

ATTACHMENT 1 - 2014 TO 2018 ROAD PLAN PRIORITISATION SUMMARY

AREA	ITEM I.D	STRATEGIC IMPORTANC E - COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANC E - INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING	ACTION	Timeframe				
												2013/14	2014/15	2015/16	2016/17	2017/18
2013 - 2014																
1	1.7	M	M	M	M	Ten Mile Track	Road is used extensively by trucks as the quickest route in carting goods to Launceston and northern ports via Sidling from NE. Timing of construction is dependent on the outcome of the business case.	Seal remaining 4.1km unsealed section of sealed rural road connecting Cuckoo to Springfield and Tasman Highway bypass around Scottsdale.	Internal resources	COUNCIL	Assess road sealing request against the requirements of Councils Road Policy. Gather further information regarding traffic counts and develop economic rationale to support road sealing.					
2	2.1	H	H	H	H	Bridport Access (Existing) - Emily and Main Street Upgrade Project - Stage 1	Current bridge (Bridge 1621) and access road between port and fish farm are not structurally or geometrically suitable for 25m B-double truck access.	Provide High Productivity Vehicle (HPV -25m B-double) access to the Bridport port area.	\$1.6 m	COUNCIL/ STATE	Replace Brid River bridge (Bridge 1621)to SM1600 design standard and upgrade access road to the port area (between port and fish farm)					
2	2.2	M	M	H	H	Bridport - Sandy Point Road.	Council road linking dairy developments with Bridport. Upgrade is required to improve the efficiency of freight access to the growing dairy development at Sandy Point and eliminate a dust nuisance. Timing of construction is dependent on the outcome of the business case.	Seal unsealed section of road east of the bridge (Chainage 1748 to Chainage 2831)	Internal resources	COUNCIL	Assess road sealing request against the requirements of Councils Road Policy. Gather further information regarding traffic counts and develop economic rationale to support road sealing.					
3	3.1	L	L	H	H	Emily St, Edward St and Waterhouse Rd to "Lost Farm".	Improvements required for sand mining and transport by heavy vehicle to Bell Bay. Sand will be shipped by road to Bell Bay for 2 years, prior to being piped offshore to ships.	Developers access to state road (Flinders Hwy)	TBD	DEVELOPER/ STATE/ COUNCIL	Council to enter a Development & Planning Part 5 arrangement with the Developer stipulating the requirements for funding the maintenance and remediation works to support an increase in High Mass Load (HML) trucks using the road so as to maintain a safe road system by adherence to specified asset intervention levels.					
3	3.1	H	H	H	H	Edward St and Waterhouse Road to "Lost Farm".	Road upgrade required to support development of golf courses at "Barnbougle",and "Lost Farm" and possibly Mussleroe Bay. Timing of construction is dependent on the outcome of the business case.	Develop business case for upgrading of Council Roads, Edward St and Waterhouse Rd to Lost Farm meeting DIER state road standard.	\$50k	DEVELOPER/ STATE/ FEDERAL/ COUNCIL	Council to partner with "Barnbougle" and "Lost Farm" management and other transport stakeholders to develop a business case to upgrade the road to DIER standards and seek State/Federal Government funding to progress the project.					
ALL NETWORK		H	H			Network wide.	Council will update its policy on how large commercial developments, major agricultural activities and forestry are assessed and how road costs are apportioned.	Clarify the impact analysis and cost sharing arrangements to be entered into for major developments with Dorset.	Internal resources	COUNCIL	Council will update its policy on how large commercial developments, major agricultural activities and forestry are assessed and how road costs are apportioned.					
ALL NETWORK		H	H			Urban Street Reconstruction Plan	Council to develop a plan that defines the schedule for town street reconstruction	Town Street Reconstruction Plan	Internal resources	COUNCIL	Council will develop an Urban Street Reconstruction Plan.					

ATTACHMENT 1 CONTINUED - 2014 TO 2018 ROAD PLAN PRIORITISATION SUMMARY

AREA	ITEM I.D	STRATEGIC IMPORTANC E - COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANC E - INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING	ACTION	Timeframe				
												2013/14	2014/15	2015/16	2016/17	2017/18
2014 to 2018																
1	1.1	H	M	M	M	Golconda Road - Lietinna to Blumont Main Road Deviation	Deviation of main road is high cost for likely limited benefits to the community when compared to other potential investments. Timing of construction will depend on the business case.	5.7km of new two lane sealed road to avoid current poorly aligned road section	\$100k	STATE/ FEDERAL	Develop a business case required to support a construction funding application					
1	1.2	M	H	H	H	Golconda Road - Gillespies Road Junction	Major access to the Lavender Farm, approx. 55,000 visitors per year.	Reconstruction of the intersection to incorporate Left and Right Hand Turning Lanes to improve safety for vehicles turning into Gillespies Rd from Golconda Rd.	\$20k	COUNCIL	Development of the design for intersection reconstruction for turning vehicles.					
1	1.4	L	L	M	M	Golconda Road/Ferry Hill/Virginia Road Intersection	The timber industry is the major beneficiary from the upgrading. This is a gazetted General Access route and junction. Council authorises under permit the operation of HML (mini B-double) trucks along this route.	Rationalised junction with sealed access and line marking. Strengthened pavement on Golconda Road at junction to accommodate HPV axle loads.	\$200k	COUNCIL / STATE / FEDERAL	Upgrade the junction to future state need.					
1	1.5	M	H	M	M	Golconda Road at Wyena - minor works	Minor safety and operational improvements on 2.3km section of compliant two lane road to address poor alignment.	Minor works to improve safety.	\$62k	COUNCIL	Investigate options that may exist for Council to fund/partially fund road improvement works (sight distance and vegetation clearing). Build into capital budgets and seek funding through "Nation Building Black Spot Programme"					
1	1.5	H	M	M	M	Golconda Road realignment at Wyena.	Realignment and upgrade. Timing of construction dependant on the business case.	2.3km section of compliant two lane road to overcome poor alignment, and inclusion of overtaking lanes.	\$50K	COUNCIL	Develop a business case required to support construction funding application					
1	1.8	M	M	L	L	Oakdene Road	Narrow and winding road with 10 T load limit will require significant investment to upgrade. Alternative route exists. Investigation required to develop business case.	Sealed for non-heavy vehicle access	Internal resources.	COUNCIL/ STATE	Assess road sealing request against the requirements of Councils Road Policy. Gather further information regarding traffic counts and develop economic rationale to support road sealing.					
1	1.9	L	L	L	L	Tonganah Road	School bus route with tight 's' curves over crossing. Route is also carrying increased timber traffic	Improve safety and alignment across the rail line	Internal resources.	COUNCIL	Assess safety improvements in the vicinity of the rail crossing.					
2	2.1	H	H	M	M	Bridport Access (Existing) - Emily and Main Street Upgrade Project - Stage 2	Complete the upgraded HPV link between the Flinders Highway and fish farm.	Provide High Productivity Vehicle (25m B-double) access to the Bridport port area.	\$2.4m	COUNCIL STATE	Upgrade the road from Flinders Hwy to Fish Farm (Main St) to enable HPV access and provide a safe access road to Bridport.					
2	2.3	H	H	M	M	Bridport - Second Access Road to Bridport	A second access to Bridport (west of town) provides the opportunity for heavy vehicles not to access the main street business precinct resulting in improved road safety within the town. Changes in land zones around Bridport and continuing rural development means that it is timely to identify and protect the route for the alternative access to Bridport. Identification of access route could be undertaken as part of a broader review of land use planning in Bridport.	Identify and protect the route for a second access road to Bridport	\$150k	COUNCIL/ STATE	Partner with stakeholders to develop a strategic justification for and analysis of potential routes and costs					
3	3.1	M	H	M	M	Waterhouse Road - Seg 13	The sealed road pavement is deteriorating and approaching the end of operational life. The road is not designed to carry HML vehicles.	Seg 13 remediation- 1462m over the next three years (2014 to 2017) to support HML vehicles.	\$430k	COUNCIL/ FEDERAL	Renew and upgrade the road pavement and seal wear surface with Council and R2R funds.					
3	3.1	M	H	M	M	Waterhouse Road - Seg 21 & Seg 22	The sealed road pavement is deteriorating and approaching the end of operational life. The road is not designed to carry HML vehicles.	Seg 21 and 22 remediation- 3752m over next four years (2014 to 2018) to support HML vehicles.	\$1.125m	COUNCIL/ FEDERAL	Renew and upgrade the road pavement and seal wear surface with Council and R2R funds.					
4	4.5	H	H			Gladstone Main Road	Potential transfer of ownership from council to state government.	Council ownership in exchange for Golconda Road		COUNCIL/ STATE	Discuss option of transfer of road ownership					
4	4.7	H	M	H	M	Waterhouse Road, Browns Bridge Road, Anson's Bay Rd and connector link road to St Helens.	There is potential to develop a world class touring route using Waterhouse Road to Gladstone, then access the coast via Anson's Bay and St Helens.	Sealed and signposted sealed circuit through Dorset and Break O'Day.	100k	COUNCIL/ STATE	Investigate with Break O'Day Council the feasibility, cost and development strategy for a tourist route through northern Dorset and Break O'Day areas.					

ATTACHMENT 2 - PROJECTS SUBJECT TO BUSINESS CASE ANALYSIS & SECURING FUNDING

AREA	ITEM I.D	STRATEGIC IMPORTANCE COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANCE INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING	ACTION
1	1.1	H	M	H	M	Golconda Road - Lietinna to Blumont Main Road Deviation	Deviation of the main road is high cost for likely limited benefits to the community when compared to other potential investments.	5.7km of new two lane sealed road to avoid current poorly aligned section	\$15m	STATE/ FEDERAL	Build deviation.
1	1.2	M	H	H		Golconda Road - Gillespies Road Junction	Major access to the Lavender Farm, approx. 55,000 visitors per year.	Redesign of intersection to improve safety for vehicles turning into Gillespies Rd	\$600k	COUNCIL/ STATE/ FEDERAL	Re-alignment of the carriage way and construct RH and LH turning lanes onto Golconda Road
1	1.5	H	M	M	M	Golconda Road realignment at Wyena.	Realignment and upgrade.	2.3km section of compliant two lane road to overcome poor alignment, and inclusion of overtaking lanes.	TBD	STATE/ FEDERAL	Build on new road realignment.
1	1.7	M	M	M	M	Ten Mile Track	Pavement is in suitable condition for sealing. Road is used extensively by trucks as the quickest route in carting goods to Launceston and northern ports via Sidling from NE.	Seal remaining 4.1km unsealed section of sealed rural road connecting Cuckoo to Springfield and Tasman Highway bypass around Scottsdale	TBD	COUNCIL	Seal unsealed road segment.
1	1.8	M	M	L	L	Oakdene Road	Narrow and winding road with 10 T load limit will require significant investment to upgrade. Alternative route exists.	Sealed non-heavy vehicle access	TBD	STATE / COUNCIL	Upgrade road pavement and seal unsealed segment.
2	2.2	M	M	H	H	Bridport - Sandy Point Road.	Council road linking dairy developments with Bridport. Upgrade is required to improve the efficiency of freight access to the growing dairy development at Sandy Point and eliminate a dust nuisance.	Seal unsealed section of road east of the bridge (Chainage 1748 to Chainage 2831)	TBD	COUNCIL	Seal unsealed road segment.
3	3.1	H	H	H	H	Waterhouse Road - Emily Street Intersection, Bridport to Lost Farm.	Road upgrade required to support development of golf courses at Barnbougle and possibly Mussleroe Bay.	Upgrading of roads (approx. 10km) - Emily Street (HPV - 25 m B Double trucks) and Edward St and Waterhouse Road to Lost Farm, (HML - 21 m Mini B- Double Trucks). Road to meet DIER road standards. Construction will depend on outcome of business case.	\$8m	DEVELOPER/ STATE/ FEDERAL/ COUNCIL	Upgrade road.

ATTACHMENT 3 - PROJECTS DEPENDANT ON PRIVATE SECTOR DEVELOPMENTS

AREA	ITEM I.D	STRATEGIC IMPORTANCE COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANCE INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING	ACTION
4	4.1	M	M	H	M	Waterhouse Road - Banca Road to Gladstone	Waterhouse Road is potentially part of tourist circuit covering Dorset and Break O'Day. Sealing will be required in the short term if Musselroe Resort Development proceeded. Otherwise potential long term project to develop the Waterhouse Road route as a tourist circuit.	Seal road Segment for approximately 14.5 km east from Banca Road intersection.	\$4.8 m	DEVELOPER/ STATE/ FEDERAL/ COUNCIL	Resolve funding agreement with developers and seal existing road.
5	5.2	L	L	H	M	Bridge 1614 - Dorset River on Dead Horse Hill Road	Logging life 2-3 years, then 20+ year cycle for relogging. Bridge upgrading will enable HPV logging vehicles access to Dead Horse Hill Rd and McDonalds Ave to New River Road (Gazetted HPV route) instead of back tracking to Branxholm adding approximately 50km to the haulage route. Timing will depend on resolution of funding agreement with forestry industry.	Replace Bridge over Dorset River to SM1600 design standard and upgrade approach roads (Dead Horse Hill Rd and McDonalds Ave)	\$600k	INDUSTRY/ COUNCIL	Develop a shared funding agreement with the forestry industry to enable the bridge replacement and widening of Dead Horse Hill Rd and McDonalds' Ave. State or federal funding to be sought at appropriate juncture.
4	4.6	L	L	H	M	Browns Bridge Road and Musselroe Road	Road upgrading will be required if the Mussleroe Bay tourism development proceeds.	Upgrading and sealing of the roads.	\$7.8 m	DEVELOPER/ STATE/ FEDERAL/ COUNCIL	Partner with developer following clarification of development proceeding. Establish funding arrangement to progress sealing

ATTACHMENT 4 - WATCHING BRIEF PROJECTS

AREA	ITEM I.D	STRATEGIC IMPORTANCE - COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANCE - INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING (FEDERAL, STATE OR COUNCIL)	ACTION
1	1.3	L	L	H	H	Ferny Hill Road	The timber industry is the major beneficiary from the upgrading. Council policy on funding of timber roads and other roads used by primarily by industry will be updated.	Timber company and transport operator need is a gazetted and compliant HPV (B-Double) access (8m carriage way) for full length of road	NK	COUNCIL	Review Strategic Importance of Road in Road Hierarchy. Update council's policy on the funding of works on timber roads.
1	1.3	L	L	H	H	Ferny Hill Road	The timber industry is the major beneficiary from the upgrading.	Timber company and transport operator need is a gazetted and compliant HPV (B-Double) access (8m carriage way) for full length of road	\$3 m	COUNCIL/ TIMBER COMPANIES	Partner with relevant stakeholders to undertake formal HPV route assessment and develop business case that substantiates the need to upgrade. (Industry contribution also required)
1	1.10	L	L	M	H	Cuckoo Road/Prosperity Road	Potential for substantial increase in timber volume being transported from the area	Determine future infrastructure and management needs, including safety review	Internal resources.	COUNCIL	Determine road usage and assess the safety of the road.
3	3.2	L	M	M	M	Old Waterhouse Road - North Scottsdale to Waterhouse Road	Road is primarily used for accessing irrigation areas at its northern end.	Unsealed segment carriageway width of 7m with improved geometry and sight distances and road drainage on several sections between Forester Road turnoff and Waterhouse Road	Internal resources.	COUNCIL/ STATE	Determine the role of the road in the road hierarchy, particularly in relation to Banca Road, and the appropriate management standard for the route - geometry, sight distances, maintenance, signing, speed limit
3	3.2	M	L	M	M	Old Waterhouse Road - North Scottsdale to Waterhouse Road	Road is primarily used for accessing irrigation areas at its northern end. There is potential for expansion of irrigated dairy in this area.	Unsealed segment carriageway width of 7m with improved geometry and sight distances and road drainage on several sections between Forester Road turnoff and Waterhouse Road	\$3.5 m	STATE/ FEDERAL/ COUNCIL	Business case for widening road to 7m, improving sight distances and maintain as a gravel road and/or sealing the road and seek State and Federal Funding
3	3.3	M	M	M	M	Barnbogle/Boddingtons/Burnside/Jensen's Roads	Significant future logging activity is forecast within 10-15 years on coupes located along Barnbogle Road and sand mining expansion is likely to occur at the Jensen Road quarries.	Determine future infrastructure and management needs.	Internal resources.	COUNCIL	Determine traffic flow and road usage statistics for the internal road network and forecast future freight requirements. Develop appropriate road asset management strategy and plans
4	4.1	L	M	L	M	Waterhouse Road - Banca Road to Gladstone		Sealed Road Segment 14,533m (from Banca Road Chainage 39218m to Chainage 53743m)	NK	COUNCIL	Determine the proportions of traffic on both Waterhouse Road and Banca Road and review the role of Waterhouse Road between Banca Road and Carr Street (Gladstone) in the Road Hierarchy
4	4.2	L	L	M	L	Banca Road	Northern section provides access to irrigation area and existing dairy farms. Southern section also provides access for logging.	Road Surface and condition at Condition 3 or lower	\$900k	COUNCIL / STATE / FEDERAL	Fund over subsequent budget periods to remediate shorter segment lengths of road or consider conversion to and maintenance of a gravel road (potential R2R funding)
4	4.3	L	L	L	L	Road Cluster - Banca Link Road, Racecourse Road), (Winnaleah Road - Winnaleah and Tasman Highway), (Winnaleah Main Street and Warrentinna Road (2km), Hardmans Lane to Derby Back Road)			NK	COUNCIL	Determine proportions of traffic on Banca Road, Banca Link Road, Racecourse Road, Winnaleah Road, Winnaleah Main Street, Warrentinna Road and Hardmans Lane Roads and review the role of these roads in the road hierarchy
4	4.4	L	M	L	L	Road Cluster - (Derby Back Road - Tasman Highway to Tasman Highway)and Grahams Lane (Derby Back Road to Tasman Highway)			NK	COUNCIL	Determine proportions of traffic on the Derby Back Road, Hardmans Lane, Grahams Lane and other offshoot roads and review the role of these roads in the road hierarchy
4	4.4	M	L	L	L	Road Cluster - (Derby Back Road - Tasman Highway to Tasman Highway)and Grahams Lane (Derby Back Road to Tasman Highway)		Remediate Seg 01 and Seg 02 of the Derby Back Road	\$1.2 m	COUNCIL/ STATE/ FEDERAL	Lobby State and Federal Governments to part fund remediation. Remediate Seg 01 and Seg 02 in 2014/2015 and subsequent budget periods
5	5.1	L	L	H	H	Key Transport Route - Tasman Highway to Mathinna Road (end Council Jurisdiction)	This route is a gazetted HPV route but has not been upgraded to the standard required for these vehicles.	Compliant HPV - B Double Route	\$11.8 m	STATE/ FEDERAL	Secure funding to upgrade New River Road - Seg 01 and Mathinna Plains Road to HPV compliant route.
ALL NETWORK		H	H			Planning issues with respect to legal access to private land over Crown Land and Reserve Land Roads	This action could have significant financial implications for Council.	Council to proactively participate in discussion with DPIIPE and LGAT		Internal resources	Seek understanding of the implications for Council and proactively respond to LGAT's call for information and comment

ATTACHMENT 5 - ONGOING OPERATIONAL ACTIONS

AREA	ITEM I.D	STRATEGIC IMPORTANCE - COUNCIL	URGENCY - COUNCIL	STRATEGIC IMPORTANCE - INDUSTRY	URGENCY - INDUSTRY	ROAD	COMMENTS	FUTURE NEED	INDICATIVE COST	SOURCE OF FUNDING (FEDERAL, STATE OR COUNCIL)	ACTION
1	1.6					Tasman Highway - Sidling (State Owned Road)	Maintenance of existing route.	Retain as DIER Road		STATE	Council to lobby DIER to maintain vegetation on the Sidling to allow sight clearance as originally intended
1	1.6					Tasman Highway - Sidling (State Owned Road)	Improvements to existing route.	Retain as DIER Road		STATE	Council to lobby DIER to strategically assess road and possible actions to improve road as the arterial transport link between Scottsdale and Launceston
5	5.1					North East Freight Study Stage 2 - including Mathinna Plains Road and Break O' Day Rd		Maintained New River Rd and Mathinna Plains Rd.		COUNCIL/ FEDERAL	Ongoing maintenance of New River Rd and Mathinna Plains Rd. Utilise R2R funding
ALL NETWORK						Heavy Vehicle Permits	Council to work with National Heavy Vehicle Regulator to implement new national permitting system	Operational NHVR system		Internal resources	Council to work within established guidelines and processes.