).

This HVDRA Strategy supports:

- effective fatigue management by drivers and road transport operators
- legal compliance with fatigue regulations by drivers, transport operators and parties to the transport supply chain
- driver health, safety and wellbeing
- heavy vehicle operations and load checks
- a safe working environment that supports industry recruitment and driver retention.

In 2019, Austroads released *National Guidelines for the Provision of Heavy Vehicle Rest Area Facilities*. The Tasmanian Government has referenced these Guidelines in the development of the Strategy as a basis for the enhancement of existing facilities and the development of new facilities.

The Tasmanian Heavy Vehicle Driver Rest Areas Project Report provided by the Tasmanian Transport Association (TTA) in 2020 has identified that the current facilities available for heavy vehicle drivers to take breaks, rest, and undertake vehicle and load checks fall short of the recommendations in the newly released Austroads Guidelines.

The Strategy sets out the principles and priorities for provision of contemporary heavy vehicle driver rest area facilities in Tasmania and contribute to the efforts of all parties in the transport chain of responsibility to manage driver fatigue and provide a safer road transport environment more generally.

The Strategy presents:

- key principles for providing facilities for heavy vehicle drivers
- a current snapshot of the priorities for the upgrade of existing designated HV Parking Areas and Informal facilities
- a current snapshot of the priorities for the establishment of new facilities.

Objectives

The objectives of the Strategy are to manage heavy vehicle safety and productivity by:

- establishing a network of facilities along key Tasmanian freight routes that are suitable for heavy vehicle drivers to take rest breaks and undertake load and vehicle operations checks
- supporting drivers and parties to the transport chain of responsibility to comply with the fatigue regulations of the Heavy Vehicle National Law
- providing guidance to the Department of State Growth and Industry in the planning and design for heavy vehicle driver rest areas on key Tasmanian freight routes.

Development of the Strategy

The Strategy was developed through a collaborative, industry led approach which followed the methodology set out in the Austroads Research Project AP-R591-19 *Guidelines for the Provision of Heavy Vehicle Rest Area Facilities* (the Guidelines).

This Strategy document is preceded and complimented by the TTA produced *Tasmanian Heavy Vehicle Driver Rest Areas Project Report*. The Report includes site evaluation summaries and the industry and safety context.

Project Methodology

The Guidelines propose a methodology for assessing the need for, and prioritisation for, Heavy Vehicle Rest Areas.

The methodology outlined in the Guidelines has been applied to the development of the strategy and is summarised in Figure 1.

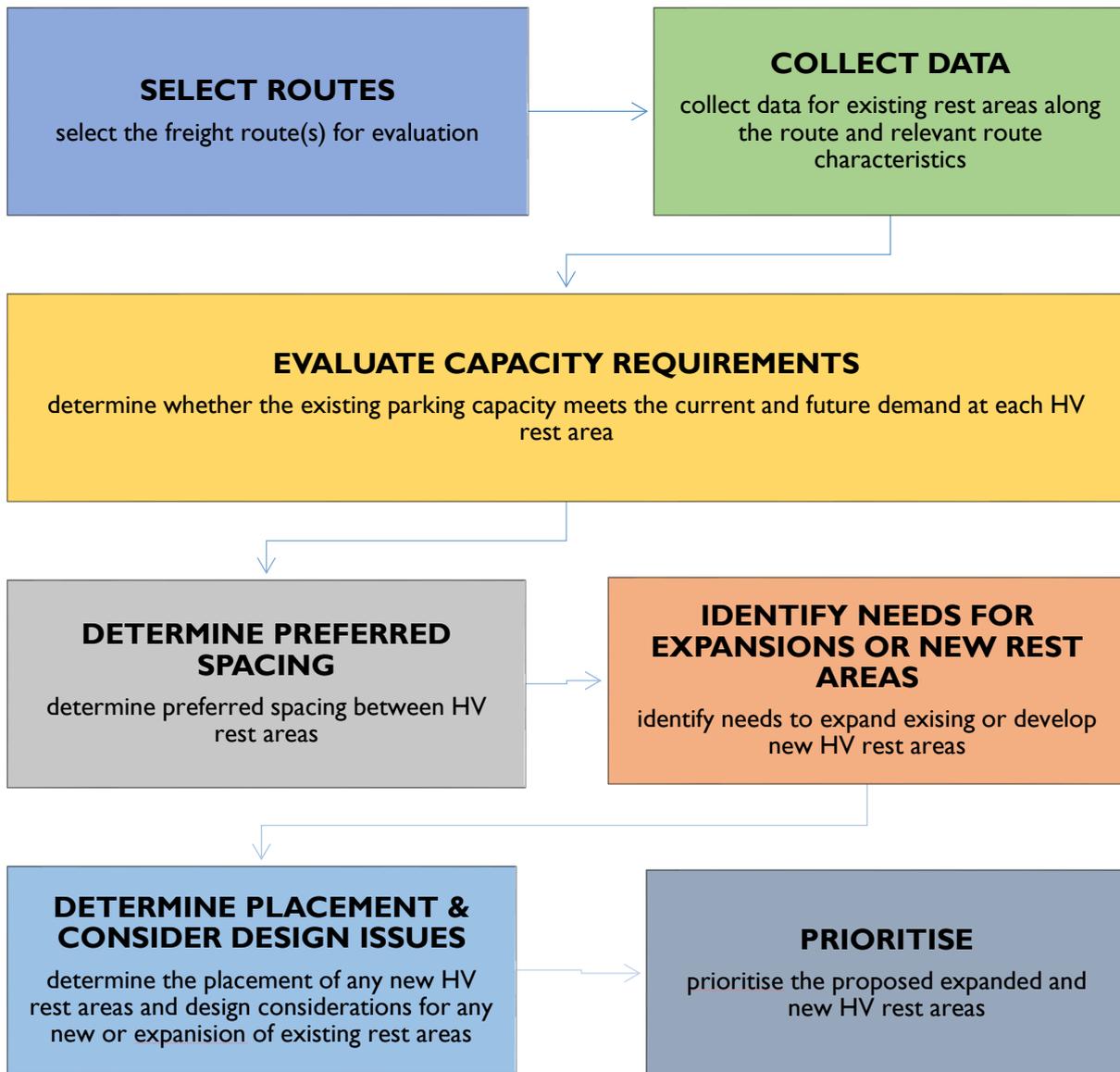


Figure 1 Austroads Project Methodology

Key freight routes in Tasmania

The Tasmanian Heavy Vehicle Driver Rest Area (HVDRA) Strategy applies to key freight routes determined with reference to the Department of State Growth's *Tasmanian Integrated Freight Strategy*.

This HVRDA Strategy also recognises the needs of specific sectors of industry operating in more regional freight routes.

The key freight routes as identified in the *Tasmanian Integrated Freight Strategy* are:

- Bass Highway – Smithton to Launceston*
- Midland Highway – Launceston to Hobart.

*The Bass Highway is a National Highway between Burnie and Launceston

The Strategy also provides initial recommendations for facilities on other significant Tasmanian freight routes including:

- Devonport to Bell Bay, via both Frankford Main Road, and the higher mass limits route incorporating Birralelee Road
- Hobart to Queenstown, via Lyell Highway
- Queenstown to Burnie, via Murchison Highway and Ridgley Road
- Hobart to Huonville, via Huon Highway
- Bell Bay to Scottsdale, via Bell Bay Road, Bridport Road and
- Central Highlands & Lakes areas.

The Strategy represents the findings of the evaluations conducted to date and recognises that consideration for facilities in other areas is needed according to future demand.

Key principles for Heavy Vehicle Driver Rest Area (HVDRA) facilities

The Tasmanian HVDRA Strategy incorporates key principles as follow.

- Providing regularly and frequently spaced rest areas and parking bays, consistent with the Guidelines, is critical to road safety, legal compliance, driver health and wellbeing and conducive to a workplace that attracts and retains the workforce needed to meet the road freight task.
- A “built-in, not bolted-on” approach to the development of HVDRA facilities supports the most efficient use of limited resources and that all road infrastructure projects/programs should deliberately consider the integration of HVDRA facilities within the broader project/program.
- Priorities for HVDRA facilities should be continually re-evaluated in response to changes in demand for the road freight task across the Tasmanian network over time.
- The heavy vehicle industry, through the TTA, represents the prime source of advice in terms of industry priorities for HVDRA facilities.
- A collaborative approach across both public organisations and private sector stakeholders will ensure the most effective use of areas of hardstand adjacent to key freight routes in Tasmania, where sites may be developed in partnership to suit multiple purposes.
- The location and features of HVDRA facilities be effectively communicated to and easily discovered and accessed by heavy vehicle drivers.
- Signage for HVDRA facilities be consistently applied and include advance signage, position signage and signage within each site.
- HVDRA facilities be identified with a formal and accepted name that can be recognised for a range of purposes including recording in a National Heavy Vehicle Regulator (NHVR) *National Driver Work Diary*.

Planning for increased land transport freight volumes

Current and forecast freight volumes on the Tasmanian road transport network and the introduction of vehicles and combinations supporting increased productivity and safety has informed the Strategy.

Current and forecast freight volumes, Tasmanian land transport network

Figure 2 shows the current and future projected freight volumes across key freight routes in Tasmania.

The 2016 *Integrated Freight Strategy* for Tasmania and a complementary *Burnie to Hobart Freight Corridor Strategy* indicates significant growth is forecast for the Bass Highway Burnie to Devonport section (from 2.9 million tonnes

[MT] to 5.2MT by 2035, a 79 per cent increase on the 2015 volume) and the Deloraine to Westbury section (from 3.5MT to 6MT by 2035, a 71 per cent increase on the 2015 volume).

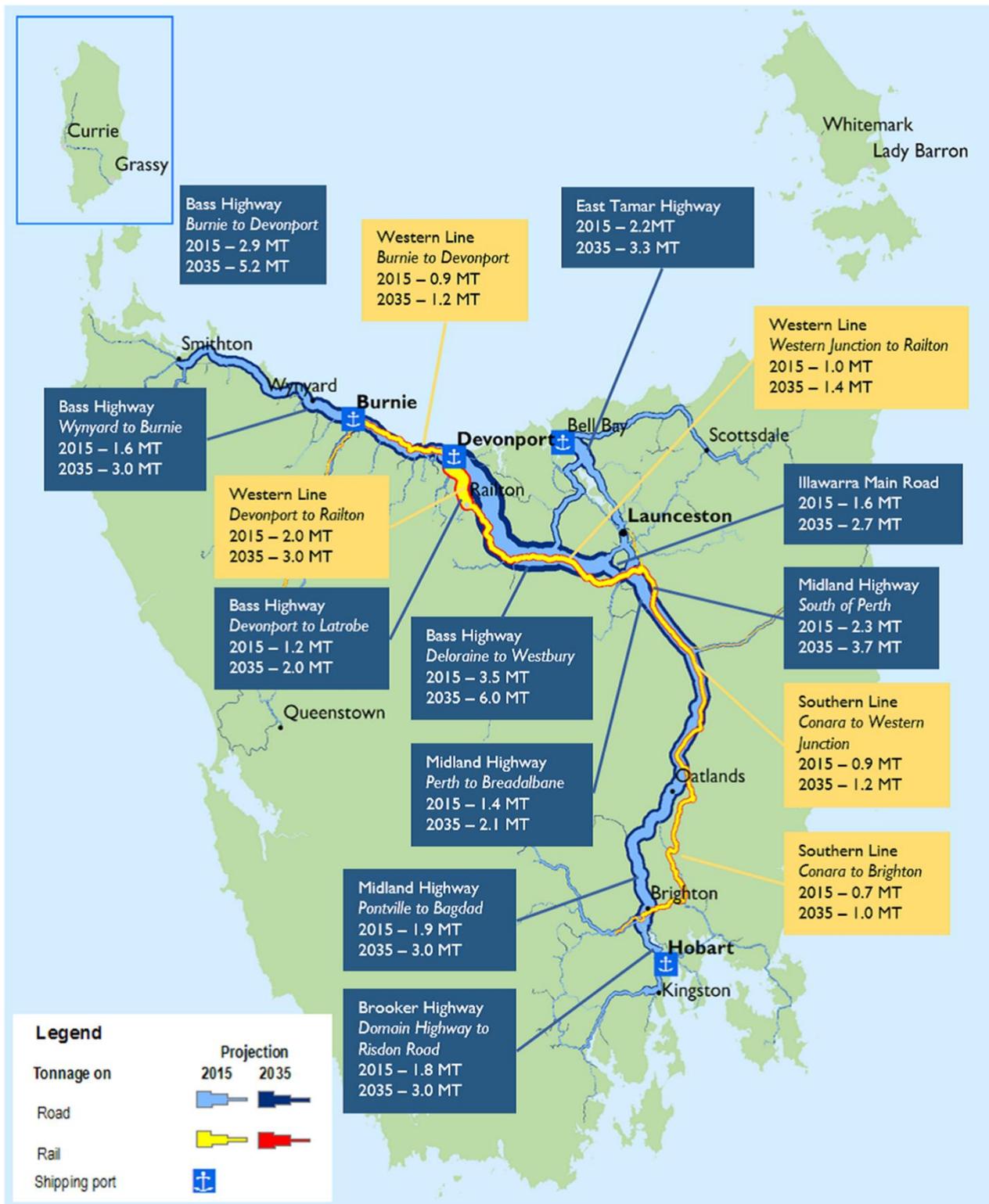


Figure 2 Current and forecast freight volumes, Tasmanian land transport network

Austrroads guidelines for Heavy Vehicle Rest Area Facilities

The Austrroads Research Report AP-R591-19 *Guidelines for the Provision of Heavy Vehicle Rest Area Facilities* (the Guidelines), released in January 2019 (see Figure 3) provides a key reference for this Tasmanian HVDRA Strategy.¹

The Guidelines set out a framework for determining the need for rest areas along a freight route, the nature of facilities required in varying contexts, and build on and update the guidelines and data definitions in previous Austrroads Reports: *Austrroads Nationally Consistent Rest Heavy Vehicle Area Data Definition Framework* (2013) and the *A Proposed Heavy Vehicle Rest Area Needs and Prioritisation Methodology* (2012).^{2,3}

The Austrroads Guidelines for rest areas are guidelines only; they recognise that there will be many different factors contributing to options for rest areas in different environments.

The Guidelines are established primarily as a guide for road managers and set out an approach to assessing the need and prioritisation for heavy vehicle driver rest areas, as well as promoting consideration of issues relating to planning and design concepts and are relevant to the consideration and planning for rest areas in Tasmania.

Types of Heavy Vehicle Driver Rest Areas

The Austrroads Guidelines set out four types of heavy vehicle driver rest area facilities as illustrated in Figure 4.

These are:

- **Formal** – rest areas provided/maintained by road managers to support driver rest needs. These are further divided into classes (see Figure 5).
- **Informal** – rest areas not established by a road manager, rather an area that has evolved through ongoing use by heavy vehicles. These may or may not be maintained by the road owner, but typically have no engineering design and are not signposted.

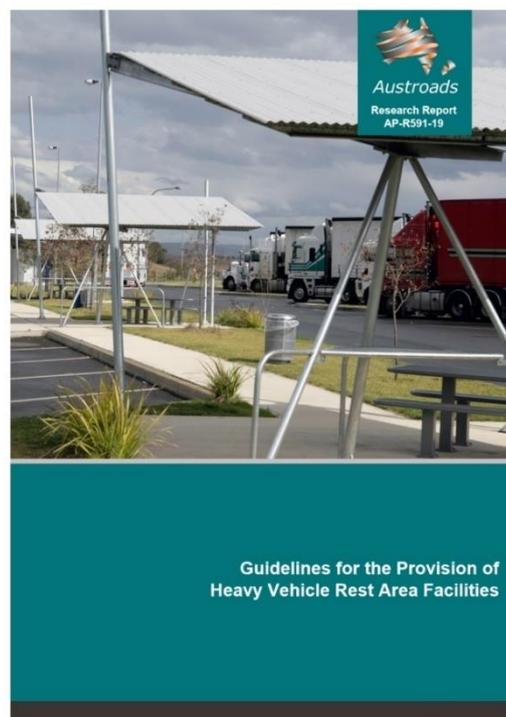


Figure 3 Austrroads Research Report AP-R591-19 Guidelines for the Provision of Heavy Vehicle Rest Area Facilities

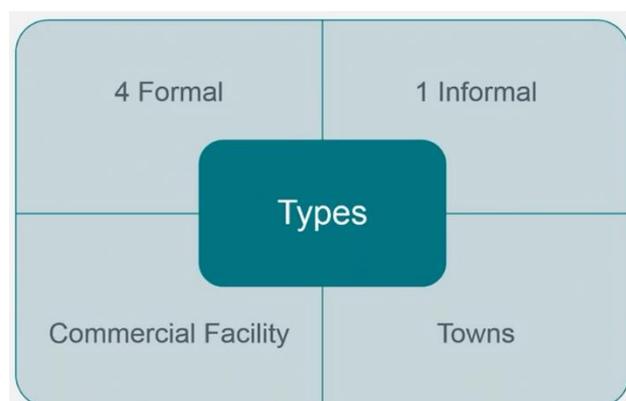


Figure 4 Types of Rest Areas

¹ Austrroads 2019, *Guidelines for the Provision of Heavy Vehicle Rest Area Facilities*, AP-R591-19, Austrroads, Sydney, NSW.

² Austrroads 2013, *Nationally Consistent Heavy Vehicle Rest Area Data Definition Framework*, AP-R443-13, Austrroads, Sydney, NSW.

³ Austrroads 2012, *A Proposed Heavy Vehicle Rest Area Needs and Prioritisation Methodology*, AP-R417-12, Austrroads, Sydney, NSW.

- **Commercial Facilities** – including service centres and roadhouses.
- **Towns** – where rest by heavy vehicles is permitted and encouraged by the local government in which the town is located.

Within the category of ‘Formal Rest Areas’, the Guidelines propose five classes of rest area, based on design features and amenities. These are summarised in Figure 5 (note that Classes 3 and 4 are combined for the purpose of design / layout).

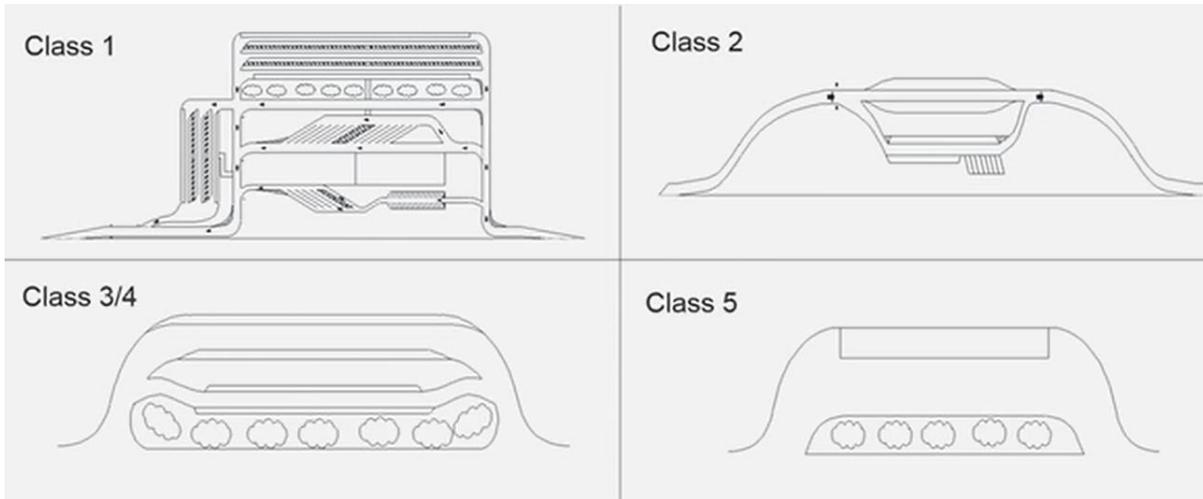


Figure 5 Classes of Formal Rest Area

The Guidelines note that Tasmania uses a unique classification called ‘Truck Parking Bays’, which are aligned with the design and features for ‘Informal Rest Areas’ (see Figure 6) as set out in the Guidelines.



Figure 6 Informal Rest Area

Key design features for formal Heavy Vehicle Driver Rest Areas

The design features in the Table 1, reproduced from the Guidelines, provide reference when considering the classification and suitability of current facilities in Tasmania, and priorities for development or expansion of facilities.

Spacing and placement factors vary according to the freight task, number of vehicles and other conditions.

Table 1 Key design features for formal Heavy Vehicle Rest Areas

Criteria	Facilities / features		HVRA Classification				
			1	2	3	4	5
Spacing and placement	Demand based spacing:	Time	1 hour	1 hour	30 min	30 min	15 min
		Distance	70-100 km	70-100 km	35-50 km	35-50 km	15-25 km
Key safety features	Safe vehicle movement and access		■	■	■	■	■
	Capacity - present and forecast		20+ bays	15-20 bays	10-15 bays	5-10 bays	5+ bays
	Separation of vehicles carrying noisy freight		■	■	▲	○	○
	Separation for long-term visitors		■	▲	○	○	○
	Unidirectional traffic flow		■	▲	○	○	○
	No reversing movements		■	■	■	■	■
	Security		■	■	■	■	■
	Pedestrian safety and access		■	■	■	■	■
	Signage on approach and within HVRA		■	■	■	■	■
	Amenities / extras						
	All-weather seal		■	■	■	▲	○
	Tables / benches		▲	▲	▲	▲	○
	Natural shade		■	■	■	■	▲
	Shelter		▲	▲	▲	▲	▲
	Rubbish bins		▲	▲	▲	○	○
	Lighting		▲	▲	▲	○	○
	Toilets		■	▲	▲	▲	○
	Water		▲	▲	○	○	○
	Visitor Information Board		▲	▲	○	○	○
	Managed livestock effluent disposal sites		▲	▲	▲	▲	▲

■ Facility/feature is required ▲ Facility/feature should be provided where practicable ○ Optional

Key design features for informal Heavy Vehicle Driver Rest Areas

The design features in the Table 2, reproduced from the Guidelines, provide reference when considering the site requirements for an Informal Rest Area, particularly for recognition of a site for this purpose.

Table 2 Key design features for informal Heavy Vehicle Rest Areas

Feature	Requirements
Site Conditions	<ul style="list-style-type: none"> • Able to accommodate at least one of the largest heavy vehicles that legally operate on the route safely clear of the carriageway. Drainage system, road edge and embankment must not be detrimentally affected by heavy vehicle movements. • Hard standing area suitable for heavy vehicles to stand without damage or bogging. • Sufficient set back from roadside hazards to not prove to be an additional hazard to drivers, especially at night (for example gullies, drops in embankments).
Site access	<ul style="list-style-type: none"> • Safe ingress and egress, good shoulder formation and a relatively smooth transition between the edge of the through lane and the HVRA.
Sight distance	<ul style="list-style-type: none"> • Minimum 200 metres sight distance to each marker. • Entry/exit sight distance in accordance with jurisdiction’s guidelines.
Placement	<ul style="list-style-type: none"> • Consistent with formal HVRA recommendations on topography, road alignment, environmental factors, proximity to freeway/motorway exchanges and local planning guidelines. • Should be in a safe location (a site risk/hazard assessment should be undertaken). • Located away from properties, rural access roads and intersections so headlight glare is not an issue. • Not located at the base of a hill, due to acceleration requirements of heavy vehicles.
Maintenance	<ul style="list-style-type: none"> • Condition checks of guide posts and reflectors to ensure they are in place, unobstructed and clean. • Surface condition of the site should be periodically checked and maintained in accordance with jurisdiction’s guidelines.

Demand Based Spacing and Priorities for HVDRAs in Tasmania

Criteria informing the demand for HVDRAs in the Strategy have been informed by models used in other Australian States and are based on the Assessed Annual Average Daily Traffic (AADT) volume of Heavy Vehicles on the freight route as a relative measure.

Table 3 Demand Parameters for HVDRAs in Tasmania

DAILY TRUCK VOLUMES (AADT)*		
HIGH >1000	MEDIUM 500 – 1000	LOW <500

*Note that the AADT volume is a combined total of vehicles travelling in both directions.

Developing a strong network of Heavy Vehicle Driver Rest Area facilities for Tasmania

Building on what we already have

Tasmania has a series of Designated Heavy Vehicle Parking Areas (HVPAs) and these, together with informal areas, provide opportunities for heavy vehicle parking and driver rest.

The Strategy recognises the role of industry and the Tasmanian Department of State Growth to progressively identify sites for upgrade, based on demand priorities and the availability of funding, to enable re-classification to meet criteria for Formal Rest Areas as set out in the Guidelines.

Table 4, at the end of this document, summarises the evaluation of specific routes and includes recommendations for improvements to existing sites and the establishment of new sites. Table 5, at the end of this document, provides details of existing HVPA and informal sites identified from the evaluation of key freight routes developed through the Tasmanian Heavy Vehicle Driver Rest Area Project.

It is noted that these details, as provided in Table 4 and Table 5 are based on the work undertaken in 2019, in the circumstances prevailing at that time, to support the production of both this Strategy and of the Tasmanian Heavy Vehicle Driver Rest Areas Project Report. These details are therefore a contemporary snapshot and are subject to change in the progress of delivering the Strategy over time.

Capital construction and maintenance programs and projects change through time, providing new opportunities. Road transport sector demand and supply patterns, including land use, can change. The Strategy needs to adapt to these changes to remain relevant and to optimise investment in HVRDA facilities at any point in time based on the best information available.

It is important that as any changes to the 2019 details are identified that these are undertaken in strong consultation with industry stakeholders. The Strategy recognises the TTA and their Heavy Vehicle Driver Rest Areas Reference Group as the peak forum for this consultation.

New facilities to address identified gaps in the network

Current and projected freight volumes on key freight routes, particularly the Bass Highway and Midland Highway, indicate a demand for new HVDRA facilities.

The priority areas for new facilities are:

- Bass Highway, between Deloraine and the Westbury Exit / Birrallee Road – duplicated.
- Midland Highway, between Campbell Town and Oatlands – duplicated.

Signage

The Guidelines provides guidance on appropriate rest area signage. The *Tasmanian Roadside Signs Manual* includes specifications for the design of signs for truck parking areas, as shown in Figure 7.⁴

Figure 7 Truck Parking Area Signage from *Tasmanian Roadside Signs Manual*



Truck Parking Area.

Indicates an area clear of the road where large haulage vehicles can stop to check their loads and where the driver can rest.

The Guidelines indicate that HVDRA should be marked by advance signs and position signs.

Advance Signs

Advance signs provide drivers with warning that they are approaching a rest opportunity. These signs are located 300 metres before the location where the HVDRA is located adjacent to the road, or 300 metres before the relevant turn off, where the HVDRA is located on a side road.

Position Signs

Position signs should be located at the junction of the HVDRA and the road it serves. They are located at or directly opposite the point of entry to the site.

The Guidelines for the provision of HVDRA give several examples of signage that provides consistent and standard information for road users, according to the type of site. Examples are where the site has facilities such as toilets, shade and tables, or where the site is not accessible for heavy vehicles, or where the site is provided for exclusive use by heavy vehicles.

Signs within HVDRA or Parking Areas

Signage within a HVDRA may be needed for specific purposes. These vary according to the type of HVDRA or HVPA, for example, if there is separation between heavy vehicle traffic and other users of the site.

As a minimum, signage identifying the HVDRA or HVPA should be provided within the site. This supports drivers to record the approved formal name of the site within a *National Driver Work Diary*.

Within Formal, Class 5 and above HVDRA, it is also appropriate to provide guidance to drivers on the distance to, and name of, the next HVDRA or HVPA. This can be provided on exit from the current area.

⁴ Department of State Growth (last updated 2019), *Tasmanian Road Signs Manual*, Tasmanian Government, Hobart TAS

Commercial facilities used by heavy vehicle drivers – Tasmania

Commercial facilities are very important to heavy vehicle drivers as they contribute to the network of facilities available to drivers to purchase food and access toilets.

The Tasmanian Heavy Vehicle Driver Rest Area Strategy recognises that commercial facilities have limitations regarding space for heavy vehicles to park and in meeting other criteria set out in the Austroads Guidelines for HVDRAs. Accordingly, most current commercial facilities are not recognised in the Strategy as suitable to promote as HVDRAs.

The Strategy encourages, and should be implemented in consideration of, the establishment of new, or expansion of current facilities by private operators, to provide opportunities for heavy vehicle drivers to access toilet and refreshment options and to take periods of rest.

Multiple use facilities

Facilities established as HVDRAs may also provide options for other uses, where the use does not compromise the primary use purpose of the site as a Heavy Vehicle Driver Rest Area. Consultation would need to occur with the National Heavy Vehicle Regulator, Tasmania Police, other Government Departments and training organisations when considering multiple use.

Multiple use options include:

- weighbridge facilities
- heavy vehicle inspections (using mobile units)
- driver training and assessment activities, including coupling/uncoupling and reversing manoeuvres specified in the heavy vehicle driver licence assessment criteria.

Summary of route evaluations and recommendations

Table 4 Summary of route evaluations and recommendations

RECOMMENDATION	
ROUTES 1 & 2 – LAUNCESTON <-> HOBART North – South, Midland Highway (1)	NORTH AND SOUTH BOUND – DUPLICATED SITES
	1. A Formal HVRA meeting Class 2 of the Guidelines be established between Campbell Town and Oatlands . This site to provide parking for 20 heavy vehicles, with toilets, lighting, water and shelter. Site to be duplicated North bound and South bound.
	2. Additional sites meeting Class 5 of the Guidelines be established between Epping Forest and Launceston . Site to be duplicated North bound and South bound.
	3. Commercial site be upgraded to meet the Guidelines (a) #F – Mood Food – confirm support from operators as a HVDRA, signpost as HVDRA to meet Class 3/4. (b) #G – Epping Forest Road House – confirm support from operators as a HVDRA, signpost as HVRA to meet Class 5. Expand (possibly explore opportunity to secure additional land adjacent to Tassie Truckies Memorial Wall) to provide parking for 15 heavy vehicles to meet Class 3/4.
	SOUTH BOUND
	4. Informal site to be upgraded to meet Class 5 of the Guidelines (a) #T - Southern Outlet North of Kings Meadows Link – extend, widen where needed, to provide parking for five heavy vehicles, treat entry and exit, remove advertising trailers, and signpost.
	5. Informal site to be upgraded to meet Class 3/4 of the Guidelines (a) #L – Pontville (south of roundabout) – extend and widen where needed to provide parking for 10 heavy vehicles, treat entry and exit, and signpost
	6. Designated HVPA be upgraded to meet Class 5 of the Guidelines (a) #6 - Spring Hill South Bound (SB) – extend and widen where needed to take five heavy vehicles, treat entry and exit points, and signpost. (b) #8 - St Peter’s Pass SB – extend and widen where needed to take five heavy vehicles, treat entry and exit points, and signpost. (c) #9 - Campbell Town Weighbridge SB – confirm ongoing status as Heavy Vehicle Weighbridge / Checking Station*, extend to take five heavy vehicles, mark bays to provide direction to movement within site. * Note: continued use as a Heavy Vehicle Weighbridge / Checking Station means that site cannot be relied upon to be available as an HVDRA in current format.
	NORTH BOUND
	7. An additional site meeting Class 5 of the Guidelines be established between Hobart and Kempton .

	<p>8. Informal Rest Area/HVPA to be upgraded to meet Class 3/4 of the Guidelines North bound -</p> <p>(a) #A – Glenstone Road Brighton North Bound (NB) – signpost from highway as available HVRA, provide toilet facilities at this site.</p>
	<p>9. Designated HVPA be upgraded to meet Class 5 of the Guidelines</p> <p>(a) #5 - Spring Hill NB – extend and widen where needed to take five heavy vehicles, make site level (currently slopes downhill), treat entry and exit points, and signpost. Consider use of old highway loop to provide separation from traffic, greater space and level surface.</p> <p>(b) #7 - St Peter’s Pass NB – extend and widen to take five heavy vehicles, and to improve safety for parked heavy vehicles and pedestrians, treat entry and exit points, and signpost.</p>

RECOMMENDATION

ROUTES 3 & 4 – SMITHTON <-> DEVONPORT
 East – West, Bass Highway (1) and Bass Highway (A2)

EAST AND WEST BOUND – DUPLICATED SITES

10. Designated HVPA be upgraded to meet Class 3/4 of the Guidelines
- (a) **#15 – Howth Weighbridge West Bound (WB)** – confirm ongoing status as Heavy Vehicle Weighbridge / Checking Station*, extend – possibly taking in the land adjacent to the weighbridge site to take at least 15 heavy vehicles, mark bays to provide direction to movement within site, with toilets, lighting, water and shelter, provide access East Bound (EB) via roundabout, and signpost
- * Note: continued use as a heavy Vehicle Weighbridge / Checking Station means that site cannot be relied upon to be available as a HVRA in current format.

11. Additional sites meeting Class 5 of the Guidelines be established around **Detention River*** / **Rocky Cape** (duplicate EB and WB)
- * Note: consideration for treatment around Detention River is part of the Wynyard to Marawah Corridor Upgrade

EAST BOUND

12. Informal site to be upgraded to meet Class 5 of the Guidelines
- (a) **#R – East of Mt Hicks Roundabout (EB)** – widen where needed to support pedestrian safety, and signpost.
- (b) **#BB – Chasm Creek** – extend, widen where needed, to provide parking for five heavy vehicles, treat entry and exit, and signpost.
- * Note: if Howth Weighbridge site duplicated, this site may not need expanding to Class 5, instead risk assess to confirm suitability as an Informal Rest Area.
13. Designated HVPA be upgraded to meet Class 5 of the Guidelines
- (a) **#19 – East of Stanley** – extend, widen where needed, to provide parking for five heavy vehicles, treat entry and exit.
- (b) **#35 – Sisters Hills EB** – extend, widen where needed, to provide parking for five heavy vehicles
- (c) **#13 - Ulverstone Weighbridge** – confirm ongoing status as Heavy Vehicles Weighbridge / Checking Station*, extend to take five heavy vehicles, mark bays to provide direction to movement within site, remove No Parking signs which discourage heavy vehicle parking and rest, and provide toilets on site.
- * Note: continued use as a Heavy Vehicle Weighbridge / Checking Station means that site cannot be relied upon to be available as a HVRA in current format

RECOMMENDATION

14. Consider future for designated HVPA **#17 – Doctors Rocks** in context of road upgrade plans for this area.*

* Note: this site is less than 3km from Informal Rest Area **#R East of Mt Hicks Roundabout**. Site #17 is shared use and primarily a tourist parking and information bay.

15. Risk assess Informal Site **# H – Pine Road Exit** – situated with poor lines of sight for heavy vehicles re-entering highway and close to Pine Road exit. Site is signposted Truck Parking Area (inconsistent signage).

WEST BOUND

16. Informal site to be upgraded to meet Class 5 of the Guidelines

(a) **#J – Ulverstone Bypass** – widen where needed to support pedestrian safety, and signpost.

17. Designated HVPA be upgraded to meet Class 5 of the Guidelines

(a) **#18 – West of Stanley** – extend and widen where needed to take five heavy vehicles, treat entry and exit points, remove overhanging tree limb.

(b) **#35 – Sisters Hills WB** – extend and widen to take five heavy vehicles, and to improve safety for parked heavy vehicles and pedestrians.

(c) **#16 – Wynyard Bypass** – extend and widen to take five heavy vehicles, and to improve safety for parked heavy vehicles and pedestrians.

RECOMMENDATION

ROUTES 5 & 6 – BURNIE <-> QUEENSTOWN
North - South, Murchison Highway (A10) and Ridgley Road (B18)

NORTH AND SOUTH BOUND – DUPLICATED SITES

18. Informal HVPA be upgraded to meet Class 4 of the Guidelines
 - (a) **#DD Fossey River (SB)** – extend to take at least 10 heavy vehicles, mark bays to provide direction to movement within site. Remove trees which prevent passive security of site – not visible from road at present. Site has toilets, lighting, water, and picnic tables, provide access NB via dedicated entry lane, and signpost. As an alternative to providing NB access, establish new site NB to Class 5 of the Guidelines on opposite side to current site.
19. Additional sites meeting Class 5 of the Guidelines to be established between
 - (a) **Fossey River and Burnie** (for example **Hampshire**) and duplicate NB and SB*
* Note that distance between Fossey River and Hampshire is 57km
 - (b) **Tullah Village and Queenstown** and duplicate NB and SB*
* Note that distance between Tullah Village and Queenstown is 56km

SOUTH BOUND

20. Designated HVPA be upgraded to meet Class 5 of the Guidelines
 - (a) **#25 – Tullah** – extend, widen where needed, to provide parking for five heavy vehicles, and treat surface.

NORTH BOUND

21. Commercial site be upgraded to meet Class 5 of the Guidelines
 - (a) **#FF – Tullah Village** – signpost as HVDRA.

RECOMMENDATION

ROUTES 7 & 8 – QUEENSTOWN <-> HOBART
East – West, Lyell Highway (A10)

EAST AND WEST BOUND – DUPLICATED SITES

22. Designated HVPA be upgraded to meet Class 5 of the Guidelines
 - (a) **#28 – Ouse** – expand site and or mark parking bays for heavy vehicles to provide parking for at least five heavy vehicles. Move sign EB (signposted excess distance before site), and add sign WB.
23. Additional sites meeting Class 5 of the Guidelines be established between
 - (a) **Ouse and Bronte Canal** (duplicate EB and WB).
 - (b) **Queenstown and Derwent Bridge/Broken Leg** (duplicate EB and WB).

EAST BOUND

24. Additional site meeting Class 5 of the Guidelines be established between
 - (a) **Ouse and Hobart**
25. Designated HVPA be upgraded to meet Class 5 of the Guidelines
 - (a) **#30 – Broken Leg** – extend, widen where needed, to provide parking for five heavy vehicles.

WEST BOUND

26. Designated HVPA be upgraded to meet Class 5 of the Guidelines
 - (a) **#26 – Hayes Weighbridge** – extend and widen where needed to take five heavy vehicles, treat entry and exit points.
 - (b) **#31 – Derwent Bridge** – extend and widen to take five heavy vehicles, and to improve safety for parked heavy vehicles and pedestrians

RECOMMENDATION

ROUTES 9 & 10 – DEVONPORT <-> LAUNCESTON
East – West, Bass Highway (1)

EAST AND WEST BOUND – DUPLICATED SITES

27. A Formal Rest Area meeting Class 2 of the Guidelines be established between
- Deloraine and the Westbury/Birralee Road** - this site to provide parking for 20 heavy vehicles, with toilets, lighting, water and shelter. Site to be duplicated east and west bound.

EAST BOUND

28. Informal Rest Area to be upgraded to meet Class 5 of the Guidelines
- #P – Long Hill East of Parramatta Creek** – extend, widen, to provide parking for five heavy vehicles, treat entry and exit, and signpost.
 - #S – West of Westbury/Birralee Road Exit*** – extend to provide parking for five heavy vehicles, and signpost.
*Note: not required if Formal Class 2 HVRA developed in this vicinity – current Site #S is at the bottom of the hill and too close to Birralee exit.

29. Additional sites meeting Class 5 of the Guidelines be established between
- Parramatta Creek and Deloraine** (currently designated heavy vehicle turning facilities west of Elizabeth Town both WB and EB, and Heavy Vehicle Turning Facilities at Christmas Hills are used as HVPAs)
 - Westbury/Birralee Road and Launceston**

WEST BOUND

30. Informal sites to be upgraded to meet Class 3/4 of the Guidelines
- #AA – Forest Farm Weighbridge** - confirm ongoing status as Heavy Vehicle Weighbridge / Checking Station*, extend to take 15 heavy vehicles, mark bays to provide direction to movement within site, and provide toilets on site.
* Note: continued use as a heavy Vehicle Weighbridge / Checking Station means that site cannot be relied upon to be available as a HVRA in current format.
31. Informal sites to be upgraded to meet Class 5 of the Guidelines
- North bound -
- #V – Hagley / Whitemore Overpass** – extend, widen, to provide parking for five heavy vehicles, treat exit (currently no merge lane back to Highway), and signpost.
 - #O – Long Hill East of Parramatta Creek** - extend, widen, to provide parking for five heavy vehicles, treat entry and exit, and signpost.
 - #M – East Devonport Visitor Information Bay** - extend, widen, to provide parking for five heavy vehicles, treat entry and exit, signpost, and toilets added to site.
32. Designated HVPA be upgraded to meet Class 5 of the Guidelines
- #I I – Christmas Hills** – extend and widen where needed to take five heavy vehicles, treat entry and exit points, and signpost.

RECOMMENDATION

ROUTES 11 & 12 – DEVONPORT <-> BELL BAY
East – West, Frankford Road (B71)

EAST AND WEST BOUND – DUPLICATED SITES

33. A Formal Rest Area meeting Class 3/4 of the Guidelines be established at the junction of the **East Tamar Highway and Bridport Road** (Informal Parking Area #X)*. This site to provide parking for 10-15 heavy vehicles, with toilets, lighting, water and shelter. Potential to duplicate site, or provide a Class 5 HVRA, on opposite side of Bridport Road (WB) (Informal Parking Area #Y)

These sites will provide HVRA facilities for several routes including Devonport – Bell Bay, Bell Bay – Launceston, and volumes via Bridport Road to and from the Scottsdale region.

* Note – site is subject to expression of interest for unmanned fuel station, with potential for toilet access via swipe card.

EAST BOUND

34. Informal sites to be upgraded to meet Class 5 of the Guidelines
- (a) **#C – Frankford Hall** – confirm suitability for HVRA with local government. Extend, widen, to provide parking for five heavy vehicles, and signpost. Confirm opening hours for toilets at Hall. Potential to formalise site for west bound access.
 - (b) **#D – Sidmouth Hall** – extend to provide parking for five heavy vehicles, signpost, establish lighting, and upgrade toilets at Hall.
35. Designated HVPA be upgraded to meet Class 5 of the Guidelines
- (a) **#20 – Saxons Creek** – extend and widen where needed to take at least five heavy vehicles, treat entry and exit points, signpost, and add toilets. Consider also formalising site for west bound access. There is room to expand site, with additional (previously) sealed area available (currently fenced off).
 - (b) **#21 – Fourteen Mile Creek** – extend and widen where needed to take five heavy vehicles, treat entry and exit points, and signpost.

WEST BOUND

36. Informal Rest Areas to be upgraded to meet Class 5 of the Guidelines
- (a) **#Z – Frankford Road West bound, East of Saxons Creek** – extend, widen, to provide parking for five heavy vehicles, treat entry and exit, and signpost.
 - (b) **#U – West of Exeter** (on entry to decreased speed zone) – extend, widen, to provide parking for five heavy vehicles, treat entry and exit, and signpost.
 - (c) **#E – Sidmouth Store** – extend, widen, to provide parking for five heavy vehicles, treat entry and exit, and signpost. Provides access to toilet at Sidmouth Hall (opposite).
 - (d) **#M – East Devonport Visitor Information Bay** – extend, widen, to provide parking for five heavy vehicles, treat entry and exit, signpost, and toilets added to site.

Existing Tasmanian Heavy Vehicle Parking and Rest Area Sites

Current sites used for parking and rest by heavy vehicle drivers in Tasmania are listed in Table 5. These are identified by use of a number (from 1 to 35) where the site is part of the “Designated HV Parking Areas” list from 2007. Sites identified in addition to these are referenced using letters (from A to JJ).

Table 5 HV Parking Area and Rest Area Sites

#	LOCATION ON ROAD NETWORK	PROPOSED FORMAL SITE NAME	AADT TRUCKS PER DAY	HIGH / MEDIUM / LOW	MULTI USE	CURRENT FEATURES AGAINST CRITERIA FOR FORMAL CLASS 5 HVRA					CURRENT FEATURES AGAINST CRITERIA FOR FORMAL CLASS 3/4 HVRA			CURRENT SITE STATUS TO AUSTRROADS GUIDELINES
						5 Bays	No reversing	Security	Pedestrian safety	Signage	10 - 15 Bays	Uni-directional traffic flow	Natural Shade	
Designated Heavy Vehicle Parking Areas (HVPAs)														
1	Huon Highway	Vince's Saddle (SB)	933	M		X	✓	✓	✓	✓	X	✓	X	Informal
2	Huon Highway	Vince's Saddle (NB)	933	M		X	✓	✓	X	✓	X	✓	X	Informal
3	Southern Outlet	North of Kingston (NB)	2953	H		X	✓	✓	✓	✓	X	✓	X	Informal
4	Southern Outlet	North of Kingston (SB)	2953	H		X	✓	✓	P	X	X	✓	X	Informal
5	Midland Highway	Springhill (NB)	777	M		X	✓	✓	X	✓	X	✓	X	Informal
6	Midland Highway	Springhill (SB)	777	M		X	✓	✓	X	X	X	✓	X	Informal
7	Midland Highway	St Peter's Pass (NB)	954	M		X	✓	✓	X	X	X	✓	X	Informal
8	Midland Highway	St Peter's Pass (SB)	954	M		X	✓	✓	✓	X	X	✓	X	Informal
9	Midland Highway	Campbell Town Weighbridge	1013	H	W'bridge	X	✓	✓	✓	✓	X	✓	X	Informal
10	Tasman Highway	Airport Roundabout	2736	H		X	✓	✓	✓	✓	X	✓	X	Informal
11	Bass Highway	Christmas Hills (NB)	2266	H		X	✓	✓	X	✓	X	✓	X	Informal
12	Bass Highway	Parramatta Creek (NB)				X	X	X	X	X	X	X	X	Not suitable for Heavy Vehicle

#	LOCATION ON ROAD NETWORK	PROPOSED FORMAL SITE NAME	AADT TRUCKS PER DAY	HIGH / MEDIUM / LOW	MULTI USE	CURRENT FEATURES AGAINST CRITERIA FOR FORMAL CLASS 5 HVRA					CURRENT FEATURES AGAINST CRITERIA FOR FORMAL CLASS 3/4 HVRA			CURRENT SITE STATUS TO AUSTRROADS GUIDELINES
						5 Bays	No reversing	Security	Pedestrian safety	Signage	10 - 15 Bays	Uni-directional traffic flow	Natural Shade	
13	Bass Highway	Ulverstone Weighbridge (EB)	2221	H	W'bridge	X	✓	✓	✓	✓	X	✓	X	Informal
14	Bass Highway	Castra Road Underpass				X	X	X	X	X	X	X	X	No longer
15	Bass Highway	Howth Weighbridge (WB)	2218	H	W'bridge	✓	✓	✓	✓	X	P	✓	X	Informal
16	Bass Highway	Wynyard Bypass (WB)	979	M		X	✓	✓	X	✓	X	✓	X	Informal
17	Bass Highway	Doctors Rocks (EB)	979	M		X	✓	✓	P	✓	X	X	X	Informal
18	Bass Highway	West of Stanley (WB)	617	M		X	✓	✓	✓	✓	X	✓	X	Informal
19	Bass Highway	East of Stanley (EB)	585	M		X	✓	✓	X	✓	X	✓	X	Informal
20	Frankford Main Road	Saxon Creek (EB)	227	L		X	✓	P	P	X	X	X	X	Informal
21	East Tamar Highway	Fourteen Mile Creek (NB)	724	M		X	✓	✓	P	X	X	✓	X	Informal
22	Bridport Main Road	Bridport Turn Off (WB)	347	L		X	✓	✓	X	✓	X	✓	X	Informal
23	Bridport Main Road	Bridport Turn Off (EB)	208	L		X	✓	✓	X	X	X	✓	X	Informal
24	Lake Secondary Road	Poatina Main Road Turn Off (SB)	89	L		X	✓	✓	P	✓	X	✓	X	Informal
25	Murchison Highway	South of Tullah (SB)	215	L		X	✓	✓	X	✓	X	✓	X	Informal
26	Lyell Highway	Hayes Weighbridge (WB)	437	L		X	✓	✓	✓	✓	X	✓	X	Informal
27	Lyell Highway	Hollow Tree (WB)	185	L		X	✓	✓	X	X	X	X	X	Informal
28	Lyell Highway	Ouse (EB)	114	L		X	✓	✓	✓	✓	X	X	X	Informal
29	Lyell Highway	Bronte Canal (WB)	72	L		X	✓	P	✓	✓	X	X	X	Informal
30	Lyell Highway	Broken Leg (EB)	57	L		X	✓	P	P	✓	X	✓	X	Informal
31	Lyell Highway	Derwent Bridge (WB)	63	L		X	✓	P	X	✓	X	✓	X	Informal
32	Poatina Main Road	Before steep decline (EB)	64	L		X	✓	P	X	✓	X	✓	X	Informal
33	Poatina Main Road	Near Poatina Turn off (WB)	64	L		X	✓	P	P	✓	X	✓	X	Informal
34	Bass Highway	Sisters Hills (EB)	926	M		X	✓	✓	X	✓	X	✓	X	Informal
35	Bass Highway	Sisters Hills (WB)	926	M		X	✓	✓	X	✓	X	✓	X	Informal

#	LOCATION ON ROAD NETWORK	PROPOSED FORMAL SITE NAME	AADT TRUCKS PER DAY	HIGH / MEDIUM / LOW	MULTI USE	CURRENT FEATURES AGAINST CRITERIA FOR FORMAL CLASS 5 HVRA					CURRENT FEATURES AGAINST CRITERIA FOR FORMAL CLASS 3/4 HVRA			CURRENT SITE STATUS TO AUSTRROADS GUIDELINES
						5 Bays	No reversing	Security	Pedestrian safety	Signage	10 - 15 Bays	Uni-directional traffic flow	Natural Shade	
Heavy Vehicle Parking Areas (HVPAs) or Heavy Vehicle Rest Areas (HVRAs) – all areas identified but NOT on Tasmanian Published Map 2007														
A	Glenstone Road Brighton	Brighton Transport Hub Weighbridge (NB)	1398	H		✓	✓	✓	✓	✓	✓	✓	✗	Class 5
B	Glenstone Road Brighton	Brighton Transport Hub Weighbridge (SB)	1398	H		✓	✓	✓	✓	✓	✓	✓	✗	Class 5
C	Frankford Main Road	Frankford Memorial Hall (EB)	227	L		✗	✓	✓	✓	✗	✗	✗	✗	Informal
D	Batman Highway	Sidmouth Store / Hall (EB)	562	M		✗	✓	✗	✗	✗	✗	✓	✗	Informal
E	Batman Highway	Sidmouth Store / Hall (WB)	562	M		✗	✓	✗	✗	✗	✗	✓	✗	Informal
F	Midland Highway	Kempton Mood Food (NB)	784	M		✓	✓	✓	✓	✗	✓	✗	✗	Class 5
G	Midland Highway	Epping Forest Caltex (SB)	1133	H		✓	✓	✓	✓	✗	✗	✗	✗	Class 5
H	Bass Highway	Pine Road Exit (B17) (WB)	2218	H		✗	✓	✓	✗	P	✗	✓	✗	Informal
J	Bass Highway	Ulverstone Bypass (WB)	2344	H		✓	✓	✓	P	✗	✗	✓	✗	Informal
K	Midland Highway	Spring Hill (SB)	777	M		✗	✓	✗	✗	✗	✗	✓	✗	Informal
L	Midland Highway	Pontville (SB)	962	M		✓	✓	✓	P	✗	P	✓	✗	Informal
M	Bass Highway	North of Port Sorell Rd Visitor Information Bay (WB)	2871	H		✗	✓	✓	✓	✗	✗	✓	✗	Informal
N	Bass Highway	Exton, south of Deloraine – Visitor Information Bay (WB)	1831	H		✗	✓	✓	✓	✗	✗	✓	✗	Informal
O	Bass Highway	Long Hill West of Parramatta Creek (WB)	2141	H		✗	✓	✓	P	✗	✗	✓	✗	Informal

#	LOCATION ON ROAD NETWORK	PROPOSED FORMAL SITE NAME	AADT TRUCKS PER DAY	HIGH / MEDIUM / LOW	MULTI USE	CURRENT FEATURES AGAINST CRITERIA FOR FORMAL CLASS 5 HVRA					CURRENT FEATURES AGAINST CRITERIA FOR FORMAL CLASS 3/4 HVRA			CURRENT SITE STATUS TO AUSTRROADS GUIDELINES
						5 Bays	No reversing	Security	Pedestrian safety	Signage	10 - 15 Bays	Uni-directional traffic flow	Natural Shade	
P	Bass Highway	Long Hill West of Paramatta Creek (EB)	2141	H		X	✓	X	X	X	X	✓	X	Informal
R	Bass Highway East of Mt Hicks Road Roundabout	Wynyard Bypass East of Mt Hicks Road Roundabout (EB)	979	M		✓	✓	✓	P	✓	X	✓	X	Informal
S	Bass Highway – West of Birralee Road	West of Birralee Road (EB)	1831	H		X	✓	✓	P	X	X	✓	X	Informal
T	Midland Highway	Southern Outlet near Kings Meadows Connector (SB)	2038	H		X	✓	✓	P	X	X	✓	X	Informal
U	West Tamar Highway Exeter	West of Exeter – near 80km sign (SB)	637	M		X	✓	✓	X	X	X	✓	X	Informal
V	Bass Highway	Hagley / Whitmore Overpass (NB)	1890	H		X	✓	✓	✓	X	X	✓	X	Informal
W	East Tamar Highway	South of Batman Highway junction (SB)	926	M		✓	✓	✓	X	✓	X	✓	X	Informal
X	Bridport Road	Junction East Tamar Highway (EB)	976	M		✓	✓	✓	P	X	P	X	X	Informal
Y	Bridport Road	Junction of East Tamar Highway (WB)	432	L		X	✓	P	P	X	X	P	X	Informal
Z	Frankford Main Road	East of Saxons Creek (WB)	227	L		X	✓	✓	X	X	X	X	X	Informal
AA	Bass Highway (I)	Forest Farm Weighbridge (WB)	2218	H		✓	✓	✓	✓	✓	P	✓	X	Class 5
BB	Bass Highway (I)	Chasm Creek East of Burnie (EB)	2579	H		X	✓	✓	✓	X	X	✓	X	Informal
CC	Murchison Highway	Junction Ridgley Highway (NB)	364	L		X	✓	✓	X	X	X	✓	X	Informal
DD	Murchison Highway	Fossey River (SB)	191	L		X	✓	X	✓	X	X	✓	X	Informal
EE	East Tamar Highway	Invermay North of Mayne St Overpass (NB)	2118	H		X	✓	✓	X	X	X	✓	X	Informal

#	LOCATION ON ROAD NETWORK	PROPOSED FORMAL SITE NAME	AADT TRUCKS PER DAY	HIGH / MEDIUM / LOW	MULTI USE	CURRENT FEATURES AGAINST CRITERIA FOR FORMAL CLASS 5 HVRA					CURRENT FEATURES AGAINST CRITERIA FOR FORMAL CLASS 3/4 HVRA			CURRENT SITE STATUS TO AUSTRROADS GUIDELINES
						5 Bays	No reversing	Security	Pedestrian safety	Signage	10 - 15 Bays	Uni-directional traffic flow	Natural Shade	
FF	Murchison Highway	Farrell Street - Tullah Village	215	L		✓	✓	✓	✓	✗	P	✗	✗	Informal
GG	Massey-Green Drive	Massey-Greene Drive NB	410	L		✗	✓	✓	✗	✗	✗	✓	✗	Informal
HH	Massey-Green Drive	Massey-Greene Drive SB	410	L		✗	✓	✓	✗	✗	✗	✓	✗	Informal
II	Illawarra Road	Longford Roundabout (EB)	1316	H		✗	✓	✓	✗	✗	✗	✓	✗	Informal
JJ	Illawarra Road	Longford Roundabout (WB)	1316	H		✗	✓	✓	✗	✗	✗	✓	✗	Informal

INTERPRETING Table 5- NOTES

1. The numeric reference (I – 35) is referenced to the Department of State Growth 2007 published map: *Tasmanian Designated Heavy Vehicle Parking Areas*.
2. The alpha reference (A – JJ) has been used for the purposes of identifying heavy vehicle rest and parking areas identified in addition to those on the 2007 list of *Designated Heavy Vehicle Parking Areas*.
3. AADT – Trucks Per Day (column 5) has been calculated from Roads Tasmania Traffic Statistics, counter location traffic reports. AADT is the Assessed Average Daily Traffic and the Trucks percentage is made up of trucks using the AusRoads94 standard, based on axle numbers and spacing. This incorporates 2-axle trucks and buses and upwards in number of axles and spacing.
4. ‘Multi Use’ (column 6) indicates where the site is currently used for a range of purposes, or where there is opportunity for the site to be developed to suit a range of purposes
5. ‘Security’ criteria primarily refers to whether site and parked vehicles are visible by passing motorists, providing passive security, and where mobile phone coverage via the Telstra network was present. Where site is visible from road but no mobile phone service, the site is classed as part meeting this criteria.
6. ‘Pedestrian Safety’ criteria primarily refers to a separation for pedestrians from passing motorists, where the site is designed to minimize potential conflict between vehicles and pedestrians and ensure that any necessary interaction occurs at a very slow speed. Sites which provide for a physical separation between the parking area and the roadway are considered to meet this, while larger sites where there is some distance between the parked vehicle and the roadway are considered to partially meet this criteria.
7. ‘Signage’ criteria only extends to ‘Approach’ signage. Class 5 HVRA specifications in the Guidelines also include signage within the site as required. However, no current Tasmanian heavy vehicle parking or rest sites feature signage within the site and for this reason, ‘Approach’ signage is the only aspect included in the evaluation.



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