

<p>Is sight distance to and through horizontal curves adequate?</p>			<p>Refer to the following Austroads Guides</p> <p>GTEP Part 5</p> <p>Rural road design: a guide to the geometric design of rural roads</p>	
<p>Is sight distance to and through vertical curves adequate?</p>			<p>Refer to the following Austroads Guides</p> <p>GTEP Part 5</p> <p>AP-G1/03 - Rural road design: a guide to the geometric design of rural roads</p> <p>AP-R211/02 - Geometric design for trucks – when, where and how?</p>	
<p>Are forward sight lines in general adequate for the typical speeds?</p>			<p>Refer to the following Austroads Guides</p> <p>GTEP Part 5</p> <p>AP-G1/03 - Rural road design: a guide to the geometric design of rural roads</p> <p>AP-R211/02 - Geometric design for trucks – when, where and how?</p>	

Is the approach sight distance to intersections/junctions to be traversed by the applicant adequate?			Refer to the following Austroads Guides GTEP Part 5	
Is the sight distance to parking/rest areas adequate?			Refer to the following Austroads Guides GTEP Part 5	
Are any grades such that they affect travel times? If so provide length and location			Both ascending and descending grades affect HPV speeds – Refer Attachment 3 Table 4	
Is cross fall/super-elevation likely to contribute to poor tracking?				
Is general condition of surface satisfactory?			Localised subsidence will affect HPV trajectory and stability	

<i>Delineation</i>				
Are guide posts and reflectors in satisfactory condition?			Refer AS 1742.2 If unsatisfactory, notify road owner	
Have signs been installed in accordance with standards?			Refer AS 1742.2 If unsatisfactory, notify road owner	
Are all signs conspicuous and clear?			Refer AS1742.2 If unsatisfactory, notify road owner	
Are curve warning signs and advisory speed signs installed where required?			Refer AS 1742.2 If unsatisfactory, notify road owner	
Are advisory speeds consistent along route?			Ball-bank testing may be necessary	
Are chevron alignment markers (CAMs) installed where required?			Refer AS 1742.2 If unsatisfactory, notify road owner	
Where installed, are CAMs to standard?			Refer AS 1742.2 If unsatisfactory, notify road owner	

Are narrow bridges and culverts signed?			Refer AS 1742.2 If unsatisfactory, notify road owner	
Is existing linemarking appropriate and conspicuous?			Refer AS 1742.2 If unsatisfactory, notify road owner	
Are centre lines and edge lines required?			Refer AS 1742.2 If unsatisfactory, notify road owner	
Are the signs and other reflective devices appropriate for truck drivers' eye height?				

<i>Roadside development</i>				
Schools, child care centres, playgrounds			<p>Is adequate stopping sight distance provided for access points and/or crossings?</p> <p>Refer to the following Austroads Guides</p> <p>GTEP Part 5</p> <p>AP-R211/02 - Geometric design for trucks – when, where and how?</p>	
Retail activity, tourist venture			<p>Is adequate stopping sight distance provide for access points and/or crossings.</p> <p>Refer to the following Austroads Guides</p> <p>GTEP Part 5</p> <p>AP-R211/02 - Geometric design for trucks – when, where and how?</p>	

<p>Industrial activity</p>			<p>Is adequate stopping sight distance provide for access points and/or crossings.</p> <p>Refer to the following Austroads Guides</p> <p>GTEP Part 5</p> <p>AP-R211/02 - Geometric design for trucks – when, where and how?</p>	
<p>Rural-based activity</p>			<p>Is adequate stopping sight distance provide for access points and/or crossings.</p> <p>Refer to the following Austroads Guides</p> <p>GTEP Part 5</p> <p>AP-R211/02 - Geometric design for trucks – when, where and how?</p>	

<i>Assessment Summary</i>				
Is the route satisfactory overall?				
Are short sections of the route deficient?				
Are these of sufficient substance to preclude use by HPVs?				
Can deficiencies be overcome by:				
• Minor works			Refer Attachment 4 Note 5	
• Major works			Refer Attachment 4 Note 6	
Are some deficiencies specific to HPV use on the route?			Possible funding by applicant	
Should specific signs warning of HPV use be installed?			Refer Attachment 4 Note 7	
Is the route recommended for HPV use?			Refer Attachment 4 Note 8	

Attachment 1: HPV Route Assessment Guidelines

Table 1 – Tasmanian HPV Straight Road Width Requirements

Sources: NRTC Guidelines for Assessing Suitability for heavy vehicles for Local Roads
 RTA Route Assessment Guidelines for B-Doubles and Road Trains
 Forestry Road Classifications
 PBS Network Classification Guidelines 2007

<i>AADT</i>	Road Surface	Trafficable Width	Lane Width	Shoulder Width	Comments
Industry only	Unsealed	5.5m	N/A	0.6m	60km/h feeder, very low traffic flows (60km/h refers only to ambient speed as likely these roads will fit into general rural speed limit, i.e. 100km/h)
<2000	Unsealed	6.7m	N/A	1.0m	Mixed traffic, lower speeds
150 – 2000	Sealed	N/A	3.0m	1.0m	
2000 – 6000	Sealed	N/A	3.0m	1.2m	
>6000	Sealed	N/A	3.25m	1.2m	

Table 2 – Additional Widths for Curves

Requires engineering assessment involving available width, sight distance, signage, delineation

Source: PBS Network Classification Guidelines 2007

<i>Radius</i>	<i>Extra Width</i>
<60m	To be checked against Austroads swept path templates
70	1.30
80	1.15
90	1.05
100	0.90
120	0.80
140	0.70
160	0.60
180	0.50
200	0.45
250	0.35
300	0.30
350	0.25
400	0.2
≥ 450	0

Attachment 2: HPV Route Assessment Guidelines

Table 3 – Traffic Composition

This category may affect amenity of areas along the route and must be included in the assessment. To be completed by assessor using available data, or considering land use adjacent to route. Route may be divided into sections if required.

Traffic Composition	Estimated %age
HV from same industry as applicant	
General heavy vehicle usage	
Local servicing immediate area	
Through	
Recreational	
Other industry employees	
School bus route	
Non-motorised activity: <i>(Note this is not included AADT)</i>	
<ul style="list-style-type: none">• Pedestrian	
<ul style="list-style-type: none">• Cyclist	

Attachment 3: HPV Route Assessment Guidelines

Table 4 – Guidelines for Overtaking Opportunity

Table to be completed by assessor, with consideration of traffic composition (i.e. tourist, local, through, commuter, heavy, etc). In addition the assessor must consider alignment with respect to likely speed differentials between HV and normal traffic and translate this into travel time differentials.

Route length <i>(Route can be divided into segments if required)</i>	Route Section Description				Length of route where overtaking is available	Is this amount satisfactory?	
	Average speeds		Travel time				
	Car	HPV	Car	HPV			
					No available overtaking along route section		

Minimum Length of Sight Line Required for Overtaking 450m (This is site specific and may vary with alignments)

Table 5 – Desirable distance between overtaking opportunities

AADT	<i>Average distance (km)</i>	Maximum distance (km)
< 100	N/A	N/A
100 – 500	30	50
500 – 1000	15	30
1,000 – 2,000	8	10
> 2,000	5	10

Source: PBS Network Classification Guidelines 2007

Note: The distance requirements can be relaxed when Scheme vehicle represent less than 5% of total traffic and where other users can be expected to be familiar with the operation of multi combination vehicles. A shift of one AADT range in the table is considered appropriate.

Table 6 – Railway Level Crossings stopping sight distances

Refer to AS 1742 Part 7 and PBS Scheme Network Classification Guidelines for further detail.

Operating speed (km/h)	Stopping sight distance for 0% grade (m)
40	61
50	83
60	107
70	135
80	165
90	197
100	238

Table 7 – Railway level crossing warning time and stacking distances at flat grades

*Warning time at railway level crossing (s)	#Stacking distances at railway level crossing (m)
11	29.5

*assumes a driver reaction time of 0.5 s

assumes a margin of 3.5 m for stacking distances.

Sufficient stacking distances should be provided at railway level crossing sites. At railway level crossing sites where the stacking distances are insufficient, consideration should be given to the level of train movements and main road traffic. The requirements on stacking distances may be waived if the number of train movements is less than or equal to 10 per day and the AADT is less than 500 vehicles. Individual site inspections are also recommended.

Attachment 4: HPV Route Assessment Guidelines

Notes:

1. Special consideration may be applied where short term use is planned on marginal routes. This must include consultation with the road owner. It may also require consultation with property owners along the route, and specific signage. Permit issued for defined period only.
2. If yes, this suggests that the route may accommodate HPVs geometrically, assessor must check crash history.
3. Discussion with Police, from route area, may reveal a crash history of minor property damage not recorded on DIER's Crash Data Manager.
4. Unsealed roads:
 - a. Lane widths can be narrower provided good shoulders and straight alignment.
 - b. Gravel build-up or loose, soft shoulders can create control problems for vehicles straying onto shoulders, particularly on bends.
 - c. Shoulders on very low volume roads can degenerate during maintenance cycle due to central tracking of vehicles.
5. Minor works could include benching, vegetation management, signs, markings, delineation.
6. Major works could require substantial funding (in excess of \$30,000).
7. HPV warning signs could be used where there is a likelihood of non-local or tourist traffic venturing along the route.
8. HPV route approval implies the route is safe for all HPV users and only one assessment is usually undertaken, although several applications may be made.
9. Specific permits may be allowable for vehicles that exceed the normal operating parameters for HPV trucks. These vehicles will generally have better safety performance in tracking ability, static roll-over thresholds and swept paths.

APPENDIX D – Individual Route Notes and Assessment

State Road Route Sections

Anthony Main Road (DIER)

The Anthony Main Road (38.5km) is used to link the southern areas of the West Coast to the northern, as the Murchison Highway through Mt Black is classified as a tortuous route and cannot be considered for over-dimension vehicles. It was constructed to allow Hydro electricity works to be undertaken to the east of Mt Black.

The route is a sealed single carriageway with lane widths of 2.8 to 3.0m and shoulders seal/gravel of 0.3m to 0.8m. Delineation is provided by road markings, guideposts and w-series signs, most of which appear to meet AS 1742.2. W-beam safety railing is located at several locations along the route at varying clearances from the through lanes.

The road traverses typical West Coast terrain with steep grades and some tight curvature. The gradients (approx 10%) at each end of the road are sufficient to affect travel speeds for heavy vehicles and there are no overtaking opportunities along the route. The road has lower traffic volumes than the Murchison Highway and is of a more consistent nature.

Assessment: Does not meet the Tasmanian guidelines.

Arthur Highway – Sorell to Copping (DIER)

This route (21.25km) provides a link, via Kellevie Road, to the Gunns-owned Weilangta Road. Due to structural issues, Sorell Council has refused access via their asset and the route is incomplete at this time. The route provides access to minor forest plantations and some agricultural producers.

The route is a sealed single carriageway with an overtaking lane at Red Hill. Lane widths of 2.6-3.0m are apparent with shoulder widths varying between 1m to 0.0m, although the short section through the village of Forcett has lane widths of 2.5-2.7m. Delineation is provided by centre markings, edge lines, guideposts and w-series signs and appears to meet AS 1742.2.

The route passes through the town of Sorell and the villages of Forcett and Copping. There are school buses on the route and it is a major tourist route to Port Arthur and the Tasman Peninsula.

Assessment: Marginally below the Tasmanian guidelines.

Bass Highway, Burnie to Marrawah (DIER)

The Bass Highway east of Burnie is a very high standard section of National Highway and has not been re-assessed. The section of the Bass Highway (78.5km) re-assessed provides access for large amounts of freight travelling between the far North West Coast and points east, including general freight, forest products, dairy and other agricultural products.

Burnie-Smithton

The section (36.5 km) is a sealed single carriageway with lane widths of 3.0m to 3.3m and shoulders varying from 0.1m to 1.0m+, both gravel and seal. This variation is in part due to a series of sectional upgrades along the route. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

This section of the Bass Highway traverses agricultural land, with bypasses of all towns along the route, except for the Smithton Bypass, which is only partial. In this case, the road enters the southern section of the town and allows access via suburban development into the industrial areas of Smithton and to the western section of the Bass Highway.

The road has varying horizontal and vertical alignments with travel speeds affected by vertical changes. There are some overtaking opportunities with additional lanes provided at variable intervals and occasional flat straight sections of road. Curve widening is apparent and appears adequate.

The road carries the full traffic mix, with commuters, freight, school buses, tourists and local traffic all apparent.

The route is strategically important and further upgrading is occurring through Sisters Hills.

Assessment: Marginally below the Tasmanian guidelines.

Smithton-Marrawah

This section (35.6km) is of a lesser standard than the preceding section. The road provides access to primary production areas, principally dairy and forestry.

The route is a sealed single carriageway with reasonably consistent lane widths of 2.8m - 3m and gravel shoulders that vary from 1.0m – 0.3m.

Adjacent land use is predominantly dairy and bush and the terrain becomes more consistently hilly towards the western end. Immediately west of Smithton the road is straight and has been constructed on fill to avoid the low lying ground in a high rainfall region. At a few locations this presents steep down batters on each road side.

The road also traverses several steeper sections, with associated tight curves and grades. Some widening through the curves is apparent, but these do not appear to meet the guidelines.

Assessment: Does not meet the Tasmanian guidelines.

Batman Highway (DIER)

This route (11.2km) provides a link between the Bass Highway and Bell Bay via Biralee Main Road, Frankford Main Road, the West Tamar Highway and the East Tamar Highway.

The route is a sealed single carriageway with lane widths of 3.0-3.1m and shoulder/verges of 0.5m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The route traverses a rural environment. There are grade issues at the Batman Bridge, with declines to the bridge from each direction, as well as other grades toward the eastern end of the route, sufficient to affect travel speeds of laden heavy vehicles. There are some sections of moderate horizontal curvature and curve widening is apparent and appears adequate.

Assessment: Marginally below the Tasmanian guidelines.

Birralee Main Road (DIER)

This route (18.5km) provides a link between the Bass Highway and Bell Bay via Frankford Main Road, the West Tamar Highway, Batman Highway and the East Tamar Highway.

The route is a single carriageway two lane road with lane widths of 3.0-3.1m and shoulder/verges of 0.3-0.5m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The route section traverses a rural environment, beginning at Westbury at the southern end and passes through the hamlet of Biralee. Some rural-residential development occurs. There are several slight grades and some moderately tight horizontal curvature.

Traffic mix is local commuter and freight vehicles, with a low percentage of tourist traffic.

Assessment: Marginally below the Tasmanian guidelines.

Boyer Secondary Road (DIER)

Boyer Secondary Road (5.7km), between New Norfolk and Norske Skog, Boyer, provides the only access for forest product to be transported to and from Norske Skog's facility, via New Norfolk. The section of Boyer Road east of Norske Skog does not form part of the Gazetted HPV Route Network.

The route is a sealed single carriageway with consistent lane widths of 3.0-3.2m and shoulder/verge widths of 0.5m. Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

The road traverses relatively flat terrain beside the River Derwent, with some moderate horizontal curvature and minor grades.

There is some residential development on the route, both at New Norfolk and Boyer and the traffic mix includes local, commuter, tourist vehicles.

Assessment: Marginally below the Tasmanian guidelines.

Bridport Main Road (DIER)

Bridport Main Road is the only connecting HPV route between Scottsdale and points west. The road exhibits 2 distinct sections – Scottsdale to Bridport (28.7km) and Bridport to the East Tamar Highway (42.2km).

Scottsdale-Bridport

A single sealed carriageway with lane widths that are relatively consistent at 3.0-3.1m with shoulders of 0.0m to 1.0m. Sections of w-beam safety rail have been installed to protect errant vehicles, but this has been installed less than 1.2m from the seal edge.

Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

Alignments are generally good with few tight horizontal curves. Some grades exist that would affect travel speeds. There are few overtaking opportunities and no overtaking lanes are provided.

The road traverses a rural environment. A curfew exists for HPV operation precluding operations during school bus times.

Assessment: Marginally below the Tasmanian guidelines.

Bridport-East Tamar Highway

Bridport Main Road between Bridport and the East Tamar Highway is of a slightly higher geometric consistency than the preceding section. The road remains a sealed single carriageway with lane widths of 3.0m+ and sealed shoulders of 0.5m with a 0.5m gravel verge apparent for the majority of the route.

Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

There are some sections where grades would affect travel speeds, the steeper of these having an additional lane available to allow overtaking.

Assessment: Marginally below the Tasmanian guidelines.

Cethana Tourist Road and Cradle Mountain Tourist Road (DIER)

Cradle Mountain Tourist Road (31.2km) is a linking road from the Cethana Tourist Road to the Cradle Mountain Development Road. Cethana Tourist Road (11.2km) is a linking road from Sheffield Main Road to Cradle Mountain Tourist Road. The road provides access to forest coupes.

The route is a sealed single carriageway connecting several small villages/hamlets and providing access to the Cradle Mountain National Park. On Cradle Mountain Tourist Road lane widths of 3.0m with negligible shoulders from Moina west to the Cradle Mountain Development Road. Cethana Tourist Road, east of Moina, exhibits lane widths of 2.8m and shoulders 0.3-1.0m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The route is narrow and passes through difficult terrain. Sections of the route are defined as tortuous, with relevant warning signs provided. There are several grades and horizontal curve series that would severely affect travel speeds for laden HPVs. Some curve widening is apparent throughout the route and appears to be adequate.

The route has various school buses operating on sections, is the signed tourist route to Cradle Mountain and carries some commuter traffic.

Assessment: Does not meet the Tasmanian guidelines.

Channel Highway – Huonville to Cygnet (DIER)

The route (17.5km) provides access to agricultural producers.

The route section is a sealed single carriageway with lane widths of 3.0m and shoulders of 0.5-1.2m. Delineation is provided by centre markings augmented with RRPMs, edge lines, guideposts and w-series signs and appears to meet AS 1742.2.

There is a single short overtaking lane toward the eastern end for eastbound traffic. There are several grades that affect the travel speed of laden vehicles.

The road is a school bus route. Traffic volumes are moderate with a small percentage of tourist traffic. The route is at the lower volume end for HPV use and this mostly seasonal.

Assessment: Marginally below the Tasmanian guidelines.

Channel Highway – Kingston to Margate (DIER)

This route (5km) was granted to allow Hazell Bros access to their major depot.

The route is a sealed single carriageway with lane widths of 3.0-3.5m and shoulder widths of 0.5-1.0m.

The road passes through Kingston and rural residential areas and terminates prior to Margate. There are no severe alignments, and there are 2 roundabouts along the route: at Summerleas Road; and at Algona Main Road.

Traffic volumes are high with significant numbers of commuter vehicles. The route is a bus route.

Assessment: Marginally below the Tasmanian guidelines.

Cradle Mountain Developmental Road (DIER)

The Cradle Mountain Developmental Road (26.1km) provides access to forest and mineral reserves east of the Murchison Highway.

The route is a sealed single carriageway with lane widths averaging 3.1m and shoulder widths of 0.2-0.6m, both seal and gravel. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The road traverses difficult topography through plantation forest and undeveloped land (including national park). Several inclines affect the travel speed of laden heavy vehicles and there are a few overtaking opportunities. The curve widening provided appears adequate.

The road is a tourist route with direct access between Cradle Mountain and the West Coast and the traffic mix includes a significant percentage of non-local drivers. Traffic volumes are low.

Assessment: Meets the Tasmanian guidelines.

Domain Highway (DIER);

This road (1.51km) provides more direct access from Hobart's northern margins to the port area and the eastern shore.

The route is a sealed single carriageway with lane widths of 3.0-3.5m and no useable shoulder apparent through the length of the route. Delineation is provided by centre markings, augmented with RRPMs, edge lines, guideposts and w-series signs and appears to meet AS 1742.2.

The route connects the Brooker Highway with the Tasman Highway for traffic both travelling to Hobart via the scenic route and to the Tasman Bridge and Hobart's eastern shore and is popular with heavy vehicles travelling to the Hobart port area. It is the only route for over-height vehicles travelling to the eastern shore.

Traffic volumes are high, consisting mainly of commuter traffic.

Assessment: Marginally below the Tasmanian guidelines.

Esk Main Road (DIER)

Esk Main Road (82.1km) is a major linking road from the Midland Highway to the Tasman Highway via Avoca, Fingal and St Marys. The route also provides access to forest reserves, mining activity and agricultural products, also linking to Mathinna.

The route is a sealed single carriageway with lane widths varying considerably, from 2.5m to 3.2m, the majority averaging 2.8m. Shoulder/verge widths also vary from 0.4m to 1.0m, both seal and gravel. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

There has been substantial reconstruction where w-beam safety rail has been located 0.5m from the travel lane edge line.

The road traverses relatively flat terrain along the Esk River valley with no significant grades. There are several sections of tight horizontal alignment, particularly where the road is very close to the river. Curve widening is apparent throughout and appears adequate.

Traffic mix consists of freight, commuters and tourists. There are school buses along the route.

**Assessment: East of Fingal (29.1 km) Meets the Tasmanian guidelines.
West of Fingal (53 km) Does not meet the Tasmanian guidelines.**

Fingerpost Main Road (DIER)

This road forms part of a couplet that allows 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 chip mill.

The route is a sealed single carriageway with lane widths averaging 2.8m with 0.5m sealed shoulders. In some locations additional space is provided by gravel verges, in other locations w-beam safety rail has been installed less than 1.2m from the seal edge. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The route traverses some 7.4km through a rural environment and curve widening is provided but does not appear to meet the guidelines.

There are school buses on the route.

Assessment: Does not meet the Tasmanian guidelines.

Forth Main Road (DIER)

This route provides access for large vegetable producers to move product between the Forth River valley and the Bass Highway. A re-assessment of the whole 10.5km has been undertaken. There are two distinct road sections: Bass Highway to Forth; and Forth to Don Interchange.

Bass Highway to Wilmot Road, Forth

The route is a sealed single carriageway with lane widths between 2.8-3.0m with shoulder widths variable but generally <0.5m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The route passes through rural residential and rural environs, ending in the village of Forth. There are minor grade issues at the western end of the road. Moderate curvature is apparent with widening provided.

There are school buses on the route.

Assessment: Does not meet the Tasmanian guidelines.

Wilmot Road, Forth, to the Don Interchange

Lane widths of 2.8m and verges of <0.5m occur through the section. Delineation is provided by road markings, guideposts and w-series signs but does not appear to meet AS 1742.2.

This section exhibits more severe alignments, with increased severity of both horizontal curvature and grades, including a 2km-long 8% (average) grade beginning at Wilmot Road. This grade lessens in severity following its crest, but is still sufficient to affect travel speeds at the eastern end of the route.

Assessment: Does not meet the Tasmanian guidelines.

Frankford Main Road, Birralee Main Road to West Tamar Highway (DIER)

This route (15.9km) provides a link between the Bass Highway and Bell Bay via Birralee Main Road, the West Tamar Highway, Batman Highway, and the East Tamar Highway.

The route is a sealed single carriageway with lane widths varying between 2.8m and 3.2m with consistent verges of 0.3m, both gravel and seal. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The road runs through a rural environment. There are grade issues that would severely affect travel speeds of heavy vehicles and limited overtaking opportunities. There are some sections of moderate horizontal curvature.

Assessment: Does not meet the Tasmanian guidelines.

Freestone Point Development Road (DIER)

Freestone Point Development Road (5.3km) was specifically built to provide access to the Triabunna Woodchip Mill.

The route is a single carriageway with lane widths of 3.0-3.2m and shoulder/verges of 1.0-1.2m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The road traverses generally undeveloped grazing land, passing to the east of Triabunna. There are a few grades that affect travel speeds for laden heavy vehicles, along with a few horizontal curves that are considered moderate.

Assessment: Meets the Tasmanian guidelines.

Goodwood Main Road and East Derwent Highway (DIER)

This route (3.5km) provides an alternate route for HPVs from Hobart to the north if issues arise such as with the Bridgewater Bridge.

The road section is a relatively short sealed dual carriageway of a high standard.

Assessment: Meets the Tasmanian guidelines.

Gordon River Main Road (DIER)

This route provides access to large forestry reserves. The route has been split into three sections: Lyell Highway to Westerway (16.7km); Westerway to Maydena (21.8km); and west from Maydena (46km).

Lyell Highway to Westerway

The road is a sealed single carriageway with lane widths of 2.9m and 0.3m gravel verges through the majority of the route. A short section, west of the River Derwent until the junction of Glenora Road, has 3.1m lanes and 0.3m verges. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The route section passes through the hamlets of Macquarie Plains and Fentonbury, and the dual village of Bushy Park/ Glenora. A long single lane bridge over the Derwent River occurs immediately east of Bushy Park. There are some tight horizontal curves at each entry to Macquarie Plains where larger vehicles have difficulty maintaining the left side of the road. A short steep grade occurs on the eastern side of the River Derwent, with a longer grade (1.5km at 5%) west of Glenora. Further tight horizontal curves occur between Glenora and Karanja. There are limited overtaking opportunities.

The junction with the Styx Road (east) occurs at Karanja. Styx Road connects forestry roads throughout the region and provides linking to the Florentine Valley, the Styx Valley and the southern forests via the Plenty Link Road.

There are school buses on the route and the Glenora District School. Intensive agriculture occurs within the precinct of Bushy Park that produces significant farm traffic during harvest time.

Assessment: Does not meet the Tasmanian guidelines.

Westerway to Maydena

The road is a sealed single carriageway with lane widths of 2.9-3.0m and 0.6m verges until Tyenna Road. The 5km section of road between Tyenna Road and Maydena has lane widths of 2.8m and verges of 0.3m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The initial section of the road follows the southern bank of the Tyenna River and presents frequent horizontal curves through cut embankments with the river on the other roadside. Curve widening has been provided, but does not appear to meet the guidelines. From National Park to Tyenna Road the route has been subjected to upgrading, although frequent horizontal curvature is apparent. There are a few overtaking opportunities.

The route section passes through the villages of Westerway (school), National Park, Fitzgerald and Maydena (school). There are school buses on the route.

An alternate route between Maydena and Karanja is available.

Assessment: Does not meet the Tasmanian guidelines.

West from Maydena

The road is a sealed single carriageway with lane widths of 2.8-3.0m with gravel verges of <0.5m through to Strathgordon. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The road enters mountainous terrain and exhibits frequent steep inclines and tight horizontal alignments. Curve widening has been provided, but does not appear to meet the guidelines.

The road is a very low traffic volume route. There are no alternate routes available for through transport of forest product.

Assessment: Does not meet the Tasmanian guidelines.

Henty Main Road (DIER)

Henty Main Road (43.5km) links Strahan and Zeehan.

The route is a sealed single carriageway with a seal width of 7.5m to 8.0m, 3.2m lanes and 0.6m to 1.0m seal/gravel shoulders. Delineation is provided by road markings, guideposts and w-series signs, most of which appear to meet AS 1742.2.

The road follows the coastal plain and is relatively flat with gentle curvature, through plantation pines and undeveloped country. Generally the road is of a higher standard than other West Coast roads with better alignments, both vertical and horizontal. A long grade occurs around midway which would affect northbound travel speeds for laden heavy vehicles. There are some straight sections that allow overtaking.

Assessment: Meets the Tasmanian guidelines.

Huon Highway (DIER)

This road (48.2km) is the major access to the Huon Valley and provides access predominantly for forest product.

The Huon Highway between Kingston and Huonville is a sealed high standard single carriageway with long sections of four lanes and some divided four lane carriageway (Sandfly Road to Huon Road). From Huonville to Geeveston the road is a two lane single carriageway. Lane widths throughout exceed 3.0m and shoulder widths are 0.8-1.5m.

There are significant grades in the northern section, but these are catered for by having four lane sections and there is no issue with lower travel speeds for heavy vehicles.

The section of road between Huonville and Geeveston has no significant grades or curvature.

The road carries school buses and tourist traffic as well as commuters.

Assessment: Meets the Tasmanian guidelines.

Illawarra Main Road (DIER)

Illawarra Main Road (10.6km) provides a link from the Midland Highway to the Bass Highway for traffic travelling from the south of the State to the North West.

The route is a sealed single carriageway with lane widths averaging 3.5m and shoulder widths averaging over 1.0m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The route is generally flat, relatively short and, apart from the town of Perth, passes through a rural environment. There is an actively controlled rail level crossing in Perth, with no issues of stacking distances. There is a short section with dedicated passing lanes just west of Perth.

Assessment: Meets the Tasmanian guidelines.

Lake Leake Main Road (DIER)

Lake Leake Main Road (60.9km) provides access from the Midland Highway at Campbell Town to the Tasman Highway north of Swansea. The route provides access to the M Road (Gunns) forest access road, forest coupes and grazing properties.

The route is a sealed single carriageway with lane widths of 2.9-3.3m and gravel/seal shoulders of 0.3-0.8m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The route traverses undeveloped land, both grazing and forest, and passes through the hamlet of Kalangadoo. The road has grades at each end that are severe enough to significantly affect travel speeds of laden heavy vehicles. There is some moderate horizontal curvature on the grades. Few overtaking opportunities are available.

The route carries local, tourist and freight traffic.

Assessment: Marginally below the Tasmanian guidelines.

Lake Secondary Road – Miena to Poatina Main Road (DIER)

The Lake Secondary Road- Miena to Poatina Main Road (15.6km) is part of the Gazetted HPV Route Network. The remainder of the route is listed as “access only, not to be used as a through route”.

This section of Lake Secondary Road has been upgraded in recent years.

A sealed single carriageway with lane widths of 3.1m and sealed/gravel shoulder/verge widths of 0.5-1.0m.

Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

The road section passes through Miena and rural environs. Vertical alignments are relatively flat and horizontal alignment varies between straight and gentle curves. Curve widening has been provided and appears to meet the guidelines.

Assessment: Meets the Tasmanian guidelines.

Lilydale/Golconda Road (DIER)

This road provides very short linking sections between forestry coupes south of it and connecting roads north to Bridport Main Road. The sections are considered too short to pose significant risk and have not been re-assessed.

Lyell Highway, (DIER)

The Lyell Highway has 3 discrete sections that are part of the Gazetted HPV Route Network: Queenstown to Zeehan Highway; Victoria Valley Road to Marlborough Secondary Road; and Granton to Tarraleah.

Queenstown to Zeehan Highway (3km)

This section of the Lyell Highway is used for the transport of concentrates from Mt Lyell Copper Mines to Melba Flats Rail Siding.

A sealed single carriageway with lane widths of 3.0-3.7m. Shoulder widths and surfacing also vary but a 0.5-0.7m gravel shoulder is provided throughout.

Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

The Lyell Highway through this section has a tortuous horizontal alignment with severe curvature throughout. The road has some widening provided throughout the curves. Both the curvature and grades affect travel speeds. Lane widths vary due to the curvature and the location of the centre markings, which changes to allow the more affected lane additional width.

Travel speeds are low and HPV use is low.

Assessment: Does not meet the Tasmanian guidelines.

Victoria Valley Road to Marlborough Secondary Road (2km)

This road section connects the forest coupes within the Waddamana area to the HPV network.

The road is a single sealed carriageway with lane widths of 2.8m and gravel shoulder/verges of 0.3-0.8m. Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

This section of the Lyell Highway traverses flat, undeveloped country.

Assessment: Does not meet the Tasmanian guidelines.

Granton to Tarraleah (107.6km);

This road section connects the entire Derwent Valley to the Midland Highway. The route is used for transport of forest, agricultural, mining and service industry products.

Granton-New Norfolk

The route (17.2km) is a sealed single carriageway currently undergoing major reconstructive works. Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

This section traverses varying terrain and presents numerous grades and curvatures. Significant sections of gradient would affect travel speeds of laden heavy vehicles as would several sections of horizontal alignment. There are few overtaking opportunities apart from 2 westbound overtaking lanes and 1 eastbound that are provided at long intervals.

The route passes through the major centre of New Norfolk and several smaller towns, villages and hamlets. Traffic mix includes tourists, commuters, non-local travellers, and school buses. Traffic volumes vary but drop dramatically beyond New Norfolk due to the reduction in commuter traffic.

Assessment: Meets the Tasmanian guidelines.

New Norfolk-Ouse

The route (53.7) is a sealed single carriageway. West of New Norfolk the road exhibits consistent lane widths of 3.0-3.5m and shoulder/verges of 0.8-1.0m for the initial 20km. This road section has some grades, shorter and less severe than those further to the west, along with some moderate to severe horizontal curvature.

After 20kms the road again reduces in widths presenting lane widths of 3.0-3.5m and shoulder/verges of 0.5-0.9. There are frequent changes in grades and some moderate horizontal curvature.

At around 30km road widths again decrease, presenting lane widths of 2.8m and shoulder/verges of 0.6-0.8m. Seal widths vary considerably over the remainder of the route but do not decrease further.

Assessment: Marginally below the Tasmanian guidelines.

West of Ouse

The route (36.7) is a sealed single carriageway. West of the village of Ouse the road experiences frequent gradients and more frequent horizontal curvature, of varying severity. Lane widths averaging 2.8m and shoulder/verges of 0.5-1.0m are apparent through this section, although lane widths as low as 2.6m occur.

Assessment: Does not meet the Tasmanian guidelines.

Marlborough Secondary Road (DIER)

Marlborough Secondary Road (31.4km) connects the Lyell Highway with the Lake Secondary Road at Miena. The road provides the only egress from the Central Highlands between Ouse and Queenstown.

The route is sealed between the Lyell Highway and Bronte village, then becomes gravel for the remainder. The sealed section is some 3.9km long with lane widths of 2.9m and shoulder/verges of 0.3m.

Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

The route section is generally flat with a few moderate to severe horizontal curves.

The gravel section is of variable widths, between 6.0m and 7.5m. South of the single lane Ouse River bridge the road narrows to 4.5m, over a length of 1km, but forward sight lines are available along the entire distance.

Delineation is provided by guideposts and w-series signs, although the former do not meet AS 1742.2.

There are several grades along this section that are severe enough to affect the travel speeds of laden heavy vehicles. Horizontal alignments also vary with some severe curves, poor forward sight lines and varying cross-sections.

Traffic volumes are low and the traffic mix includes tourists, both local and non-local fishers and freight vehicles (predominantly forest produce).

Assessment: Marginally below the Tasmanian guidelines.

Mole Creek Main Road (DIER)

Mole Creek Main Road (44.2km) provides a link from Deloraine to Olivers Tourist Road. The road provides access to Chudleigh, Mole Creek and the Karst cave systems of the area, as well as to agricultural and forest production.

The route is a sealed single carriageway. There are 3 distinct standards of road along the route with the initial 8km being of a higher standard that progressively diminishes. Lane widths of 3.2m and seal/gravel shoulder/verges of 1.2m occur through the first 8km; lane widths then reduce to 3.0m and shoulder/verges of grassed gravel of 0.5m. Following Chudleigh, road widths reduce again to 2.8m lanes and 0.6m shoulder/verges of grassed gravel continuing to Mole Creek.

At Chudleigh the alignment becomes more severe with more frequent shifts both vertically and horizontally. Past the King Solomon Caves junction the road narrows again slightly and becomes more tortuous. There are no overtaking opportunities throughout the route.

The road passes through a rural environment with farming activity until a few kilometres west of Mole Creek. The road from this point is through forest coupes and undeveloped land.

Assessment: Does not meet the Tasmanian guidelines.

Murchison Highway (DIER)

The Murchison Highway is split into 2 sections for this review. The southern section is truncated by Mt Black which is classed as a tortuous route and therefore cannot be considered for inclusion on the Gazetted HPV Route Network, access is only to Melba Flats rail siding (4.6km). The northern section is the major route for transport of product to and from the West Coast and forms part of the Gazetted HPV Route Network (45.2km).

Zeehan Highway to Melba Flats

The route is a sealed single carriageway with lane widths from 2.8m to 3.1m and shoulders from 0.0m to 0.5m. Shoulders are both sealed and gravel. Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

This section traverses undeveloped country through flat alignments and gentle curvature.

Assessment: Does not meet the Tasmanian guidelines.

Anthony Main Road (north) to Ridgley Highway

The route is a sealed single carriageway with consistent lane widths of 2.8m with shoulders varying from 0.3m to 0.7m. Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

This section traverses difficult terrain with some steep grades and severe horizontal curvature. Severe grades affect travel speeds and there are very few overtaking opportunities, with one turn-out for northbound traffic and a couple of straight sections. No alternate route is available.

The northern section of the Murchison Highway has recently been upgraded with lane widths of 3.0m with sealed shoulders of 0.5m. W-beam safety railing is located within 0.5m of the edge line, adjacent to the edge of the sealed shoulders.

The road passes through the town of Tullah.

Assessment: Does not meet the Tasmanian guidelines.

Olivers Tourist Road – Sheffield Main Road to Mole Creek Main Road (DIER)

Olivers Tourist Road (20km) links Mole Creek and Sheffield, providing access to forest coupes and a scenic drive for tourists between the Cradle Mountain and the Karst cave systems of the Mole Creek area.

This road is a sealed single carriageway with lane widths through the northern 4kms in the 4.0m range with no shoulders. At 4.2km, seal widths of 5.0m and gravel verges of 0.5-1.0m appear and remain consistent throughout the remainder of the route. Delineation is provided by road markings (at the northern end only), guideposts and w-series signs and appears to meet the requirements of AS 1742.2. Road markings cease some 3.6km south of Sheffield Main Road.

The route traverses a mountain range and is steep with frequent tight horizontal alignments. Curve widening is provided, particularly at the northern end of the road, but appears inadequate. Consistent 8-12% grades are apparent through this northern section, with further incidence of grade along the mid and southern sections. The roadside environment is extreme, with steep embankments. There are no overtaking opportunities.

The traffic mix is tourists and freight with little local demand.

Assessment: Does not meet the Tasmanian guidelines.

Poatina Main Road – including William Street, Longford (DIER)

William Street forms the northern section of Poatina Main Road (76.3km). Poatina Main Road provides access to the Central Highlands area of Tasmania and is the only HPV route for forest transport from the catchments west of Ouse onto the Gazetted HPV Route Network, via Marlborough Secondary Road and the Lake Secondary Road. Structural and alignment issues prevent use of the Lyell Highway west of Ouse and east of the Nive River Bridge.

William Street, Longford is a wide urban street with a median treatment and kerb-side parking. Lane widths are in excess of 3.5m through the built up section.

Poatina Main Road links the Lake Secondary Road and Illawarra Main Road, traversing the central massif and descending Mt Blackwood. The route is a sealed single carriageway with lane widths of 3.0-3.2m and sealed/gravel 0.5m shoulders.

Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

The descent from Mt Blackwood traverses undeveloped land and has an extremely tight horizontal alignment on a steep grade. Curve widening is significant and appears adequate to enable HPVs to safely maintain the left lane. W-beam safety fencing has been provided at several locations and in some cases is installed less than 1.2m from the edge of seal. The grade severely affects travel speeds for all vehicles, but particularly for heavy vehicles.

The section of road from the base of Mt Blackwood has lane widths of 3.1m and grassed/gravel shoulder/verges of 1.0-2.0m. The road traverses flat ground through agricultural land and there are a few tight horizontal curves that exhibit widening.

Traffic volumes are low.

Assessment: Marginally below the Tasmanian guidelines.

Railton Main Road (DIER)

Railton Main Road (12.9km) provides a direct link from Latrobe/Devonport to Railton, via Mersey Main Road. The route provides access for a cement works, agriculture and forestry.

The route is a sealed single carriageway with lane widths of 2.8-3.1m and gravel verges of around 0.3m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The route does not pass through any settlements, although there is some rural/rural residential development. There are sections of curved alignment on grades that are sufficient to affect travel speeds for laden heavy vehicles. There are no overtaking opportunities.

The traffic mix is generally made up of commuter, local and freight vehicles.

Assessment: Does not meet the Tasmanian guidelines.

Ridgley Highway including the Burnie Truck Route (DIER)

The Ridgley Highway (54.2km) connects the Murchison Highway and Waratah Main Road to Burnie. The road was specifically built to remove heavy vehicles from the tortuous sections of the northern Murchison Highway. The northern section of this route (the Burnie Truck Route) was specifically constructed to remove heavy vehicles from Mount Street, Burnie and diverting this traffic to the Bass Highway.

The route is a sealed single carriageway with lane widths averaging 3.0-3.1m with variable shoulder/verge widths of 0.1-1.0m, both gravel and sealed. The Burnie Truck Route section has a typical lane width of 3.5-3.7m and shoulders of 0.3-0.6m.

Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2. W-beam safety railing is provided at several locations along the route at varying clearances from the through lanes; long sections are within 0.5m of edge lines.

The road traverses forest plantation and rural land, passing through the towns/hamlets of Ridgley, Highclere and Hampshire. The majority of the road is relatively flat, although several inclines exist that would affect the travel speed of laden heavy vehicles. Curve widening has been provided and appears adequate. There are few overtaking opportunities with no additional facilities provided.

The road is a school bus route with a school located at Ridgley.

Assessment: Marginally below the Tasmanian guidelines

Scotts Secondary Road (DIER)

This route (4.07km) is a diversion used to avoid Geeveston and the constrained alignment immediately to the south of that town and allow forest product to move from forest roads, via Hermons Road onto the State network.

The route is a sealed single carriageway with lane widths of 3.0-3.2m with gravel shoulders 0.0-0.5m.

The road does not have grades that would generally affect travel speeds. There are no severe curves.

The route is short and provides a link between the southern forests and the Gazetted HPV Route Network (Huon Highway north of Geeveston). The route is used by local traffic as a short cut for traffic travelling from areas south of Geeveston to Hobart.

Assessment: Marginally below the Tasmanian guidelines.

Sheffield Main Road (DIER)

Sheffield Main Road (41.4km) links Spreyton to Olivers Tourist Road/ Cethana Tourist Road. The road passes through Spreyton, Sheffield and several smaller villages/hamlets and provides access for various freight, primarily agricultural and forest.

There are three distinct sections of the route.

Sheffield to Olivers Tourist Road/Cethana Tourist Road

The road is a sealed single carriageway with lane widths of 2.6-2.9m and shoulder/verges of 0.3-1.0m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

This section of road is narrow with several grades and sections of horizontal curvature that would affect travel speeds of laden HPVs. There is curve widening apparent, which appears inadequate.

The traffic mix includes school buses and tourists.

Assessment: Does not meet the Tasmanian guidelines.

Sheffield to Melrose Road

This section of road is of slightly higher standard than the preceding section, with lane widths averaging 2.8m and variable shoulder/verge widths of 0.1-1.0m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

There are significant horizontal curves that would affect HPV travel speeds.

Assessment: Does not meet the Tasmanian guidelines.

Melrose Road to Spreyton

This section of the route is through urban development and is of a much higher standard than the previous sections. Seal widths of over 12m are apparent with kerbing provided. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The road is subject to speed limits of 80km/h and 60km/h and parallel parking occurs throughout the section.

Assessment: Meets the Tasmanian guidelines.

Southern Outlet (DIER)

The route (10km) connects both the Channel and Huon Highways to Hobart.

The road is a sealed high standard dual carriageway. The road traverses the shoulders of the Wellington Range and provides significant grades in each direction, particularly at the northern end (8 %+).

Assessment: Meets the Tasmanian guidelines.

Tasman Highway (DIER)

The Tasman Highway is the major access to and from the East Coast. The road has several discrete sections that are part of the Gazetted HPV Route Network.

Hobart to Hobart Airport (15.7km)

Sorell to Bresnehans Road (80.6km)

Scottsdale to Ringarooma Main Road (26.1km)

St Leonards Road to Abels Hill Road (4.1km)

Abels Hill Road to Camden Hill Road (24.6km)

Hobart to Hobart Airport

This section is a high standard sealed dual carriageway throughout, apart from the Tasman Bridge. The Tasman Bridge exhibits lane widths averaging 3m with no shoulders. Design swept paths superimposed onto the bridge indicate that HPVs cannot momentarily maintain a single lane on the eastern end.

Delineation is provided by road markings, guideposts (cube delineators) and w-series signs and appears adequate to meet the requirements of AS 1742.2.

The route is a major arterial servicing the eastern shore of Hobart and is strategically important as it gives access to the Hobart Airport and the large commercial estates at Cambridge.

Assessment: Meets the Tasmanian guidelines.

Sorell to Bresnehans Road

This section is 80.6 km.

Assessment: Meets the Tasmanian guidelines.

Lake Leake Main Road south to the stock saleyards

This section is 1km. The route is a sealed single carriageway with lane widths of 3.0m and shoulders of 1.0m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2. The road passes through flat terrain with no significant curves.

Assessment: Meets the Tasmanian guidelines.

Ringarooma Main Road to Scottsdale

This section is 26.1 km and is considered to be of high strategic importance. It exhibits some deficiencies in lane and shoulder widths.

Assessment: Marginally below the Tasmanian guidelines.

Camden Hill Road to Abels Hill Road

This section is 24.6 km and is considered to be of medium strategic importance. It exhibits some deficiencies in lane and shoulder widths and some poorer alignments are apparent.

Assessment: Marginally below the Tasmanian guidelines.

Abels Hill Road to St Leonards Road

This section is 4.1 km and is considered to be of medium strategic importance. It exhibits some deficiencies in lane and shoulder widths and some poorer alignments are apparent.

Assessment: Marginally below the Tasmanian guidelines.

Tea Tree Secondary Road (DIER)

This road (15.76km) forms part of a couplet that allows 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 chip mill.

This road is of varying standard with sections currently undergoing upgrades. The road has varying lane widths of 2.7-3.1m and shoulder widths of 0.4-1.0m. There is little consistency in widths overall.

Delineation is provided by centre markings, some sections of edge line, guideposts and w-series signs and appears to meet AS 1742.2.

The road is a school bus route.

Assessment: Does not meet the Tasmanian guidelines.

West Tamar Highway (DIER)

Provides access to the western Tamar region and forms a part of the Bell Bay route. The route comprises two sections, Exeter to Batman Highway (10.9km) and Batman Highway to Beaconsfield (7km), the former being of high strategic importance.

Exeter to Batman Highway: The route section is single carriageway, two lane road. The route traverses rural residential and rural environs after leaving the town of Exeter. Delineation is provided by road markings, guideposts and w-series signs and appears adequate to meet the requirements of AS 1742.2. Lane widths of 3.0-3.2m and shoulder widths of 0.3-1.25m are available along the route. There are a few small grades that are unlikely to adversely affect travel speeds for the majority of traffic.

Assessment: Meets the Tasmanian guidelines.

Zeehan Highway-Lyell Highway to Henty Main Road (DIER)

The Zeehan Highway is split into 2 sections for this review: Lyell Highway to the Murchison Highway (28.3km); and the Murchison Highway to the Henty Main Road (7km). The first section is part of the route used by Lyell Copper Mines to transport concentrates to Melba Flats rail siding. The second grants access to the Henty Main Road.

Lyell Highway to Murchison Highway

The route is a sealed single carriageway with lane widths between 2.8m and 3.6m. Shoulder surfacing is variable with measured widths from 0.3m to 0.7m.

Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

This section traverses undeveloped country through tortuous terrain. The road is subject to severe horizontal curves and changing grades, both of which affect travel speeds. While curve widening is provided it does not appear to meet the guidelines. W-beam safety rails have been placed along much of the road edge, and down to only 200mm from the travel lanes in some places.

Assessment: Does not meet the Tasmanian guidelines.

Murchison Highway to Henty Main Road

This section is a sealed single carriageway with consistent lane widths of 2.8m and 0.3m gravel shoulders. Delineation is provided by road markings, guideposts and w-series signs, all of which appear to meet AS 1742.2.

The section traverses undeveloped country until entry to Zeehan and is short and flat with some moderate horizontal curves.

Assessment: Does not meet the Tasmanian guidelines.

Local Road and “Last Mile” Route Sections

South

Andrew Street (Brighton)

1.5 km section. Urban 60km/h street with residential development on both sides. Kerb and guttering with footpaths are provided along the initial 1.2km. Delineation in the form of a centre line and street lighting is in place. Parallel parking is permitted along this 1.2km. A school speed zone occurs 650m from the Midland Highway for some 170m. Lane widths of 5.6m (westbound) and 4.4m (eastbound) are provided until a narrowing at 500m where lane widths of 4.8m for each direction are provided. The road widens again at 720m to lane widths of 5.8m (westbound) and 4.4m (eastbound). At 1.17km kerb and guttering ceases with lane widths of 3.1m (westbound) and 3.4m (eastbound) along with gravel verges of 0.5 -1.0m. At 1.3km the 150m Polonia Bridge occurs. The road changes name to Tea Tree Secondary Road following this 1.5km segment. This route is the only access to the East Coast for HPVs. No swept path issues at the junction with the Midland Highway.

Assessment: Does not meet the Tasmanian guidelines.

Argyle Street, Warwick Street to Federal Street (Hobart)

Warwick Street to Burnett Street

330m section. Two lane, one way 60km/h urban arterial with parallel parking in marked bays and a marked bicycle lane. Lane widths @ 200m 2.3m pp, 2.0m bike, 3.1m, 3.6m, 2.3m pp. Major arterial providing exit from Hobart CBD.

Assessment: Meets the Tasmanian guidelines.

Burnett Street to Federal Street

360m section. Two lane, two way urban arterial, commercial/residential, 60km/h, parallel parking in marked bays, marked bicycle lanes. Signalised ped crossing @ 190m, Lane widths @ 150m 2.2 pp, 1.8m b, 3.6m, 3.1m, 2.0m b, 2.2m p. Major collector providing access to and from Hobart CBD.

Assessment: Meets the Tasmanian guidelines.

Arve Road (Huon Valley Council)

Arve Road (4km) is a strategic linking section between the large forest coupes west of Geeveston and the Huon Wood Centre to the Huon Highway. The route is the primary access to the Tahune Airwalk and the Hartz Mountains. The route also provides the only HPV access to and from Ta An and the Huon Wood Centre, along with large production forests such as the Weld.

The section between the Huon Highway and the Geeveston High School has been widened, fitted with kerbs and has indented parking. The section of road west of this has lane widths of 2.5-2.8m with no useable verges along the majority of the 2.5km section.

The road passes through the town of Geeveston and the section owned by Huon Valley Council is within a 60km/h speed zone. The terrain is hilly and the road has tight vertical and horizontal curves. There are utility poles and fences very close to the road edges.

Assessment: Does not meet the Tasmanian guidelines.

Ballochmyle Road, Tunbridge (Southern Midlands)

1.6km section. This road begins at Main Road, Tunbridge and accesses a farm gate after 1.6km. The initial 300m is sealed and 4.5m wide with 1.0m gravel/grass verges. The road then reverts to gravel at 3.2m with similar verges. The road is rural passing a single farm machinery business, flat with good forward sight lines. Swept path issues exist at the junction with Main Road, but with the use of the whole pavement these can be overcome.

Assessment: Does not meet the Tasmanian guidelines.

Bender Drive, Lutana (Glenorchy)

450m section. Urban industrial 50km/h road, parallel parking. Provides access to large industrial sites. Kerb and gutter provided. Seal width 10.5m kerb to kerb. Straight road with good through sight. Road provides access to industry only.

Assessment: Marginally below the Tasmanian guidelines.

Box Hill Road, Claremont (Glenorchy)

300m section. Required link from Main Road to Cadbury Road. Short urban 50km/h street, commercial and recreational, kerb & gutter, centre markings, active rail crossing 70m west of roundabout, junction with Main Road signalised.

Through-lane widths at narrowest point 3.5m eastbound, 3.5m westbound, junctions/accesses have channelisation, small amount of parallel parking indented. Requires addition to Gazette.

Assessment: Meets the Tasmanian guidelines.

Bresnehans Road (Tasman Highway to M Road), Little Swanport (Glamorgan-Spring Bay)

Bresnehans Road is a 4km long, local road servicing rural properties before becoming McKays Road (M Road, which is owned and maintained by the forest industry). The road has very low estimated traffic volumes (<200vpd). The road falls under the rural default speed limit of 100km/h. Bresnehans Road is owned by Glamorgan Spring Bay Council but maintained by the forest industry. The initial 300m is sealed (6.0m) with no markings. The gravel section varies in width from 4.5m to 5.5m with verges of 1.4m to 0.5m. There is very little delineation, with occasional guideposts indicating culverts and no w-series signs. There is a large sign warning of use by forest vehicles 24hrs daily. Use of the Tasman Highway north of Triabunna is discouraged for large vehicles due to widths and alignments and it is preferable that this type of vehicle uses Bresnehans Road. There are no swept path issues at the junction of the Tasman Highway.

Assessment: Does not meet the Tasmanian guidelines.

Brisbane Street, Brooker Highway to Argyle Street (Hobart)

280m section. Urban commercial/light industrial/residential, kerb & gutter, parallel parking after junction with Campbell Street. Lane widths north of Campbell Street 6.0m, after Campbell Street 2.0m marked parking bays, 8.5m seal between. The junction with Campbell Street is off-set, creating a tight horizontal movement. Provides connection between Brooker Highway and Argyle Street one-way section.

Assessment: Meets the Tasmanian guidelines.

Browns Road, Southern Outlet to Pioneer Quarry (Kingborough)

600m section. Access to the quarry/batching plant is some 600m from the Southern Outlet off-ramp to Browns Road. Browns Road becomes the rural-residential Proctors Road (south) after this point. The road is subject to an urban 50km/h speed limit. The area is industrial with various manufacturing/service businesses located within the precinct. The traffic volumes are estimated at low levels for an urban street (<500vpd). There are no markings on the northern section (380m) and seal widths vary from 6.0m to 5.1m with gravel verges of 0.3m. The southern section has kerb and channel and a centre line, with lanes widths of 4.4 and 4.2m (8.6m kerb to kerb). Guideposts are provided intermittently on the northern road section. There are minor swept path issues on the northern road section.

Assessment: Does not meet the Tasmanian guidelines.

Burnett Street, Brooker Highway to Campbell Street (Hobart)

170m section. Urban 60km/h 4 lane (2 each direction) median divided carriageway, major collector from Brooker Highway signalised junction. Section from Brooker Highway to Campbell Street has dedicated lanes, one straight, one left, lane widths @ 130m 3.5m left, 5.0m straight. Left slip lane developed into Campbell Street 5.0m wide.

Assessment: Meets the Tasmanian guidelines.

Cadbury Road, Claremont (Glenorchy)

1.1km section. Urban, residential 50km/h street, kerb & gutter, centre line, some parallel parking, school zone @ 900m, entry from Box Hill Road (not on Gazette) via roundabout. Lane widths (northern side) @ 200m 3.4 southbound, 3.8 northbound. A 300m grade occurs from 350m; pavement widens @ 700m, lane width @ 850m 5.7m southbound, 5.0 m northbound.

Assessment: Marginally below the Tasmanian guidelines.

Cambridge Road, Acton Interchange to Colebrook Main Road, Cambridge (Clarence)

1.2 km section. This road section traverses both industrial and residential areas, posted speed limits of 70km/h and 60km/h are in place along with a school 40km/h zone incorporating a school crossing with associated kerb outstands. Delineation is provided with a centre line and sections of edge line. The road varies in width throughout, with kerb and gutter provided over some sections, indented parking and parallel roadside parking. Access from the Tasman Highway is via high standard ramps and a large roundabout at the junction with Kennedy Drive. There are no swept path issues, nor are the swept path issues at the major junctions (Maxwells Road and Lamb Place) or direct accesses from business sites. Lane widths were measured at various locations (chainages are measured from the Tasman Highway end): @ 200m lanes of 5.4m, @ 1km 2.8m lane eastbound with a 5m gravel verge, 4.2m westbound and a 2.2m parking lane; @ 700m 1.0m gravel verge, 3.5m lane eastbound, 5.2m lane westbound, @ 900m 2.8m lanes with 0.8m gravel verges.

The varying lane widths and the presence of a school and residential sections indicate that the route segment needs to be rationalised. It is suggested that the route segment be limited to Tasman Highway to Lamb Pl, this section encompasses the whole of the industrial area and is of a much higher standard than the section from Lamb Pl to Colebrook Main Road.

Assessment: Meets the Tasmanian guidelines.

Campbell Street (Hobart)

Two discrete sections:

Burnett Street to Brisbane Street

650m section. Two lane one-way 60km/h urban street, commercial and residential, school zone, kerb & gutter, lane line, marked parking bays, marked bicycle lane. Lane widths @ 80m 2.2m p, 3.3m, 4.5m, 2.3m b, 2.2m pp, @ 400m 2.2m p, 3.1m, 3.1m, 2.0m b, 2.2m p. High volume urban collector road.

Assessment: Marginally below the Tasmanian guidelines.

Brisbane Street to Davey Street

800m section. Three lane, one-way urban collector, parallel parking in marked bays, kerb & gutter, commercial, residential, educational, hospital. Lane widths @ 70m 1.9m p, 2.5m, 2.7m, 2.5m, 1.9m p, @ 300m 2.0m p, 2.7m, 2.7m, 2.7m, 2.0m p, @ 600m 2.0m p, 3.3m, 3.5m, 3.3m, 2.0m p. High volume collector road with significant road side activity.

Assessment: Does not meet the Tasmanian guidelines.

Cascade Road, Macquarie Street to Cascade Brewery (Hobart)

2.2km section. Residential urban 50km/h road. Provides access to major brewer and HCC tip. Kerb & gutter, centre line, parallel parking, lane widths @ 200m 5.6m, 5.5m, @ 800m 6.6m, 6.4m, @ 1.3km 4.9m, 5.1m @ 1.7km 5.3m, 5.1m. There are short median treatments at shops, both painted and solid.

Assessment: Does not meet the Tasmanian guidelines.

Chapel Street, Main Road to Jackson Street (Glenorchy)

1.5km section. Urban 60k/h residential street, with some warehousing/commercial development. Kerb & gutter, centre line, parallel parking, small urban roundabouts @ 580m & 930m. Lane widths @ 200m 4.8m southbound, 5.0m northbound, @ 700m 4.8m southbound, 4.6m northbound, @ 1.2km 4.6m, 4.4m. Provides access to transport and heavy industry and GCC tip, local collector road, significant heavy vehicle content.

Assessment: Does not meet the Tasmanian guidelines.

Claremont Link Road (Glenorchy)

650m section. Urban connector road from Brooker Highway, undeveloped, 60km/h, channelised junctions, centre markings. Lane widths @ 300m, 3.6m westbound, 4.0m eastbound, 2.0m gravel verges. College located to north, well off road.

Assessment: Meets the Tasmanian guidelines.

Cove Hill Road, East Derwent Highway to Cowle Road, Bridgewater (Brighton)

1.0km section. The road accesses a supermarket and an urban industrial area. The road is sealed with kerbing provided along the southern side for 1km, short sections of kerb are provided on the northern road side (170m @ 450m). Seal widths vary and were measured at several locations: @ 360m 7.6m with 0.7-1.0m gravel verge on northern side, @ 480m kerb to kerb 10.6m, @ 700m 8.3m

with 0.5m gravel verge northern side, @ 1.1km 7.0m seal with 1.0m gravel verges. Parallel parking is allowed along both road sides. There are no swept path issues.

Assessment: Does not meet the Tasmanian guidelines.

Crooked Billet Drive, Bridgewater (Brighton)

350m section. The road is a sealed section servicing an outer urban industrial area. The road as yet is relatively undeveloped. There are no restrictions placed on parking along the section, although given the lack of development parallel parking is not apparent. Sealed lanes of 3.8m with 0.7-1.0m gravel verges are present. There are no swept path issues.

Assessment: Meets the Tasmanian guidelines.

Davey Street, Brooker Highway to Southern Outlet (Hobart)

2.1km section. Urban arterial, multi-lane, parallel parking indented, varying lane widths. Lane widths @ 100m 3.8m, 3.2m, 3.1m, 3.2m, 2.8m pp; pavement widens @ 210m and again @ 370m, lane widths @ 430m 2.2m, 4.8m, 3.8m, 3.8m, 4.2m, 2.0m, @ 1.0km 2.0m, 3.6m, 3.0m, 3.0m, 3.2m, 2.0m pp, @ 1.5km 6.4m, 3.0m, 2.9m, 5.4m; pavement narrows @ 1.7km, lane widths @ 1.8km 6.5m, 3.0m, 5.7m. High volume link road providing access to CBD and from north to south through Hobart.

Assessment: Marginally below the Tasmanian guidelines.

Derwent Park Road, Bender Drive to Main Road, Derwent Park (Glenorchy)

Route segment divided by Brooker Highway.

North of Brooker Highway (to Bender Drive)

1.0km section. Urban 60km/h road servicing 300m residential development along eastern side and large industrial sites further north. There is kerb & gutter, a 100m solid median island and centre markings. Lane widths of a minimum of 4.0m are available throughout, parallel parking is banned. Entry from Brooker Highway is via signalised intersection with slip lanes available.

Assessment: Meets the Tasmanian guidelines.

South of Brooker Highway (to Main Road)

1.1km section. Urban residential/commercial 60km/h road, kerb & gutter, centre line, parallel parking. @ 200m 7.4m lanes. Traffic signals at intersections of Sunderland Street and Gormanston Road, active rail crossing @ 970m. High volume road, connecting Brooker Highway to commercial centre of Derwent Park and residential areas (West Moonah, etc).

Assessment: Meets the Tasmanian guidelines.

Elwick Road, Brooker Highway to King George V (Glenorchy)

700m section. Urban residential arterial, parallel parking is allowed from 400m, centre line, kerb & gutter. Lane widths @ 400m, 5.3m. There is an active rail crossing @ 660m and the segment terminates at a roundabout. Major connection between Brooker Highway and Glenorchy CBD/Industrial area.

Assessment: Does not meet the Tasmanian guidelines.

Esplanade (Channel Highway, Huonville), (Huon Valley)

See Channel Highway – Huonville to Cygnet

Evans Street (Hobart)

700m section. Urban dead-end road servicing transport and industrial area (rail and port), passive rail crossing @ 150m, speed limit 30km/h until 320m then 50km/h. Widths @ 155m 4.0m+, 4.5m+, @ 320m the road widens, kerb & gutter provided, marked parking bays, widths @ 480m 2.2m p, 10.7m, 2.3m p, @ 630m road becomes divided 4 lane carriageway (2 each direction), lane widths @ 650m, 3.6m, 3.1m eastbound, 3.3m, 4.6m westbound. Road services port, rail and heavy industrial area.

Assessment: Meets the Tasmanian guidelines.

Farley Street, Howard Road to 11 Farley Street (Glenorchy)

180m section. Urban 50km/h industrial, dead-end road, kerb & gutter, parallel parking, with indented 90deg parking, @ 50m 9.4m kerb to kerb, @ 150m 10.4 kerb to kerb. Services entirely industrial area.

Assessment: Does not meet the Tasmanian guidelines.

Federal Street, Brooker Highway to Argyle Street (Hobart)

400m section. Urban 50km/h street, residential/light industrial, kerb & gutter, parallel parking, roundabout @ 350m. Seal width @ 80m 14.3m kerb to kerb, @ 350m, 6.2m lane southbound, 7.2m northbound. Provides connection from Argyle Street to Brooker Highway.

Assessment: Meets the Tasmanian guidelines.

Flagstaff Gully Road, Tasman Highway to Quarry, Warrane (Clarence)

3.6km section. The route segment accesses a large quarry and this access is to allow vehicles to move product from the quarry. The road has a residential component and is of varying widths and standard. The initial 2.6km of this road is a high standard road with no accesses. Delineation is provided by a centre line and edge lines, lane widths of 3.4m with sealed 1.0m shoulders occur through this section. At 2.4km the road narrows and residences occur over 400m. At 2.6km a seal width of 6.1m with no useable verges was measured. At 3.1km the road narrows further with a 5.5m seal and 1.0m gravel verges. The road is subject to a posted 80km/h and an urban default 50km/h speed limit. There are no swept path issues.

Assessment: Does not meet the Tasmanian guidelines.

Glenstone Road (Brighton)

3.2km section. This road is a new construction specifically designed for use by HPVs.

Assessment: Meets the Tasmanian guidelines.

Gormanston Road, Derwent Park Road to Pear Avenue (Glenorchy)

300m section. Urban 50km/h road servicing residential/industrial, kerb & gutter, parallel parking, seal width 9.1m kerb to kerb. Services storage and quarry product industries.

Assessment: Does not meet the Tasmanian guidelines.

Groningen Road, Browns Road to Southern Outlet access ramp (Kingborough)

80m section. This road segment is used by vehicles accessing the Southern Outlet to the north from the quarry/batching plant on Browns Road. The road section has centre markings and kerb and channel on each side. There is a footpath on the southern side of the road. Lane widths of 4.1 and 4.0m are apparent. There are no swept path issues. 50km/h urban default.

Assessment: Meets the Tasmanian guidelines.

Hale Street, Derwent Park (Glenorchy)

180m section. Urban 50km/h industrial, kerb & gutter, parallel and indented 90deg parking, 10.0m kerb to kerb.

Assessment: Does not meet the Tasmanian guidelines.

Hermons Road, Geeveston (Huon Valley)

2.3km section. A local rural road, posted at 60km/h, with some 4 residential properties and the local waste transfer station. The road accesses directly to a large forest catchment. An interactive sign has been placed to the south of the junction with the Huon Highway (on the Highway) to ameliorate sight line deficiencies for northbound traffic on the Highway. There are some swept path issues at the junction with the Huon Highway; these are manageable by large vehicles using all of the pavement, which is allowable under the Australian Road Rules. The road segment is sealed for the initial 680m from the Highway (to waste station), then gravel until entering Forestry Tasmania roads. The sealed section presents a width of 4.8m with no useable verges. The gravel section is 3.6-3.8m wide with 0.5m verges and no discernible curve widening. No delineation is provided apart from occasional guideposts at culverts.

Assessment: Does not meet the Tasmanian guidelines.

Holyman Avenue, Tasman Highway to Hobart Airport, Cambridge (Clarence)

1.9km section. Holyman Avenue is owned and maintained by the Hobart Airport Corporation. The western 650m has been reconstructed to allow for commercial development. This work created a wide paved surface with 2 roundabouts and has been designed to cater for HPVs. The section east of this reconstruction has lane widths of 3.3m and 3.5m with 0.5m gravel verges. The road falls under a 60km/h speed limit for some 800m from the Tasman Highway, which then reduces to 50km/h for the remainder. Delineation is provided by centre markings, with edge lines provided for the initial 650m, lane lines through the roundabouts and guideposts. Traffic volumes are estimated as moderate (> 2000vpd). There are no swept path issues. The route section is used for freight and the majority of HPV traffic occurs during non-peak times.

Assessment: Meets the Tasmanian guidelines.

Howard Road (Glenorchy)

700m section. Urban 60km/h industrial road, 90deg bend occurs @ 150m, parallel parking allowed both sides until 180m then banned from northern side. Seal width @ 120m, 10.6m kerb to kerb, @ 600m 7.8m kerb to kerb. Junction with Brooker Highway via roundabout with Lampton Avenue is channelised. Connection from Brooker Highway to semi-isolated industrial area.

Assessment: Does not meet the Tasmanian guidelines.

Hurst Street, Bridgewater (Brighton)

110m section. Road section assumed to provide access for supermarket supply. Urban industrial/commercial 50km/h street that provides alternate access to residential area, medical centre and commercial area. Seal width 8.0m, parallel parking occasionally occurs, parking provided in supermarket.

Assessment: Meets the Tasmanian guidelines.

Jackson Street (Glenorchy)

550m section. Urban 50km/h residential street over eastern section, industrial at western end. Kerb & gutter, parallel parking. Seal width @ 125m, 9.0m kerb to kerb. Road dead-ends at large industrial sites.

Assessment: Does not meet the Tasmanian guidelines.

King George V Avenue (Glenorchy)

800m section. Urban commercial 60km/h road, kerb & gutter, centre markings, signalised intersections, median treatment over southern 220m, 300m solid median from 250m. Lane widths @ 150m 4.0m, 2.0m, 4.0m, @ 550m, 5.0m lanes. Minimum lane widths through solid median 3.8m. High volume bypass road, accessing local shopping centre.

Assessment: Meets the Tasmanian guidelines.

Lamb Place, Cambridge (Clarence)

120m section. A short dead-end street servicing industrial sites. The road terminates in a very large cul-de-sac. There is no delineation provided, kerb and gutter for entire length. Seal width of 10m kerb to kerb. There is no restriction on parallel parking, however the industrial sites provide on-site parking and no on-street parking was observed.

Assessment: Meets the Tasmanian guidelines.

Lampton Avenue, Derwent Park (Glenorchy)

1km section. Urban industrial 60km/h road, with a small section of residential at northern end. Entry from Brooker Highway via signals. Kerb & gutter, parallel parking north side only for initial 600m, active rail crossing at 950m. Seal width 10.2m. Services large industrial precinct.

Assessment: Does not meet the Tasmanian guidelines.

Linear Court, off Sunderland Street, Derwent Park (Glenorchy)

230m section. Urban 50km/h industrial road, kerb & gutter, 8.3m kerb to kerb, parallel parking banned.

Assessment: Meets the Tasmanian guidelines.

Lowes Street, Midland Highway to Main Road, Tunbridge (Southern Midlands)

250m section. Rural residential connecting Midland Highway to Main Road. Active rail crossing @ 150m, seal width 5.2m, grassed verges 0.5m. Provides access to Ballochmyle property for occasional stock movements.

Assessment: Does not meet the Tasmanian guidelines.

Macquarie Street, Southern Outlet to Brooker Highway (Hobart)

2.0km section. Urban arterial, multi-lane, parallel parking indented, varying lane widths. Lane widths @ 200m 6.2m, 3.8m, 5.2m; @ 450m 5.8m, 3.0m, 6.0m, @ 750m 5.1m, 3.0m, 6.1m, @ 1.05km 2.0mpp, 3.2m, 3.2m, 3.1m, 3.6m @ 1.6km indented kerb; 'No Parking' east side, parallel parking west side, lane widths 5.1m, 3.0m, 3.1m, 2.9m, 2.5mpp @ 1.75 2.6mpp, 3.8m, 3.6m, 3.6m, 3.5m, 2.7mpp. High volume link road providing access to CBD and from south to north through Hobart.

Assessment: Marginally below the Tasmanian guidelines.

Main Road, Brooker Highway via Claremont Link Road to Cadburys, Claremont (Glenorchy)

600m section. Urban residential street, minor collector, 60km/h, indented parallel parking in marked bays, 200m centre median treatment @ 50m, kerb & gutter. Lane widths @ 100m 2.0m, 3.6m, 2.0m, 3.2m, 2.6m. Seal widens @ 400m, lane widths @ 550m 2.0m sealed shoulder, 5.0m westbound, 7.0m eastbound, 1.0m sealed shoulder.

Assessment: Meets the Tasmanian guidelines.

Main Road, Brooker Highway to Gunns Mill, Austins Ferry (Glenorchy)

Urban residential in 2 sections, northern and southern.

Northern section

380m section. 60km/h one way exit from Brooker Highway for the initial 100m, the road becomes 2-way following this with a centre line. Lane widths @ 300m 3.6m with a 0.5m grassed/gravel verge. The section terminates at a 'Give Way' junction with Black Snake Lane.

Assessment: Meets the Tasmanian guidelines.

Southern section

2.9km section. 60km/h 2-way, urban residential street with development on the southern road side until lagoon, following which there is development on both sides. The road acts as a minor collector for the area. Sections of the road have kerb and gutter, lane widths @ 1.2km 1.0m grassed/gravel verge, 3.4m southbound, 5.6m northbound kerb & gutter, @ 2.0km 0.8m gravel/grass verges, 3.6m lanes. At 2.5km the pavement widens with parallel parking, kerb & gutter north side, lane widths @ 2.7km 6.3m kerb & gutter, 5.8m, 0.8m gravel/grass verge, kerb & gutter both sides from 2.75km.

Assessment: Meets the Tasmanian guidelines.

Main Road, Lowes Road to Ballochmyle Road, Tunbridge (Southern Midlands)

1.2km section. Rural residential (through middle of Tunbridge), 50km/h, seal width 5.5m, gravel/grass verges 1.0m+. Provides access to Ballochmyle property for occasional stock movements.

Assessment: Does not meet the Tasmanian guidelines.

Maxfields Road, Huon Highway to No 29 Maxfields Road, Franklin (Huon Valley)

300m section. The route segment is gravel road allowing access to a single industrial site. There are 2 residential accesses on the segment between the Huon Highway and the industrial site. The road is 3.8m wide with a pull-off provided at 180m to allow for opposing vehicles to pass. The nature of the road is such that drivers of HPVs can see the whole length from either end. There are no swept path issues at the junction of the Huon Highway or at the access.

Assessment: Does not meet the Tasmanian guidelines.

Maxwells Road, Cambridge (Clarence)

420m section. A dead end road servicing industrial sites. No delineation is provided, kerb and guttering for entire length. Seal width of 9.7m kerb to kerb, there is one 90deg bend at the mid-point of the road. Urban 50 km/h default applies. There is no restriction on parallel parking, however the industrial sites provide on-site parking and no on-street parking was observed.

Assessment: Meets the Tasmanian guidelines.

Mornington Road, Mornington (Clarence)

900m section. Left in – Left out only. Sealed urban industrial road with a posted 60km/h speed limit. The road services several industrial/business sites and the Mornington Waste Transfer Site. There is a large roundabout located at the end of Mornington Road with the waste transfer site past this. Delineation is provided by a centre line and kerb and guttering is provided through the whole length. A footpath is provided on the western side. Lane widths of 5.4m are provided with parallel parking allowed between short sections of restriction.

Assessment: Marginally below the Tasmanian guidelines.

Pear Avenue, Derwent Park (Glenorchy)

170m section. Urban 50km/h road servicing industrial/ storage areas. Kerb & gutter, parallel parking southern side, 7.3m seal kerb to kerb.

Assessment: Does not meet the Tasmanian guidelines.

Queens Walk, Risdon Road to Selfs Point Road, New Town (Hobart)

250m section. Entry from Risdon Road via short, wide concrete bridge, undeveloped (recreation) urban 60km/h road. Seal width @ 100m, 8.0m with variable gravel verges 0.3 – 1.0m.

Assessment: Meets the Tasmanian guidelines.

Risdon Road, Brooker Highway to Queens Walk, New Town (Hobart)

40m section. Urban 60km/h road, single residence within section. Access from Brooker Highway via signalised intersection with slip lanes available. Lane widths are 5.0m northbound with 2 x 3.5m lanes at signals.

Assessment: Meets the Tasmanian guidelines.

Selfs Point Road, New Town (Hobart)

1km section. Urban 50km/h industrial road servicing petrochemical industry, adjacent cemetery. Wide pull-offs are provided at intervals along the northern road side, seal width @ 100m 6.4m with a 0.5m gravel/grass verge on southern side, wide pull-off on northern side. Kerb & gutter introduced @ 350m, seal width @ 450m 8.2m kerb to kerb, no parallel parking.

Assessment: Meets the Tasmanian guidelines.

Sunderland Street, Derwent Park Road to Lampton Avenue, Derwent Park (Glenorchy)

460m section. Urban 50km/h road, kerb & gutter, parallel parking, disused rail crossing @ 350m. Seal width @ 200m 9.9m. Services industrial precinct provides connection from Derwent Park Road to Lampton Avenue route segments.

Assessment: Does not meet the Tasmanian guidelines.

Tasma Street, Argyle Street to Elizabeth Street, North Hobart (Hobart)

250m section. Urban commercial/residential 50km/h street, kerb& gutter, parallel parking, @ 120m 14.4m kerb to kerb.

Assessment: Meets the Tasmanian guidelines.

W Road (Gunns)

NB: Part of the Forest network.

Purpose-built, and owned and maintained by Gunns, this route is used to access forest coupes and as a shorter route from the Tasman Peninsula to Triabunna.

Unsealed single carriageway with travel-way widths of 6.5-8.0m. Gunns has employed ARRB to ensure that delineation (w-series signs and guideposts) is in accordance with AS 1742.2.

Due to the terrain, crossed grade and horizontal curve issues occur that affect travel speeds. Curve widening has been provided to an adequate level.

The W road has been promoted as an alternate route for tourists travelling between the Tasman Peninsula and the East Coast with various walks and scenic points signed.

Assessment: Meets the Tasmanian guidelines.

Warwick Street, Brooker Highway to Argyle Street, North Hobart (Hobart)

300m section. Urban 50km/h street, mix of commercial and residential, signalised intersections, parallel parking, kerb & gutter. Seal width @ 120m 14.6m kerb to kerb, a centre line is in place from 240m lane widths of 7.4m and 7.1m. Provides connection from Brooker Highway to Argyle Street one-way section.

Assessment: Meets the Tasmanian guidelines.

North East

Bathurst Street (Launceston)

1km section. Urban multi-lane, one-way arterial connecting Midlands Highway with East and West Tamar Highways. Kerb & gutter, parallel parking (generally in 2.2m indented bays), through-lane widths 3.1-3.3m, parking allowed adjacent lanes 5.3-5.5m. High volumes with significant proportion of heavy vehicles.

Assessment: Marginally below the Tasmanian guidelines.

Bell Bay Main Road, East Tamar Highway to wharf, Bell Bay (DIER)

2km section. The road services the Bell Bay Port and several industrial sites along its length. The road is sealed with centre and edge lines, lane widths of 3.0m with sealed 1.0m shoulders. Turning facilities are provided at each side road and there is an overtaking lane provided for the steep climb from the wharf area.

Assessment: Meets the Tasmanian guidelines.

Boral Road, Breadalbane (Northern Midlands)

440m section. Urban 50km/h road, kerb & gutter, no parallel parking, industrial area. Width 10m kerb to kerb.

Assessment: Meets the Tasmanian guidelines.

Brisbane Street, West Tamar Highway to Wellington Street (Launceston)

1.0km section. Urban arterial multi lane one-way 50km/h street. Provides connection between West Tamar Highway and CBD and rest of network. Lane widths of 3.1-3.4m. Some parallel parking is allowed in marked bays. High volumes with significant proportion of heavy vehicles.

Assessment: Marginally below the Tasmanian guidelines.

Brown Street, Fingal (Break O'Day)

1.5km section. This road connects Esk Main Road to Mathinna Road and is urbanised on its southern end. The road is kerbed at its southern extremity with 12m+ seal. The road narrows and traverses a causeway approaching the South Esk River. Lane widths of 2.8m with 1.0m grassed verges occur from 500m. A severe reverse curve occurs with the bridge as the centre of this. There is a passive rail crossing at 250m. The segment is flat and there is good forward sight through the majority.

Assessment: Does not meet the Tasmanian guidelines.

Carins Street, Longford (Launceston)

200m section. This segment is a flat urban street dead-ending at a large industrial area. A seal width of 6.0m with gravel/grassed verges of 0.7m is apparent throughout.

Assessment: Marginally below the Tasmanian guidelines.

Charles Street, William Street to Goderich Street (Launceston)

50m section. Urban arterial, two-way, two lane, parallel parking, lane widths of 6.8m and 7.5m.

Assessment: Meets the Tasmanian guidelines.

Cimitiere Street (Launceston)

700m section. Urban collector, 50km/h residential/commercial, 2 lane two-way street, parallel parking. Seal widths of 12.6m kerb to kerb. Some swept path issues at the junction with Tamar Street.

Assessment: Meets the Tasmanian guidelines.

Connector Park Drive (Launceston) – see Kings Meadows Connector

Conway Street, Invermay Road to Derby Street 250m (Launceston)

250m section. The road is urban residential with kerb and guttering. Seal width is 11.0m kerb to kerb narrowing to 10.0m kerb to kerb. There is a 10t load limit applied to the road.

Assessment: Does not meet the Tasmanian guidelines.

Cressy Road, Cressy (Northern Midlands) – see Poatina Main Road

Derby Street, Conway Street to McKenzie Street (Launceston)

100m section. The road is urban residential with kerb and guttering. Seal width is 8.0m kerb to kerb. There is a 10t load limit applied to the road.

Assessment: Does not meet the Tasmanian guidelines.

Dowling Street (Launceston)

600m section. Urban 50km/h industrial/residential street, split into 2 distinct areas with residential at southern end. Kerb & gutter, 90deg indented, angle parking western side, 'No Standing' eastern side over initial 180m, after which the road widens and parallel parking is allowed. Seal widths @ 170m 8.7m, @ 200m 12.0m kerb to kerb, @ 450m 11.6m kerb to kerb. Services industrial and transport sectors.

Assessment: Meets the Tasmanian guidelines.

Dry Street, Invermay Road to Holbrook Street (Launceston)

200m section. Urban, residential and mixed business. A very narrow entry to the western section indicates that only the eastern section to be used. The road is very wide with 90deg angle parking.

Assessment: Meets the Tasmanian guidelines.

Elizabeth Street, Margaret Street to Wellington Street (Launceston)

350m section. Urban commercial 50km/h street, two-way, two lane, parallel parking, lane widths of 6.6m and 6.2m.

Assessment: Meets the Tasmanian guidelines.

Esplanade, St John Street to Tamar Street (Launceston)

370m section. Inner urban 50km/h street, industrial and undeveloped, kerb & gutter, parallel parking in marked bays. Lane widths measured at narrowest section of 2.2m p, 3.3m lanes.

Assessment: Meets the Tasmanian guidelines.

Evandale Road, Midland Highway to 418 Evandale Road, Evandale (Northern Midlands)

This segment is divided in to 2 sections.

Northern section

2km section from the Midland Highway has been upgraded with lanes of 3.5m+ and sealed shoulders of 1.0-2.0m, centre markings and edge lines are provided.

Assessment: Meets the Tasmanian guidelines.

Southern section

2.8km is sealed with lane widths of 3.0m and gravel verges of 0.7m. A right turn facility is provided for the access at RSA 418. An active rail crossing occurs at 3.9km.

Assessment: Marginally below the Tasmanian guidelines.

Forster Street, Invermay Road to Kings Wharf (Launceston)

430m section. An urban street within an industrial precinct. Kerb and guttering is provided and a roundabout occurs at 190m. Seal width is 11.6-12.0m kerb to kerb and parallel parking is allowed.

Assessment: Meets the Tasmanian guidelines.

Forster Street, Invermay Road to East Tamar Highway (Launceston)

400m section. A 2 lane urban connector with residential and mixed business development with centre line and cycle lanes. 90deg angle parking is allowed within indented sections. Width between outstands is 11.8m.

Assessment: Meets the Tasmanian guidelines.

George Street, Scottsdale (Dorset) – see Bridport Main Road

George Town Road, Foch Street to East Tamar Highway (Launceston)

700m section. An urban collector road with 4 lanes, 50% of which is divided carriageway.

Assessment: Meets the Tasmanian guidelines.

George Town Road, Lilydale Road to East Tamar Highway (Launceston)

2.7km section. This road is a high standard urban road through residential and retail areas. A median treatment, cycle and parking lanes are provided in addition to the through lanes. Lane widths @ 500m (prior to parking lane) 1.5m cycle, 3.5m southbound, 2.0m median, 3.3m and 1.5m cycle. The parking lane is introduced at 600m and @ 1.1km lane widths are 5.3m cycle and parking, 3.1m, 2.0m median, 3.3m 5.2m cycle and park. The road becomes a 4 lane divided carriageway @ 1.75km until entering the East Tamar Highway.

Assessment: Meets the Tasmanian guidelines.

Gleadow Street, Invermay Road to Holbrook Street (Launceston)

220m section. An urban road with residential mixed business development. 90deg angle parking is allowed and the street is very wide to accommodate this.

Assessment: Meets the Tasmanian guidelines.

Gleadow Street, Goderich Street to Montague Street (Launceston)

500m section. Segment is an urban road servicing a predominately industrial area with 4 residences. 90deg angle parking occurs within indented sections, some parallel parking occurs. Width is 9.6m with verges of varying width (up to allowing 90 deg parking).

Assessment: Marginally below the Tasmanian guidelines.

Glenwood Road, Station Street to Quarantine Road (Launceston)

80m section. Short section of urban 50km/h street, undeveloped, kerb & gutter, centre line, lane widths of 5.4m, no parallel parking.

Assessment: Meets the Tasmanian guidelines.

Goderich Street, Midland Highway to East Tamar Highway (Launceston)

900m section. This street is the East Tamar Highway, a divided 4 lane urban arterial with dedicated turning facilities.

Assessment: Meets the Tasmanian guidelines.

Hobart Road, Quarantine Road to Midland Highway (Launceston)

6.5km section. The road is both urban and rural, old Midland Highway lane widths vary, but generally in excess of 3.3m, sealed shoulders of 1.0m occur in rural section, kerb & gutter in urban section.

Assessment: Meets the Tasmanian guidelines.

Hobblers Bridge Road, St Leonards Road to Killafaddy Road (Launceston)

410m section. Urban 60km/h connector to Tasman Highway. Junction with St Leonards Road via a roundabout. Centre markings and kerb on western side provided. Residential development on western side. Lane widths of 4.0m+ some parking restrictions.

Assessment: Meets the Tasmanian guidelines.

Holbrook Street, Forster Street to Dry Street (Launceston)

440m section. The road is an urban residential and mixed business divided, 2-lane street. Lane widths of 7.0m are available and parallel parking is allowed.

Assessment: Meets the Tasmanian guidelines.

Innes Street (Launceston)

220m section. Urban residential 50km/h street, kerb & gutter, centre line, channelised at junction with Racecourse Crescent, roundabout at Boland Street. Lane width @ 160m 7.5m. Provides connection between Cimitiere Street and Racecourse Crescent.

Assessment: Meets the Tasmanian guidelines.

Invermay Road, Vermont Road to East Tamar Highway Connector, Mowbray (Launceston)

520m section. Urban 60km/h collector 4 lane, two-way road of which 350m is divided by median islands. Lane widths of 3.3m+ through section no parallel parking. Provides connection to Vermont Road.

Assessment: Meets the Tasmanian guidelines.

John Street, Breadalbane (Northern Midlands)

440m section. Urban 50km/h street, industrial, kerb & gutter, no parallel parking, 7.6m kerb to kerb. Services industrial park only, very low volumes.

Assessment: Meets the Tasmanian guidelines.

Johnston Road, Penquite Road to St Leonards Road, St Leonards (Launceston)

2.4km section. Urban collector (60km/h) with residential development. Kerb and gutter and centre line (RRPMs) provided and parallel parking is allowed, lane widths are 4.9m. A downgrade of 6-10% occurs until a roundabout at 750m, which also marks the end of the residential development, the road widens to 12.0m seal with centre markings and cycle lanes provided. An active rail crossing is at 780m. The road narrows again at 2.0km to a seal width of 8.0m.

Assessment: Does not meet the Tasmanian guidelines.

Killafaddy Road, (Launceston)

400m section. Urban road servicing industrial only. School zone at 200m. All centre lined and kerbing provided over initial 200m, seal width at narrowest point 6.9m, parking is provided within industrial sites.

Assessment: Meets the Tasmanian guidelines.

Kings Meadows Connector, Kings Meadows (Launceston)

1.5km section. High standard urban connector from Midland Highway to Hobart Road. Traverses undeveloped industrial precinct. A centre line and edge lines are provided, lane widths of 3.5m with 1.0m sealed shoulders occur throughout. Access to and from the Midland Highway are via grade separated interchanges.

Assessment: Meets the Tasmanian guidelines.

Legana Park Drive, Legana (Launceston)

1.2km section. The segment is a closed loop road accessing an industrial estate. Seal widths of 7.0-8.0m with gravel verges of 1.0-2.0m occur.

Assessment: Meets the Tasmanian guidelines.

Legerwood Lane C424, Legerwood (Dorset) – see Ringarooma Road

Lilydale/Golconda Road B81, East Tamar Highway to Second River Road (DIER/Launceston)

20.5km section. This segment is a collector road for satellite towns of Launceston. The road has various grades that impact on travel times for heavy vehicles and few overtaking opportunities. The road is sealed with centre markings and intermittent edge lines, guideposts are in place. The eastern section is currently undergoing upgrades with widening a major priority. Within Lilydale there are numerous traffic calming devices and a 50km/h speed limit. Seal widths in this section are 11.4m with parallel parking allowed. There is school located at within Lilydale. The road narrows after the Lilydale CBD with lanes of 3.1, sealed shoulders of 0.8m and gravel verges of 0.7m. RRPMS are provided but have not been upgraded to match the upgraded centre markings. Edge lines stop at 9.4km replaced by contrasting, sealed shoulders. Lane widths a @ 9.0km are 3.1m with 1.0m sealed shoulders, these widths are continued without the edge line definition, @ 10.75km the contrasting shoulders cease. Lane widths at 11.1km are 3.8m with no useable shoulders/verges. Prossers Road junctions at 12.0km and is immediately followed with a steep incline and road narrowing, @ 13.4km 2.8m westbound, 3.4m eastbound with 0.5m gravel verges. The edge line reappears at 13.8km and lane widths are 3.0m westbound, 3.1m eastbound with 0.6m gravel verges outside 0.5m sealed shoulders. The road enters a posted 60km/h residential environment at 18.5km and the edge lines again cease. The initial 350m section of residential has lane widths of 3.4 westbound and 3.2m eastbound with no useable verges. At 18.85km a parking lane is provided and @ 19.0km lane widths of 3.5 (2 x parking and 2 x through) are available. The junction with George Town Road provides no swept path issues.

Assessment: Marginally below the Tasmanian guidelines.

Lindsay Street, Goderich Street to Kings Wharf, Inveresk (Launceston)

470m section. Urban dead-end, industrial 50km/h road. Parallel parking, kerb & gutter, seal width varies 11.2m-13.4m. Services industrial area and port.

Assessment: Meets the Tasmanian guidelines.

McKenzie Street, Mowbray (Launceston)

300m section. Urban road within urban default speed limit, residential and commercial area. Kerb and gutter is installed and seal width is 12.6 kerb to kerb.

Assessment: Meets the Tasmanian guidelines.

Margaret Street, Frederick Street to York Street (Launceston)

210m section. Urban connector providing connection to West Tamar Highway from Midland Highway (Bathurst Street). Two-lane two way 50km/h street, parallel parking kerb & gutter, centre line. Lane widths of 7.0m.

Assessment: Meets the Tasmanian guidelines.

Marlborough Street, Longford (Northern Midlands) – see Poatina Main Road

Mathinna Road (Northern Midlands Council)

Mathinna Road (25km) provides access to large forest coupes and mining.

The route is a single carriageway two lane road with lane widths of 3.2-3.8m and shoulders of 0.5-1.0m. Delineation is provided by road markings, guideposts and w-series signs and appears to meet AS 1742.2.

The road traverses flat terrain from Fingal to Mathinna. There are a few moderate horizontal curves.

Traffic mix is local commuter and freight.

Assessment: Meets the Tasmanian guidelines.

Mathinna Plains Road C423 (New River Road to Eton Road 32.3km), Ringarooma (Dorset and Break O'Day)

32.3km section. This road accesses large plantation timber catchments as far south as the South Esk River at Mathinna. The road is sealed for the northern 6km, traversing undulating land and entering a steep incline from 3.5km. A seal width of 5.8m with no useable verge occurs along the initial 3.5km. The road widens at 3.5km to compensate for curvature through an incline of up to 12%. The road reverts to gravel at 6.0km where the incline lessens significantly (6-9%) for southbound traffic. A pavement width of 6.0m+ and gravelled verges of 0.5m+ are consistent through this gravelled section until 20.5km. At 20.5km the road narrows to 4.5-5.0m with no useable verges and enters a steep decline (10%+) for 5km. The road is cut into the eastern side of a hill and has severe curvature with some w-series warning signs. Forward sight lines are compromised by the curvature and there are long, steep drop-offs. There are gravel road warnings located at 14.5km (southbound) and 25.6km northbound. At 25.5km the road becomes a narrow seal of 5.0-5.5m with unusable grassed verges, there are several small, one-lane wooden bridges along this section. The connection to the

Mathinna Road is no longer viable due to 10t load restriction on the South Esk River bridge located some 3.5km north of the Mathinna Road.

Assessment: The northern road section (3.5km) Does not meet the Tasmanian guidelines.
The road section between 3.5km and 20.5km Meets the Tasmanian guidelines.
The southern road section (20.5km to 32.3km) Does not meet the Tasmanian guidelines.

Mobil Road, Bell Bay (George Town)

1.35km section. The road is sealed with kerb and guttering provided, seal width is 10.0m kerb to kerb. The terrain is flat and the road services industrial sites.

Assessment: Meets the Tasmanian guidelines.

Montague Street, Gleadow Street to Forster Street (Launceston)

200m section. Urban street servicing entirely industrial precinct. The road has some 90deg angle parking within very wide verges along with parallel parking on same. Seal width 12.3m.

Assessment: Meets the Tasmanian guidelines.

Murphy Street, including Gilmore Street (Launceston)

1.2km section. The road is an urban street servicing an industrial precinct. The southern 450m has kerb and guttering and width is 11.0m kerb to kerb, parallel parking is allowed. The northern section is 7.7m seal with gravel verges of 1.0m+.

Assessment: Marginally below the Tasmanian guidelines.

New River Road, Main Road to Mathinna Plains Road, Ringarooma (Break O'Day)

1.5km section. This route sealed segment joins Ringarooma Main Road to Mathinna Plains Road. The road passes through undulating rural land with vertical curves. The seal is 5.8m wide with unusable verges.

Assessment: Does not meet the Tasmanian guidelines.

Norfolk Street, Bell Bay (George Town)

600m section. The road is sealed to widths of 6.0-8.0m, is flat and services industrial sites.

Assessment: Meets the Tasmanian guidelines.

Oaks Road, Bass Highway to 289 Oaks Road, Carrick (Meander Valley)

650m section. The segment services a disused fertiliser/grain business and a transport company. Delineation is provided via a centre line and guideposts. The adjacent land use is agricultural (grazing). Lane widths of 3.0m with 0.5m gravel verges occur.

Assessment: Marginally below the Tasmanian guidelines.

Old Bell Bay Road, Temco Road to No 331 Old Bell Bay Road, Bell Bay (George Town)

1km section. Undeveloped rural road in industrial area. Seal widths of 14m+, low volumes, services single plant.

Assessment: Meets the Tasmanian guidelines.

Paterson Street, Margaret Street to Wellington Street (Launceston)

330m section. Urban collector, commercial 50km/h, kerb & gutter, centre line, marked parallel parking. Lane widths of 3.4-4.3m.

Assessment: Meets the Tasmanian guidelines.

Perth Mill Road, Evandale Main Road to Gunns Sawmill, Perth (Northern Midlands)

1.4 km section. The segment is a rural road traversing undulating country. Delineation is provided by a centre line and guideposts, the road is subject to the default rural speed limit. There are w-series signs alerting drivers to the possibility of large vehicles. Lane widths of 3.0m with gravel verges of 0.5m occur throughout. A 5t load limit exists to the west of the Gunns mill access.

Assessment: Marginally below the Tasmanian guidelines.

Powranna Road, Powranna (Northern Midlands)

4km section from the Midland Highway. The road traverses rural land (grazing) and accesses 2 agricultural supply/sale yards businesses and a large grazing property. The land is flat with occasional vertical shifts creating crests that restrict forward sight lines. The road is sealed to 6.0m with 0.5-1.0m gravel verges. There is 90deg horizontal curve at 3.5km.

Assessment: Meets the Tasmanian guidelines.

Quarantine Road, Kings Meadows (Launceston)

1.4km section. Urban connector road (60km/h) with residential development. Significant grades occur with a 10%+ incline eastbound for 350m and the associated decline. Kerb and gutter and centre line (RRPMs) are provided and parallel parking allowed, lane widths @ 750m are 5.1m eastbound and 4.7m westbound. A roundabout occurs at the junction with Johnston Road.

Assessment: Does not meet the Tasmanian guidelines.

Racecourse Crescent (Launceston)

Two distinct sections:

Innes Street to Dowling Street

590m section. Urban residential/recreational 50km/h street, kerb & gutter, parallel parking, centre line, median islands placed at western end. Lane widths @ 120m 7.0m, @ 400m 7.9m southbound, 6.4m northbound. Provides access from Cimitiere Street to Dowling Street.

Assessment: Meets the Tasmanian guidelines.

Boland Street to Dowling Street

450m section. Urban industrial/commercial 60km/h street, centre line, intermittent sections of edge line. Lane widths @ 230m 1.0m+ sealed shoulders, 3.9m, 4.0m. Entry from Innes Street is via roundabout. Provides access to industrial/commercial area from Cimitiere Street.

Assessment: Meets the Tasmanian guidelines.

Railway Street, Deloraine (Meander Valley)

100m section. This segment is short and accesses one business. The road is sealed with kerb and gutter with a centre line. Lane widths of 3.3m occur. There is an active rail crossing. A median island in the junction throat (Poatina Main Road) may cause minor swept path issues for right turning vehicles.

Assessment: Marginally below the Tasmanian guidelines.

Ravenswood Road, St Leonards Road to No. 120, St Leonards (Launceston)

600m section. Urban (60km/h) residential street with a centre line with cycle lanes. Lane widths of 3.1m and cycle lane 1.8m east and 1.2 west. Parallel parking occurs. Access is to single industrial site.

Assessment: Does not meet the Tasmanian guidelines.

Remount Road, Mowbray (Launceston)

800m section. The road is an urban road servicing an industrial precinct with a short section of residential development on the southern end, eastern side. Kerb and gutter is in place and seal width is 7.6m kerb to kerb. Parallel parking is allowed in sections with other sections having restrictions posted.

Assessment: Does not meet the Tasmanian guidelines.

Richard Street, Breadalbane (Northern Midlands)

470m section. Urban industrial 50km/h road. Kerb & gutter, parallel parking, seal width 10.4m kerb to kerb. Services industrial area only, flat with good forward sight.

Assessment: Does not meet the Tasmanian guidelines.

Ringarooma Main Road C423, Ringarooma to Tasman Highway (Dorset)

8.2km section. This route section comprises both Ringarooma Main Road and Legerwood Road. The road is sealed with a centre line and guideposts. Lane widths of 2.8m and grassed/gravel verges of 0.5m are apparent throughout excepting those short sections in Legerwood and Ringarooma with kerb and guttering. The widths between kerbs are 11.0m+ with parallel parking allowed. There is a short section approaching the Ringarooma River with w-beam barrier on each side that encroaches on available widths. Both towns are subject to a posted 60km/h speed limit with the remainder of the route segment falling under the rural default. The segment is a connecting road between the large forest catchments south of Ringarooma.

Assessment: Does not meet the Tasmanian guidelines.

Roxford Avenue (or Gatenby Drive), Birrallee Main Road to LNG Refuelling, Westbury

200m section. The LNG re-fuelling depot is nearing completion on what is signed as Gatenby Drive, (unsure if still to be called Roxford Avenue). The road is sealed to a width of 10m with 0.7m gravel verges. The road is purpose built to provide access to refuelling depot.

Assessment: Meets the Tasmanian guidelines.

St Leonards Road (Waverley Road to Johnston Road, St Leonards (Launceston))

2.7km section. Urban residential collector road with a centre line and kerb and gutter along the southern 1.25km. Lane widths of 7.4m northbound and 7.1m southbound. Edge lines are provided from 1.2km and lane widths are 3.0m with 2.3m sealed shoulders with a gravel verge varying from 1.0-2.0m. Parallel parking is allowed over entirety.

Assessment: Meets the Tasmanian guidelines.

Stieglitz Street, Fingal – see Esk Main Road (Break O’Day / DIER)

Talbot Street, Fingal – see Esk Main Road (Break O’Day / DIER)

Tamar Street, Invermay Road to Cimitiere Street (Launceston)

290m section. Urban collector, 2 lane 2-way street, kerb & gutter, commercial. Seal width 12.6m kerb to kerb. Some swept path issues at junction with Cimitiere Street.

Assessment: Meets the Tasmanian guidelines.

Temco Road, Bell Bay Road to Old Bell Bay Road, Bell Bay

800m section. This road segment is sealed with a centreline there are no useable verges. Lane widths of 3.5m are provided through flat terrain. The road services industrial sites and dead-ends at Temco.

Assessment: Meets the Tasmanian guidelines.

Ten Mile Track, Tasman Highway to No 21, Tonganah (Dorset)

200m section. The road is sealed and services a fuel depot and a forest transport company. Seal width is 6.2m with grassed verges of 0.5m. There is a slight horizontal curve located at 150m.

Assessment: Does not meet the Tasmanian guidelines.

Translink Avenue, Western Junction (Northern Midlands)

600m section. A dead-end road accessing an industrial precinct. The road has kerb and gutter and a centre line. Lane widths of 6.7m are available and the road has been purpose built to accommodate HPVs.

Assessment: Meets the Tasmanian guidelines.

Union Street, Wellington Street to Carins Street, Longford (Northern Midlands)

190m section. Segment joins Poatina Main Road to Carins Street industrial site. The road is sealed and flat with kerb and gutter provided. Seal is 8.2m kerb to kerb with an additional 2.0m widening at the junction with Poatina Main Road.

Assessment: Meets the Tasmanian guidelines.

Vermont Road, Invermay Road to Remount Road (Launceston)

800m section. The road has residential development along the southern side with the northern side undeveloped. There is a roundabout @ 250m, kerb and gutter is provided and intermittent cycle lanes. Delineation is supplied with centre markings augmented by RRPMs. Seal width of 10.0m kerb to kerb is consistent. There are some parking restrictions in place. The road connects to Remount Road industrial precinct.

Assessment: Does not meet the Tasmanian guidelines.

Wellington Street, Midland Highway to East Tamar Highway (Launceston)

1.2 km section. Urban 3 lane (through) one-way arterial (providing access through Launceston and to CBD) 50km/h road, parallel parking allowed where adjacent lanes become 5.0m or wider. Lane width varies 3.3 – 3.1m. High volumes with very significant proportion of heavy vehicles.

Assessment: Marginally below the Tasmanian guidelines.

Wellington Street, Longford – see Poatina Main Road

Westbury Road, Bass Highway to Trotters Lane, Prospect (Launceston)

2.8km section. Urban residential (60km/h) kerb and gutter with a centre line, parallel parking is permitted. There is school zone present. Lane widths @ 500m 6.7m to kerb face. There are 4 roundabouts within the segment. Following a roundabout at 850m a median treatment begins lane widths 5.8m and median of 2.8m. Lane widths vary but parking restrictions ensure through lane maintains 3.5m+. Following a roundabout at 1.9km the median ceases, lane widths @ 2km 3.6m, 3.8 with a 2.0m parking lane marked southbound, these widths vary and some indented parking is provided. Lane widths @ 2.0km 3.6m, 3.8m with 2.0m parking lane. A median treatment starts again at 2.5km lane widths @ 2.7km 4.0, 2.4m, 4.6m.

Assessment: Meets the Tasmanian guidelines.

Woolmers Lane, Midland Highway to Impact Depot, Evandale (Northern Midlands)

5.6km section. The segment accesses a fertiliser business. The road is sealed with centre markings provided at curves and guideposts. A seal width of 5.5m and verges of 0.1-1.0m are consistent. There are several tight horizontal curves with minimal widening provided.

Assessment: Does not meet the Tasmanian guidelines.

York Street, West Tamar Highway to Bathurst Street (Launceston)

210m section. Urban, one-way arterial, parallel parking, lane widths of 5.7m and 7.0m. High volume.

Assessment: Meets the Tasmanian guidelines.

North West

Airport Street, Wynyard (Waratah-Wynyard)

80m section. Urban commercial use, very short access road to Wynyard Airport. Kerb and gutter, parallel parking, unused rail crossing at 75m. Seal width 10.1m kerb to kerb.

Assessment: Does not meet the Tasmanian guidelines.

Bay Drive, Quoiba (Devonport)

600m section. Urban industrial road providing access to industrial precinct and local tip. Left in, Right out only. The southern section has a seal width of 8.0m with 1.0m gravel verges, @ 260m roll-over kerbing is introduced, seal width 9.6m. Parallel parking is permitted, but none was observed.

Assessment: Marginally below the Tasmanian guidelines.

Brickport Road, from Bass Highway, Cooee (Burnie)

200m section. Junction with Bass Highway signalised with dedicated left slip lane. Urban residential and industrial road with kerb and gutter and centre line, parallel parking allowed on west side. Lane widths 5.0m. Provides access to factory/industrial site.

Assessment: Does not meet the Tasmanian guidelines.

Bridge Road, Bass Highway to Tarleton Street (Devonport)

Only 16m section – too short to assess.

Brooke Street, Tarleton Street to Pardoe Street (Devonport)

500m section. Urban residential street with kerb and gutter and parallel parking. Seal width 11.3m.

Assessment: Meets the Tasmanian guidelines.

Calder Road, to Pages Road, Wynyard (Waratah-Wynyard)

4.0km section. Rural residential and undeveloped grazing and forest, rural default 100km/h. Junction with Bass Highway fully channelised, unused rail crossing @ 410m. Lane widths @ 500m 3.1m with 1.0m gravel verges, @ 1.25 to 2.2km an incline through curved alignments, lane widths @ 2.3km 3.0m with 0.5m grassed verges, @ 3.5km 3.0m with 1.0m grave/grass verges. Junction with Pages Road may present swept path issues, particularly for vehicles turning left from Pages Road.

Assessment: Marginally below the Tasmanian guidelines.

Caroline Street, No 16 to Brooke Street (Devonport)

400m section. Urban mixed residential and industrial street. Kerb and gutter, 180m school zone @ 300m. Seal width 11.2m. Provides access to 2 large transport companies. Not connected to network.

Assessment: Marginally below the Tasmanian guidelines.

Davis Street, Nelson Street to Montagu Road, Smithton (Circular Head)

350m section. Urban road (50km/h), kerb and gutter, centre line, parallel parking. Lane widths of 4.2m. Connects southern Smithton area to Montague Road (Woolnorth).

Assessment: Does not meet the Tasmanian guidelines.

Devonport Main Road (Devonport)

3.0km section. Sealed connecting road between Devonport and Mersey Main Road, accesses port and rail along with industry. An active rail crossing occurs @ 300m, centre line provided and after 1.6km becomes residential, posted curve @ 1.4km (55km/h), speed limit increases from 50km/h to 80km/h @ 700m, reducing to 60km/h @ 1.6km where kerb and gutter are introduced. Lane widths @ 500m 5.8m southbound, 4.5m northbound with a 1.0m gravel verge, @ 1.65km lane widths 6.2m with parallel parking, road narrows by 2.5m for northbound traffic @ 2.8km offset by parking restrictions.

Assessment: Meets the Tasmanian guidelines.

Dodgin Street, Saunders Street to Airport Street, Wynyard (Waratah-Wynyard)

100m section. Urban residential street, parallel parking, kerb and gutter and centre line. Lane widths 6.6m.

Assessment: Meets the Tasmanian guidelines.

Douglas Street, Wright Street to No 7 (Devonport)

150m section. Urban street, mixed residential and industrial development. Kerb and gutter, seal width 11.8m.

Assessment: Meets the Tasmanian guidelines.

Dysons Lane, Ulverstone (Central Coast)

140m section. Urban industrial road, kerb and gutter, parallel parking allowed but infrequent, tight left in from Eastland Drive may present swept path issues if opposing traffic in Dysons. Seal width 8.3m kerb to kerb. Links to industrial precinct.

Assessment: Meets the Tasmanian guidelines.

Eastland Drive, Dysons Lane to Bass Highway, Ulverstone (Central Coast)

570m section. Urban residential, kerb and gutter, centre median, school zone 230m long, parallel parking allowed 5.7m lanes with 2.5m median.

Assessment: Meets the Tasmanian guidelines.

Edwardes Street, Bollard Drive to Marine Terrace, South Burnie (Burnie)

40m section. Links Bass Highway to Port Road, centre median, lines markings, kerb and gutter, signalised junction with Bass Highway, dedicated slip and turn lanes. Seal widths 9.3m northbound, 10.3m southbound.

Assessment: Meets the Tasmanian guidelines.

Esplanade, East Devonport (Tasmanian Ports Corporation)

310m section. Undeveloped, urban connecting road specifically re-constructed to provide more direct access to wharf. Kerb and gutter, centre markings with parking restrictions for whole of length. Lane widths 3.5m.

Assessment: Meets the Tasmanian guidelines.

Fieldings Way, Ulverstone (Central Coast)

500m section. Urban industrial street, kerb and gutter, seal width 13.0m kerb to kerb, 2 gentle curves.

Assessment: Meets the Tasmanian guidelines.

Formby Road, Bass Highway to Westport Road (Devonport)

Road works precluded assessment. (t.b.a.)

Frederick Street, Wynyard (Waratah-Wynyard)

750m section. Urban mixed use street (residential east side, commercial west), kerb and gutter, centre line, parallel parking, unused rail crossing @ 190m. Lane widths of 5.7m.

Assessment: Meets the Tasmanian guidelines.

Gibson Street, Smithton (Circular Head)

200m section. Urban street with kerb and gutter, parallel parking is allowed. Seal width 13.3m kerb to kerb. Access to depots and loop route.

Assessment: Meets the Tasmanian guidelines.

Grooms Cross Road, Irishtown (Circular Head) – see Irishtown Road

Inglis Street, Wynyard (Waratah-Wynyard)

2.65km section. Urban collector (60km/h) connecting central Wynyard with Bass Highway. The segment terminates at a roundabout that appears to create swept path issues. The road has kerb and gutter and a centre line. Parallel parking is allowed. Lane widths @ 100m 5.8m, road narrows over Inglis River Bridge to 4.0m lanes. Fronterra access at 1.35km and lane widths @ 1.3km are 5.5m eastbound and 6.4m westbound, the road widens again @ 2.0km lane widths of 6.5m. A 50km/h shopping zone starts @ 2.45km. Mainly residential with few industrial sites, school bus route.

Assessment: Meets the Tasmanian guidelines.

Irishtown Road (Circular Head)

The major route into and out of large forest coupes south of Smithton. The road also provides connection into the South Arthur Forest Drive and the Roger River Road, both owned and maintained Forestry Tasmania. The road is some 14.3km long.

The route is a single carriageway two lane road. Lane widths were found to average 2.8m with 0.5m shoulders, apart from a 1.4km upgraded section, from 2.6km, where lane widths are 3.2m and shoulders are more than 1.0m. Road markings and guideposts are provided, although the latter appear to not meet the Australian Standard (AS 1742.2). Some w-series signs are in place but also appear not to meet AS 1742.2

The road passes schools and the small centres of Irishtown and Edith Creek. The remainder of the route is in a rural environment. There are school buses using the route and a high number of non-locals during the busier tourist seasons.

Assessment: Does not meet the Tasmanian guidelines.

Jetty Street, Ulverstone (Central Coast)

340m section. Urban mixed residential and industrial street, kerb and gutter. Parallel parking, seal width 9.4m until chainage 150m where seal widens to 16.0m. Flat and straight.

**Assessment: Section to 150m Marginally below the Tasmanian guidelines.
Section after 150m Meets the Tasmanian guidelines.**

Kimberleys Road, Ulverstone (Central Coast) – see Waverley Road

Leith Road, Forth Road to No 288 (Harvest Moon), Forth (Central Coast)

1.0km section. Rural, sealed road accessing large vegetable cropping area and processor. Seal width 5.8m with 0.5m gravel/grass verges.

Assessment: Does not meet the Tasmanian guidelines.

Lillico Road, Bass Highway to Forth Road, Lillico (Devonport)

3.5km section. Rural, sealed road, default 100km/h, active rail crossing @ 300m. Significant grade over northern 500m. Seal width @ 400m 5.4m with no verge. Centre markings start @ 430m ceasing again @ 700m, seal width @ 1.65km 5.8m no useable verge. School bus route.

Assessment: Does not meet the Tasmanian guidelines.

Lovett Street, Bass Highway to Trevor Street, Ulverstone (Central Coast)

220m section. Urban residential street, 60km/h, kerb and gutter, parallel parking, centre line, lane widths 6.2m.

Assessment: Meets the Tasmanian guidelines.

Main Street, Zeehan Highway to Trial Harbour Road, Zeehan (West Coast)

2.5km section. A flat rural/urban road passing through Zeehan township. There are several speed limits (rural default west end, 60km/h, 50km/h, school zone, 60km/h). A centre line and guide posts are present, kerb and gutter is provided through Zeehan. Lane widths @ 90m 2.9m with 0.8m gravel verges. Kerbing commences @ 750m and a parking lane is added, @ 780m 2.5m parking, 4.2m through lanes, @ 2km 2.8m parking, 3.9eastbound, 3.6m westbound, 2.6m parking. Footpaths and nature strips are provided.

Assessment: Marginally below the Tasmanian guidelines.

Marion Street, Ulverstone (Central Coast)

400m section. Urban residential, kerb and gutter, parallel parking, seal width 11.0m narrowing to 9.0m following junction with Mason Street.

Assessment: Marginally below the Tasmanian guidelines.

Marthicks Road, Irishtown Road to Ta An Mill, Smithton (Circular Head)

50m section. A short section of sealed urban road, upgraded to allow access to and from veneer mill. Seal width 6.3m with 1.0m gravel verges.

Assessment: Meets the Tasmanian guidelines.

Maskells Road, Ulverstone (Central Coast)

496m section. Left in-Left out only.

Assessment: Marginally below the Tasmanian guidelines.

Mengha Road (Circular Head)

Mengha Road (10.3km) junctions with the Bass Highway and allows access into large forest resources.

Mengha Road is a sealed single carriageway that averages lane widths of 2.8m, with shoulders from 0.6m to 0.0m, until the road narrows at 10km to a seal of 4.5m with 0.3m shoulders. Road markings are provided until the road narrows to insufficient width. Guideposts are provided but do not appear to meet the Australian Standard (AS 1742.2).

The road travels through a rural environment. The initial road section is flat with few tight horizontal curves. The alignment becomes tighter and curves more frequent following the narrowing.

Assessment: Does not meet the Tasmanian guidelines.

Merinda Drive, Ulverstone (Central Coast)

750m section. Rural residential road with development along the northern side only, sealed with kerb and gutter southern side of road. Tight curves in initial section, 6.0m seal with a 0.3m grass verge on northern side.

Assessment: Does not meet the Tasmanian guidelines.

Mersey Main Road, Devonport Road to Railton Road, Quoiba (Devonport)

6.1km section. Urban residential road, 60km/h, 325m school zone @ 50m, kerb and gutter and centre line, lane widths @ 200m, 6.6m, parallel parking (some indented) allowed. A 750m median treatment is introduced @ 700m, @ 900m lane widths 5.5m with a 1.8m median. Kerbing ceases western side @ 1.45km lane widths @ 1.56km 6.5m southbound, 3.8m northbound with 1.5m gravel verge. Road narrows @ 2.2km to 3.2m lanes and 0.5m grassed verges. Speed limit alters to 80km/h @ 2.3km. Major reconstruction works are underway from 4.5km to 6.0km.

Assessment: Marginally below the Tasmanian guidelines.

Mill Road, Pardoe Developmental Road to Moorland Beach Road, Wesley Vale (Latrobe)

2.1km section. Rural road cropping and grazing, sealed with centre line, lane widths 2.7m northbound, 2.9m southbound with 0.5m gravel/grassed verges, severe curve (35km/h) @ 1.5km with widening provided.

Assessment: Does not meet the Tasmanian guidelines.

Montague Road (Woolnorth Road) (Circular Head Council)

This route (26.8km) provides access for dairy produce in the region west and north of Smithton.

The road is a sealed single carriageway with lane widths of 2.9-3.1m and gravel shoulders 0.3-1.0m. Delineation is provided by centre markings, guideposts and w-series signs and appears to meet AS 1742.2.

The general alignment is flat and straight with a curved section in the Montague area.

The route passes through the hamlet of Montague and is a school bus route. Traffic volumes are low with little non-local traffic, although it has become more popular with tourists visiting Cape Grim and the Woolnorth property and wind farm. HPV use is relatively low with daily pick-ups from dairies that are generally within specific timeframes.

Assessment: Marginally below the Tasmanian guidelines.

Nelson Street, Bass Highway to Davis Street, Smithton (Circular Head)

1.5km section. Urban street with residential and business development. Has a centre line and kerb and gutter, lane widths 7.0m (east), 6.6m (west). At 1.3km edge lines are introduced, 3.6m through lanes, 2.9m parking lanes. The segment is the access from the Bass Highway into Smithton.

Assessment: Meets the Tasmanian guidelines.

Norton Way, East Devonport (Devonport)

200m section. Freight access to ferry. Kerb and gutter, centre and lane lines, 2 lanes westbound 3.8m, 3.2m and a 5.0m eastbound lane.

Assessment: Meets the Tasmanian guidelines.

Ocean Drive, Ulverstone (Central Coast)

250m section. Urban mixed residential and industrial, centre line, kerb and gutter initial 180m, lane widths @ 70m 6.8m eastbound, 6.2m westbound, following kerb cessation gravel verges of 2.0m appear.

Assessment: Meets the Tasmanian guidelines.

Oonah Road, Hodgetts Road to McCullocks Road, Oonah (Waratah-Wynyard)

Yolla Roadworks underway, road checked from Murchison Highway eastward for 11km.

The road commences as a gravel rural road through plantation timber. Guide posts are intermittent. A single lane concrete bridge occurs @ 600m. There is 1km incline commencing immediately east of this bridge. Width @ 2.0km 6.0m with no useable verges, @ 6.0km road narrows to 4.5m with 0.5m verges. The road becomes sealed at 8.2km seal width 6.1m with 0.5m gravel verges. Low traffic volumes.

Assessment: Marginally below the Tasmanian guidelines.

Pages Road, to ≈950m from Calder Road (Waratah-Wynyard)

Rural residential and undeveloped (bush). Forward sight lines compromised by undulating topography. Centre line provided, lane widths @ 600m 3.0m with 0.5m gravel/grassed verges. Access is to RSA 95, sight lines available @ access 108m west and 160m east, estimated 85th percentile speeds of 70km/h (SISD recommended 145m) indicating that SISD cannot be met to west.

No w-series signs to warn of possible truck movements for approaching eastbound traffic. There are some vegetation issues at junction with Calder Road to south.

Assessment: Does not meet the Tasmanian guidelines.

Pardoe Developmental Road, to Devonport Airport, Wesley Vale (DIER)

4km section. Rural 100km/h road, undeveloped (grazing and cropping) providing connection to Devonport Airport. Centre line, lane widths of 3.0m with 0.8m gravel/grass verges.

Assessment: Does not meet the Tasmanian guidelines.

Pardoe Street, East Devonport (Devonport)

400m section. Urban residential street, parallel parking, kerb and gutter, seal width 12.8m. Needs to be part of network to allow Tarleton Street – Brooke Street couplet to meet with Wharf.

Assessment: Meets the Tasmanian guidelines.

Penghana Road, Lyell Highway to Driffield Street, Queenstown (West Coast) – see Lyell Highway

Port Road, Burnie (Tasmanian Ports Corporation)

250m section. Urban industrial road with restricted access to port. Centre line, kerb and gutter, no parallel parking; lane widths of 4.4m eastbound and 5.4m westbound.

Assessment: Meets the Tasmanian guidelines.

Port Sorell Main Road, Bass Highway to Mill Road, Wesley Vale (DIER)

5.8km section. Road through rural grazing and cropping land, with small hamlet – Wesley Vale. Port Sorell Main Road has centre line, edge lines and guideposts. Lane width @ 4.1km 3.1m with 0.7m sealed shoulder, a 60km/h speed limit is imposed @ 5.3km. Mill Road junction within this @ 5.8km. Provides access to Wesley Vale Mill.

Assessment: Does not meet the Tasmanian guidelines.

Red Marsh Road, Woolnorth (Circular Head)

4km section. Rural gravel road servicing dairy and farm residences, subject to rural default, Traverses flat country with long forward sight lines available. Width 4.0-5.0m with mainly flat grassed verges of widths up to 4m.

Assessment: Does not meet the Tasmanian guidelines.

Reservoir Drive, Wynyard (Waratah-Wynyard)

1.6km section. Urban industrial road (60km/h) connecting through to Bass Highway. Kerb and gutter is provided for initial 370m and guide posts for remainder, centre line, parallel parking allowed. A 45km/h posted curve occurs at 380m. Lane widths vary; @ 70m 6.0m lanes, @ 280m 4.8m eastbound, 4.4m westbound. The speed limit increases to 80km/h @ 565m, lane widths @ 580m 3.0m with 1.0m gravel verges, a second 45km/h posted curve occurs @ 1.1km, widening occurs at both curves.

Assessment: Marginally below the Tasmanian guidelines.

River Road, Wivenhoe (Burnie)

950m section. Industrial estate, active rail crossing at 240m, kerb and gutter provided, parallel parking allowed. Seal width 11.8m kerb to kerb, road narrows @ 780m, seal width 9.3m kerb to kerb. Services dedicated industrial site.

Assessment: Marginally below the Tasmanian guidelines.

Roger River Road (Circular Head and Forestry Tasmania)

NB: Part of the Forest network.

Roger River Road connects with Irishtown Road and has the same function as that road. The initial 7.5km is owned and maintained by Circular Head Council and the remaining 32.8 km is owned and maintained by Forestry Tasmania.

Roger River Road is a sealed single carriageway. Road markings are not provided due to insufficient consistent width, which averages 5.75m with 0.5m shoulders on the Council-owned section, decreasing to an average of 5.4m with little-to-no useable shoulders on the forestry-owned section. Some guideposts and w-series signs are provided but they do not appear to meet the Australian Standard (AS 1742.2).

The route is an advertised touring route.

Assessment: Does not meet the Tasmanian guidelines.

Saunders Street, Goldie Street to Dodgin Street, Wynyard (Waratah-Wynyard)

210m section. Urban street, business residential mix, kerb and gutter, parallel parking, 13.5m kerb to kerb. Short connecting length.

Assessment: Meets the Tasmanian guidelines.

Sealers Springs Road, Woolnorth (Circular Head)

5km section. Rural gravel road servicing dairies and farm residences, subject to rural default. Traverses flat country with long forward sight lines available. Width 4.0-5.0m with mainly flat grassed verges of widths up to 4m.

Assessment: Does not meet the Tasmanian guidelines.

Short Street, Ulverstone (Central Coast)

375m section. Urban industrial, kerb and gutter, parallel parking, school zone, 15m seal.

Assessment: Meets the Tasmanian guidelines.

Smith Street, Smithton (Circular Head)

200m section. Urban street with kerb and gutter, centre line, marked parking and lane widths of 4.2m through and 2.2m parking. Provides access to depots.

Assessment: Meets the Tasmanian guidelines.

Stephen Street, Wright Street to Tarleton Street (Devonport)

200m section. Urban residential street, kerb and gutter, centre line, parallel parking. Lane widths 5.8m westbound, 6.0m eastbound.

Assessment: Meets the Tasmanian guidelines.

Swan Bay Road, Woolnorth (Circular Head)

4.6km section. Rural gravel road servicing 3 dairies and 9 farm residences, subject to rural default. Traverses flat country with long forward sight lines available. Width 4.2-4.5m with mainly flat grassed verges of widths up to 4m.

Assessment: Does not meet the Tasmanian guidelines.

Tarleton Street, Brooke Street to Bridge Road (Devonport)

2.2km section. Urban residential street providing access to Spirit ferries. Kerb and gutter is provided with a centre line, parallel parking is permitted. Lane widths @ 370m 6.0m, @ 1.5km 5.4m. Intersections are signalised.

Assessment: Marginally below the Tasmanian guidelines.

Torquay Road, Wright Street to Tarleton Street (Devonport)

110m section. Urban industrial street, kerb and gutter, links Tarleton Street and Esplanade. Kerb and gutter, centre line, lane widths 5.9m westbound, 6.2m eastbound.

Assessment: Meets the Tasmanian guidelines.

Trevor Street, west of Lovett Street, Ulverstone (Central Coast)

450m section. Urban mixed (residential – industrial) kerb and gutter, parallel parking, 15.0m seal. Access to vegetable processor.

Assessment: Meets the Tasmanian guidelines.

Trial Harbour Road C248 (from Heemskirk Road), Zeehan (West Coast)

8km section. Rural road through undeveloped country, segment provides access to mining. The road is sealed with a centre line, w-series signs and guideposts. A 10% grade exists over the initial 6km, lesser in places. The road has warning for 8km of winding road, with some comfort speeds advised. W-beam safety barrier has been installed over significant lengths, but not to standard to protect heavy vehicles. Lane widths @ 700m are 3.0m with 0.8m gravel verges, @ 7.85km there is a short one-lane concrete bridge and @ 8.0km the road narrows and reverts to gravel width 4.0m with no useable verges. There are no access roads west of the 8km point. Very low traffic volumes.

Assessment: Marginally below the Tasmanian guidelines.

Trowutta Road, Trowutta to Grooms Cross Road (Circular Head)

5km section. Following junction with Grooms Cross Road / Roger River Road enters a 2.5km incline through tight curvature, some widening occurs through curves but not to standard. Land use is plantation timber to the south, grazing and small timber plots north. Seal widths of 5.5m with 0.3m grassed verges. School bus route.

Assessment: Does not meet the Tasmanian guidelines.

Waverley Road, Westella Drive to Merinda Drive, Ulverstone (Central Coast)

200m section

and

Kimberleys Road, Merinda Drive to quarry, Ulverstone (Central Coast)

2.0km section

Waverley Road/ Kimberleys Road is a sealed rural residential road with a centre line, the road has a 1.3km incline from the junction with Westella Drive. Lane widths of 2.8m with 0.5m gravel/grass verges with significant widening through curves. The road terminates at a quarry.

Assessment: Does not meet the Tasmanian guidelines.

Westella Drive, Ulverstone (Central Coast)

2.5km section. Rural residential, 80km/h, centre (RRPMs) and edge markings. Lane widths @ 250m 3.1m with 1.0m sealed shoulders, edge line ceases @ 2.0km, lane widths @ 2.25km 4.0m with 1.0m+ gravel verges.

Assessment: Meets the Tasmanian guidelines.

Westport Road, Formby Road to Port of Devonport (Devonport)

200m section. Not assessed due to construction works. (t.b.a)

Wilkinson Street, Bass Highway to Inglis Street, Wynyard (Waratah-Wynyard)

600m section. Narrow entry from Bass Highway, urban residential, kerb and gutter commences @ 170, parallel parking allowed, unused rail crossing @ 420m. Seal width @ 100m 5.0m with no useable verges, on causeway, seal width @ 180m 10.7m kerb to kerb. Junction with Inglis Street presents no swept path issues, junction with Bass Highway narrow entry, swept path issues for left turn.

Assessment: Does not meet the Tasmanian guidelines.

Wright Street, Torquay Road to Norton Way (Devonport)

700m section. Urban mixed residential and industrial development, kerb and gutter, centre line, parallel parking. Lane widths @ 300m 5.9m northbound, 6.2m southbound.

Assessment: Meets the Tasmanian guidelines.



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