



Dorset Council

Road Plan 2013-2018

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1 Background

1.1 Purpose

This Road Plan presents Council's vision and priorities for the development of Dorset's road network for the next five years. The Plan has been developed by Council with input from local transport industry stakeholders.

The Plan identifies actions that are consistent with current and forecast transport industry needs and recognizes the importance of maintaining a safe and functional road system.

Funds available to Council are limited and additional funding from State & Federal Governments, developers and private sector organisations will be required to implement a number of road improvement projects.

Progress on implementation of the plan will be reported to Council annually. Listed projects and assigned priority will be reviewed and altered if required. Implementation will be based on what is affordable to Council.

1.2 Dorset Municipality

Figure 1. Dorset Municipality



The Dorset Municipality covers 3,200 square kilometres and includes the major centres of Scottsdale and Bridport, and smaller centres including Branxholm, Derby, Winnaleah, Ringarooma, Legerwood, Gladstone, Herrick, Tomahawk and Pioneer. The population of coastal areas, such as Bridport, swell considerably in size over summer holiday periods.

The region has a scattered population of approximately 7,300 and has an extensive rural road network that primarily serves local communities and primary industries. The area attracts a large number of tourists who stay or drive through the region en-route to the east coast. This means that roads play important and multiple transport roles in moving freight and people long distances

across the region, on the same narrow, winding sealed and unsealed roads.

The main industries providing employment within Dorset are agriculture, tourism, forestry and fishing.

Council provides a road network with funding assistance partnerships with the Tasmanian and Australian Governments to enable the local network to be maintained and remediated to a safe and functional standard. The network valued at \$143 million comprises:

- 46 km urban sealed roads
- 9 km urban unsealed roads
- 169 km rural sealed roads
- 485 km rural unsealed roads
- 104 bridges
- 10 major culverts

1.3 Trends and challenges for road development

Economic Development

Economic development in the region is based largely around primary industries. For many of these industries, products are grown in the region and transported to other parts of Tasmania or interstate for processing.

The drive by industry to achieve greater transport efficiency has increased the demand on Council to permit High Productivity Vehicles (HPV's)¹ and Higher Mass Limit (HML)² to operate on a road network that was not originally designed and constructed to accommodate such vehicles.

Council recognises that a number of roads are not capable of fully meeting the needs of industry and is proactive in assessing the risk associated with permitting HML and HPV's access to the network to assist industry. Council funds its maintenance and capital programme accordingly.

Logging

Tasmania has the largest hardwood saw log plantation resource of any State in Australia and the Dorset region has the second largest area of public eucalypt plantations in Tasmania (22,900ha or 12 per cent of the state's total) and the largest area of public softwood plantation in Tasmania (16,300ha or 34 per cent of the state's total).

Logs harvested in the region are transported across the municipality westward to Bell Bay and Burnie ports, and south to Boyer, on both local government and state owned roads.

Logging activity presents significant road maintenance and service level provision challenges to Council due to the wide distribution of coupes across the region and the harvesting cycle that results in intensive periods of road use by logging trucks for a short period of time, then little activity for long periods of time while the coupes regrow.

¹ High Productivity Vehicles (HPV) is a vehicle combination, such as a B-doubles, which are able to operate under permit on a restricted road network. HPV routes generally allow 26m vehicles to operate with a gross vehicle mass of 62 tonnes. Many industries are introducing these vehicles where road conditions allow.

² Higher Mass Limit (HML) is a vehicle combination that allows an additional 5 tonnes for compliant vehicles (vehicles with road friendly suspension). These vehicles can range in length from 19m to 26m. They operate under permits on routes that have been assessed as being structurally capable of sustaining the additional mass per axle group. HML compliant vehicles are increasingly being used by the dairy and timber industries.

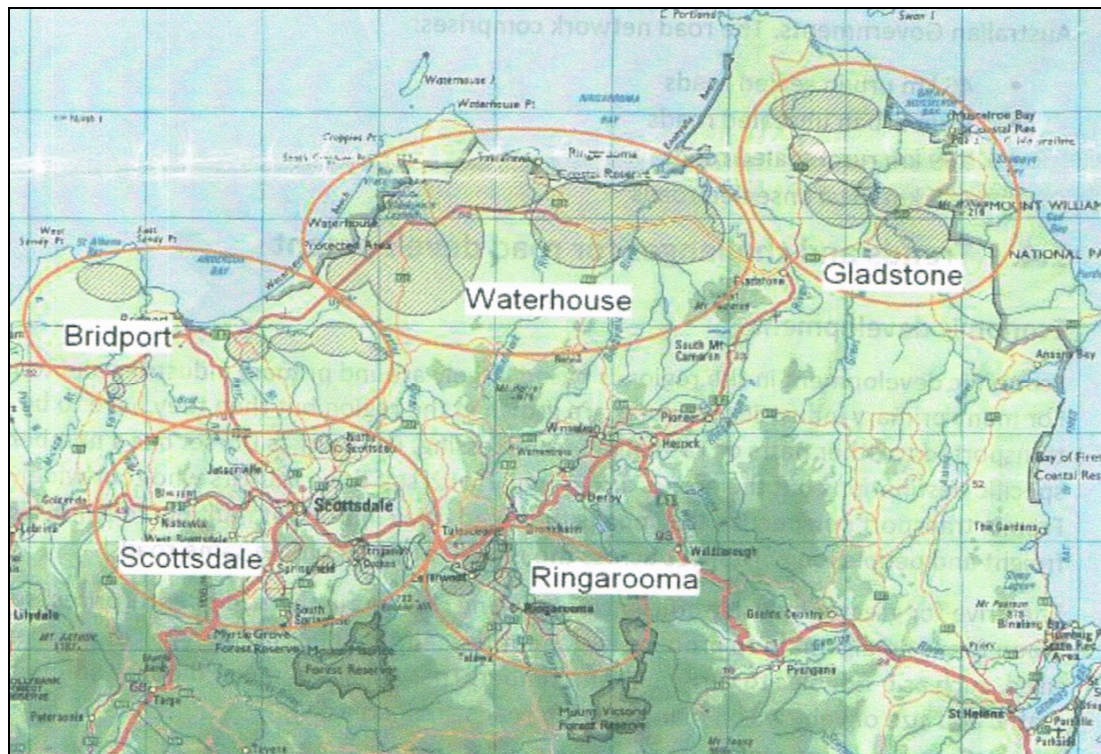
Irrigation Schemes

The Dorset region is undergoing a major investment in irrigation schemes (Figure 2). These schemes will improve the reliability of water access to large parts of the region and will open up opportunities for significant expansion in dairy and other primary industries. Existing schemes in Dorset are:

- Great Forester (Headquarters Road Dam)
- Winnaleah Irrigation Scheme

The Upper Ringarooma Irrigation Scheme commenced construction in late 2013, and a scheme is proposed for Scottsdale.

Figure 2: Existing and proposed irrigation areas



The majority of the irrigation water will be used to expand dairying in the region, with the remaining water supporting other agricultural activities, including cropping and intensive horticulture, such as vegetables and fruits.

Tourism

Dorset and its surrounding regions have or are developing a number of nationally significant tourist destinations. These include golf resorts, wineries, lavender farm, bushland/national parks and coastal areas. The area is also at the start of an East Coast route to Freycinet and ultimately Hobart. These locations attract a combination of destination-based tourists and increasingly, self-drive tourists travelling through the region in mobile homes.

A challenge for Dorset is to increase the attractiveness of a wider range of destinations in the region and to increase the time spent in the region, by providing new attractions and improving access for tourists on attractive routes other than the existing highway network. The extensive unsealed road network in Dorset can act to restrict tourist movements and reduce the time tourists stay in the region.

Wind Energy

The Cape Portland wind farm, with 56 wind turbines, is Australia's largest wind farm. As well as providing clean energy it offers another tourist experience in the region.

Lifestyle

Dorset offers a range of high quality living environments within easy distance of Launceston. These areas, such as along Golconda Road and around Bridport, have potential as commuting areas as well as providing quality environments for retirees and people working in the region.

There is potential for significant growth in this market that will help establish a critical mass of people in the municipality. However, to fully realise this potential shorter travelling time and safer road access to Launceston is required.

Access

Regional Roads

Launceston is the hub for many primary and government services in the region. This means that safe, reliable and fast access to Launceston is a significant issue for Dorset residents and businesses.

Two key link roads exist between Scottsdale and Launceston: the state owned Tasman Highway and Golconda Road (under the jurisdiction of both Dorset and Launceston City Council) to Lilydale that then connects with the state owned Lilydale Road to the northern suburbs of Launceston.

From Bridport, the state owned Flinders Highway can be used to access connector roads to Golconda Road (Ferny Hill Rd and Pipers Brook Rd), Pipers River Road and the East Tamar Highway.

The Tasman Highway is the shortest route between Scottsdale and Launceston, providing access directly to the southern areas of Launceston. This route also provides a bypass of Launceston to Launceston Airport, and a connection with the Southern Outlet that connects to major arterial roads to Devonport or Hobart. The barrier to achieving quality access to Dorset via the Tasman Highway is The Sideling, an 8km segment of the Tasman Highway that is mountainous, narrow, winding and expensive to improve significantly.

Golconda Road is a commuter link road that serves residential and commuters, carrying 50% of the traffic volume of the Tasman Highway. Golconda Road has several road segments of poor alignment and documented accident clusters.

The Bridport Main Road between Scottsdale and Bridport and the Flinders Highway is utilized for residential and commuter traffic, and to transport logs to Bell Bay and Burnie, and milk to Spreyton.

Sea

The nearest major sea port for the Dorset district is at Bell Bay on the Tamar River, about 45 minutes travelling time from Scottsdale. Devonport, the terminus for the Bass Strait roll-on roll-off freight and passenger ferries, is about two hours from Scottsdale via the Bridport Road. Bridport has a small fishing and freight port that is used to service Flinders Island.

Air

Launceston Airport is about 60 minutes from Scottsdale. The Airport offers the largest air freight service in Tasmania as well as direct passenger flights to Melbourne, Sydney and Brisbane. There are two privately owned airfields located at Bridport. The airfields serve as air service nodes that contribute significantly to air transport between Bridport and Flinders Island and in the case of the Barnbogle Golf Course, links with Melbourne. Daily flights exist between Bridport and Flinders Island. There are multiple daily flights between the Barnbogle Golf Resort and Melbourne.

Local Roads

The region has a good network of local roads that serve communities. Due to the extent of the network and the low population of Dorset, a challenge for Council is ensuring that the road funds available are invested in the most cost effective way that benefits the region. For example, Dorset Council maintains five north-south roads between;

- Golconda Road and the Flinders Highway - Ferny Hill Road and the Bridport Back Road
- Waterhouse Road and Scottsdale - Barnbogle/Burnside Road and Old Waterhouse Road
- Waterhouse Road and Winnaleah Main Road – Banca Road

Determining which routes should be given priority for development will require Council to assess each route taking into consideration its potential role, the condition and safety measures it wishes to implement, and the service level required for a given road.

Vehicle Technologies

Due to the impact that HPV's and HML vehicles can have on local roads, and the inability of some roads and bridges to carry increased axle loads, these vehicles are only allowed to operate on approved roads under permit and stated conditions.

Asset Management

The investment associated with upgrading the road and bridge network to accommodate all transport requirements is prohibitive. Council receives limited funding from Federal and State Governments to maintain and renew the network. In 2012, Council developed road and bridge asset management plans that are used to determine the allocation of maintenance and capital costs on a priority and needs basis with the aim of maintaining a safe road system.

Asset Management Plans can be viewed on Council's website www.dorset.tas.gov.au

2 Road Plan

2.1 Network Plan

Council operates and maintains the road network to achieve the following strategic objectives:

- Ensure the road network is maintained at a safe and functional standard
- Ensure the road network is affordable and sustainable for ratepayers and broader community
- Ensure the road network services the needs of Dorset's different communities

These objectives will be achieved by improving the efficiency of access for industries to markets, improving the efficiency of access to Launceston and other centres, maintaining all roads to a safe and functional standard and improving the safety of travel within the region.

Priority will be given to projects that have the highest strategic importance and urgency, are affordable to the ratepayer and provide cost-effective benefits to the largest proportion of the community.

Priority Networks

Not all roads play the same role and roads may be managed differently depending on their role. Council and the State Government have identified the key roads in the municipality. Figure 3 shows the major roads in the region. Black roads are the responsibility of the State Government and the red roads are the responsibility of Council.

Figure 3: Dorset region

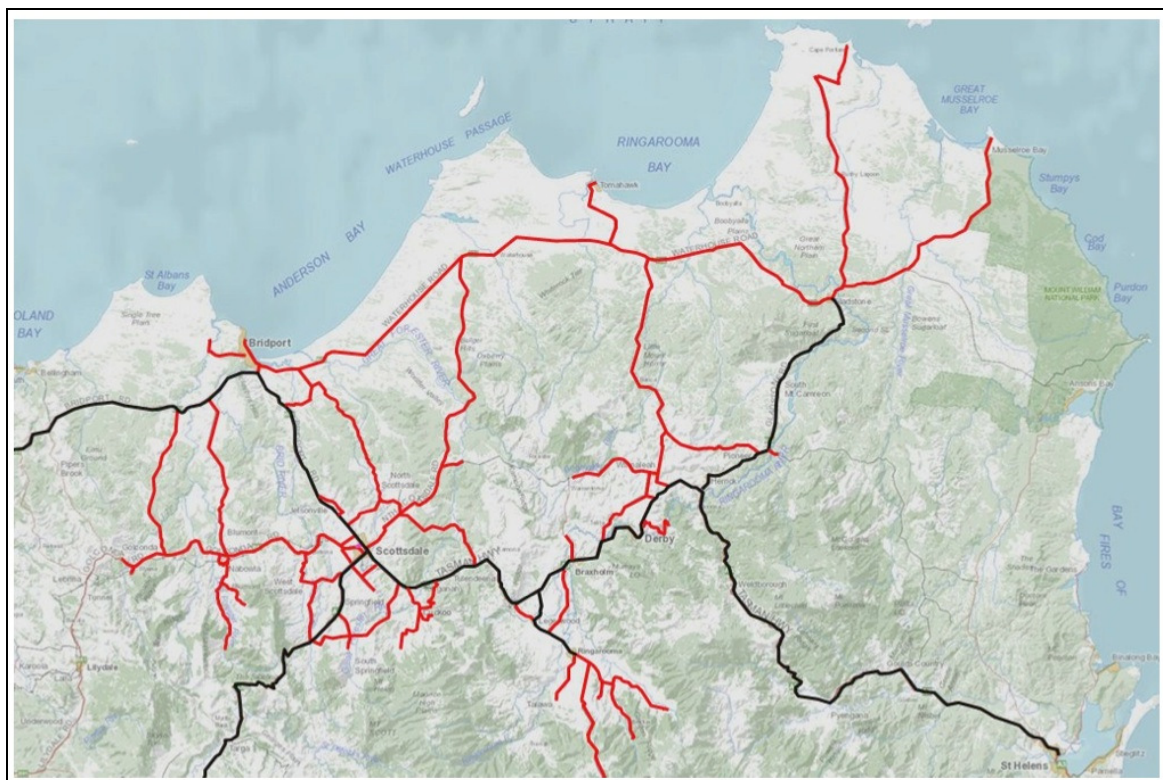


Figure 4 shows the major existing and expected future freight routes in the municipality. These routes are critical to industries in the region, including forestry and dairy.

Figure 4: Freight network

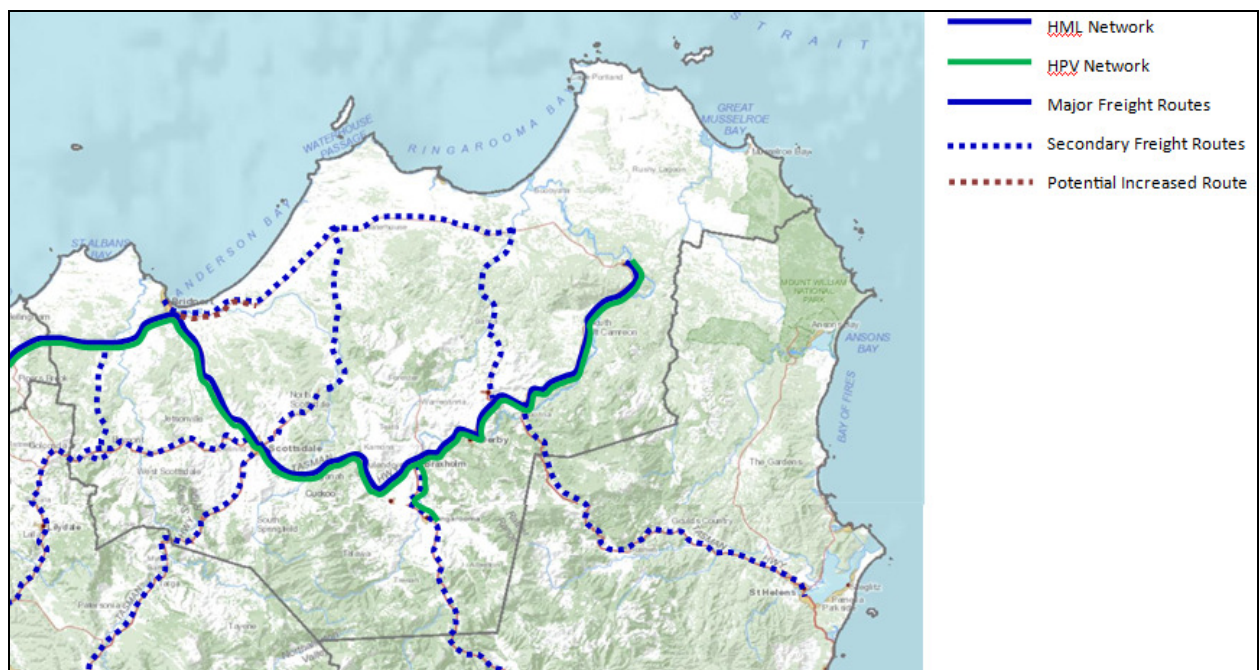
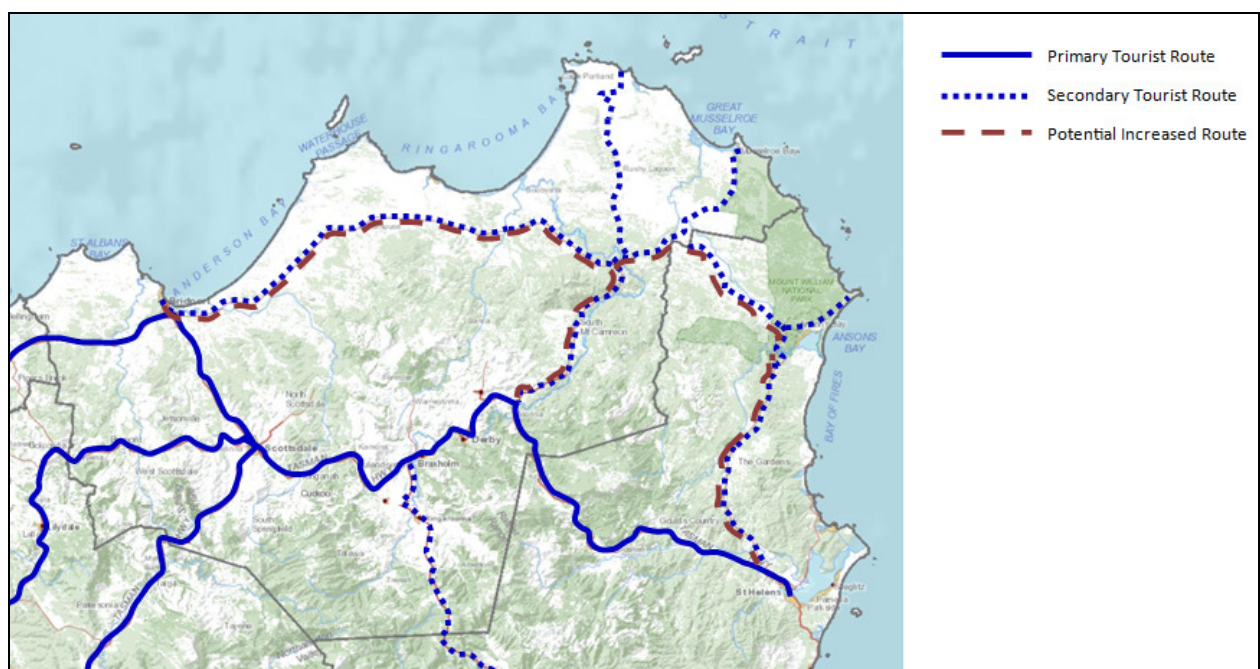


Figure 5 shows the major existing and potential tourist routes in the municipality. Currently the focus for tourist travel is the central area through Bridport and Scottsdale. However, Council is working with Break O'Day Council to investigate the potential to develop a major tourist route through the North-East areas of Dorset and then through to the East Coast.

Figure 5: Tourist network



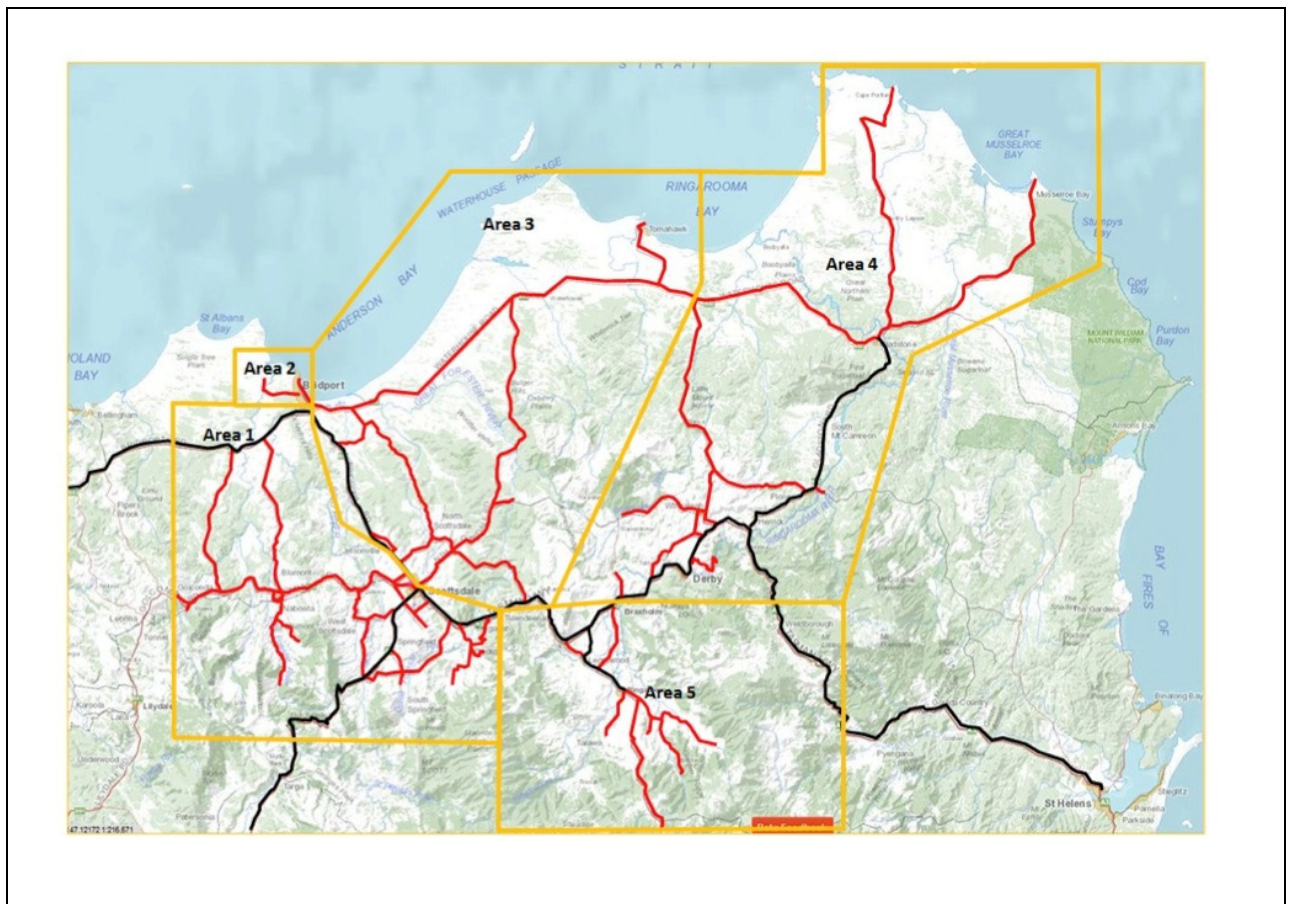
2.2 The Action Plan

The municipality has been divided into 5 areas (Figure 6). Each has distinctive needs and responses. This section describes the major road issues in each area, the long term road objectives and the actions identified in the master plan. Section 3 then identifies the priority actions that Council will implement first, together with investigations needed to better scope future projects.

A comprehensive list and description of committed and potential actions is attached to the plan. These are divided into:

- Actions to be delivered from 2013 to 2018, (Attachment 1)
- Actions that require development of a business case and the securing of funding before Council can consider their implementation, (Attachment 2)
- Actions that are dependent on private sector developments, (Attachment 3)
- Actions that Council will keep a watching brief on and consider as circumstances require, (Attachment 4) and
- Ongoing operational actions. (Attachment 5)

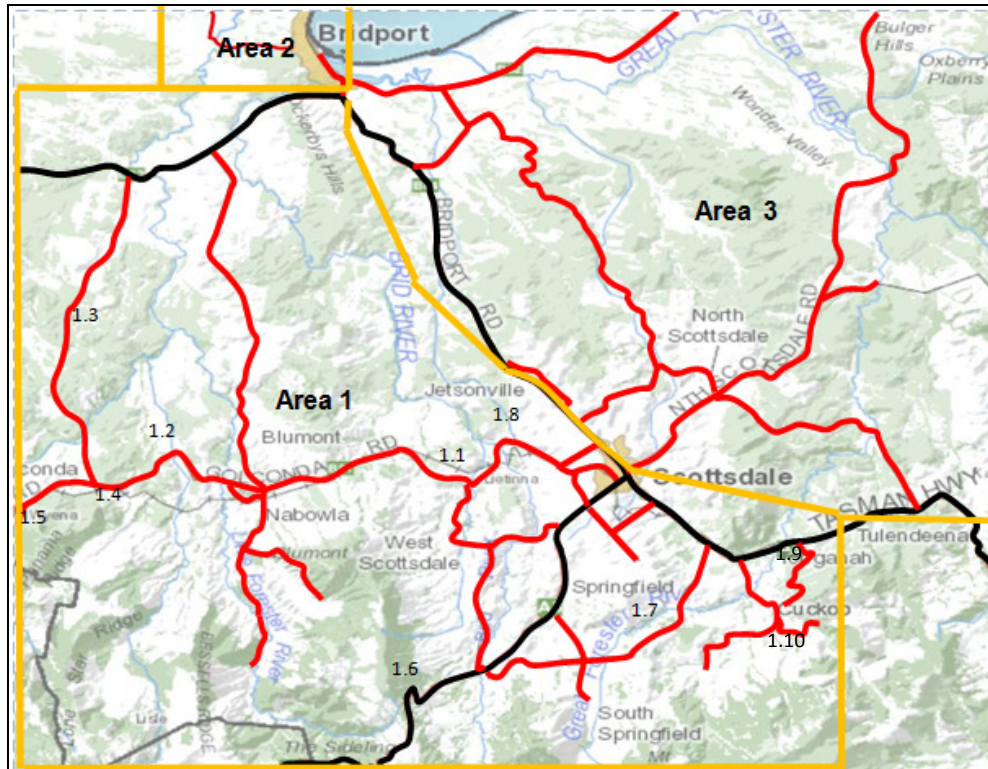
Figure 6: Action plan sub regions



Area 1

Area 1 covers the western areas of the municipality, broadly west and south of the Bridport Road.

Figure 7: Area 1 priority actions



Challenges and Opportunities for Area 1

The major industry within the area is forestry, with extensive logging operations occurring in the Lisle Basin, Blumont Regions. Council permits Higher Mass Limit trucks to cart logs on Golconda Road west of Blumont to Ferny Hill Road and from the Lisle Basin across Golconda Road to Ferny Hill Road and then to the Flinders Highway for transport to either Bell Bay or Burnie ports. The Bridport Back Road serves as a truck access road to Nabowla quarries and forestry reserves. Council discourages tourist traffic on the Bridport Back Road due to trucking operations and the narrowness and winding nature of the road.

Tourism is a major attractor, with this area being both a gateway to the region and a destination in its own right.

For tourists and residents wishing to access Launceston and tourist areas around Pipers Brook, Golconda Road is the most direct route. Currently this road has several winding sections but unlike the Tasman Highway over the Sideling, Golconda Road can be improved through road realignment and other works.

Objectives for the route/area

- Improve the quality and safety of access to Launceston, particularly along Golconda Road. Council's objective is to have the role and importance of Golconda Road recognised by Government and for capital funding allocations to be increased.
- Work with the timber industry to better facilitate movement of timber along Ferny Hill Road.
- Improve safety for local communities and visitors when accessing local attractions.

Road Plan Actions

Action 1.1	Golconda Road – Lietinna to Blumont
Action 1.2	Golconda Road – Gillespies Road Junction
Action 1.3	Ferny Hill Road
Action 1.4	Golconda Road – Ferny Hill and Virginia Road Intersection
Action 1.5	Golconda Road at Wyena
Action 1.6	Tasman Highway
Action 1.7	Ten Mile Track
Action 1.8	Oakdene Road
Action 1.9	Tonganah Road
Action 1.10	Cuckoo Road and Prosperity Road

Attachments 1 to 5 provide greater detail on the priority actions.

Years 2013/2014 and 2014/2015

- **Springfield - Ten Mile Track:** Assess the community road sealing request to seal the remaining 4.1 km of unsealed road against the requirements of Council's Road Policy³ (Action 1.7).
- **Tonganah Road:** Investigate safety improvements and possible realignment in the vicinity of the railway crossing (Action 1.9).

Years 2014/2015 to 2017/2018

- **Golconda Road – Lietinna to Blumont Main Road Deviation:** Develop a business case required to support a construction funding application for a new 5.7km two lane sealed road to avoid the current poorly aligned road segment. (Action 1.1)
- **Golconda Road – Gillespies Road Junction:** Develop a design for the inclusion of left and right hand turning lanes into Gillespies Road from Golconda Road (Action 1.2)
- **Golconda Road – Ferny Hill and Virginia Road Intersection:** Rationalise the junction with a sealed road access and line marking, and strengthen the pavement of Golconda Road at the intersection. (Action 1.4)
- **Golconda Road at Wyena:** In the short term, investigate the options that may exist for Council to fund/partially fund road improvement works (sight distance and vegetation clearing). Seek funding through the "Nation Building Black Spot Programme" for upgrading in 2014/2015. Longer term, develop a business case required to support the construction funding application for a 2.3km realignment of the carriageway. (Action 1.5)
- **Oakdene Road, Jetsonville:** Assess the community road sealing request to seal the road for non-heavy vehicle access against the requirements of Council's Road Policy (Action 1.8)

Management

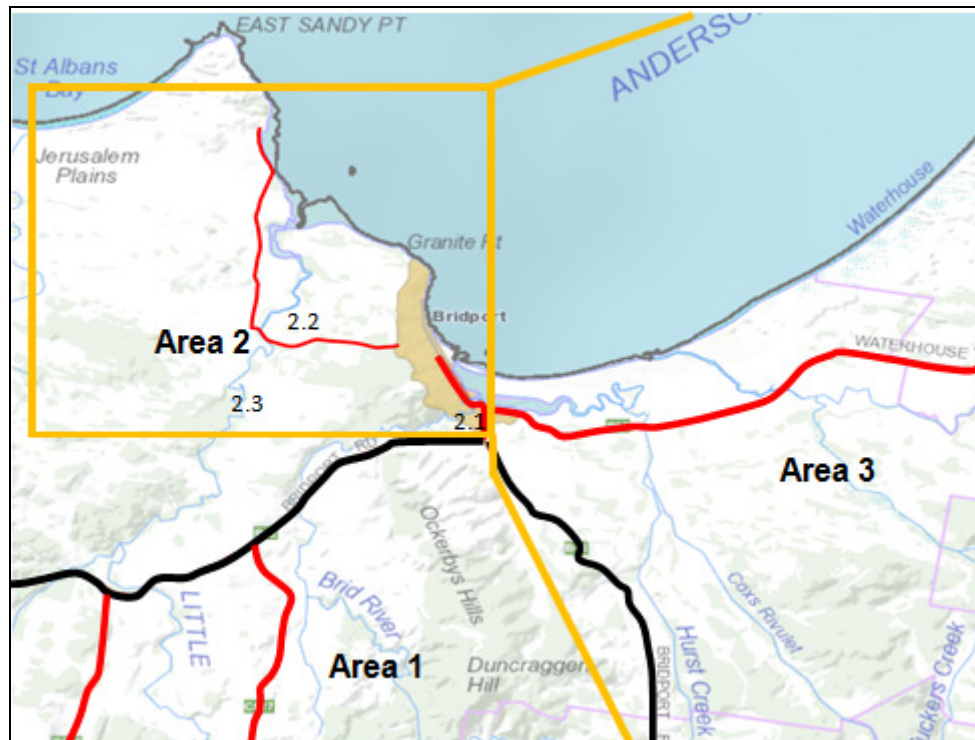
- Council will continue to advocate the importance of Golconda Road as a key commuter link road between Scottsdale and Launceston and seek additional capital funding to continuously improve the road over time.

³ Council's Road Policy can be viewed on Council's website www.dorset.tas.gov.au

Area 2

Area 2 covers Bridport and its surrounding roads.

Figure 8: Area 2 priority actions



Challenges and opportunities for Area 2

Bridport is a thriving recreational, farming and transport hub. Heavy vehicles access the port area via the Brid River Bridge and Main Street and continue via Sandy Point Road to access the developing dairy area to the west of the town.

The transport requirements of the port facility are for the access of High Productivity Vehicles from Main Street to the port. Higher Mass Limit vehicles are permitted to cross the existing bridge under permit. The Brid River Bridge, built in 1959, has not been designed and constructed to accommodate the current need. Replacement is planned for 2014 and includes an upgrade of the road adjacent to the port area to allow the safe turning into and exiting the port by HPV's.

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. The identification of a second access route could be undertaken as part of a broader review of land use planning in Bridport.

Objectives for the route/area

- Improve the ability of existing roads to carry HPV's
- In the longer term, reduce the conflicts between commercial and other vehicles and improve the amenity of the Bridport Town Centre

Road Plan Actions

Action 2.1 Bridport – (Existing Access)

Action 2.2 Sandy Point Road

Action 2.3 Bridport – (Second Access)

Attachments 1 to 5 provide greater detail on the priority actions.

Years 2013/2014 and 2014/2015

- **Bridport - Access (Existing) - Emily and Main Streets Upgrade Project - Stage 1:** Council will replace the Brid River bridge on the access to Bridport and upgrade the access road to the port area (between the port and the fish farm) in 2014. (Action 2.1)
- **Bridport - Sandy Point Road:** Assess the community road sealing request to seal Chainage 1748 to Chainage 2831 (1.1 km eastwards from Brid River) against the requirements of Council's Road Policy (Action 2.2)

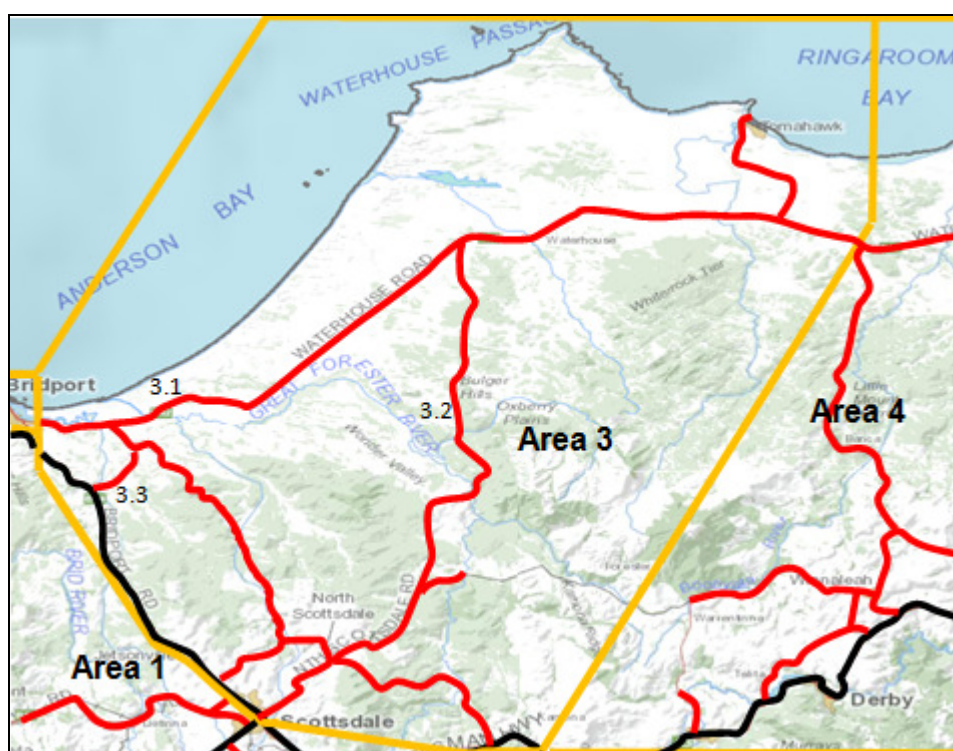
Years 2014/2015 to 2017/2018

- **Bridport – Second Access:** Partner with stakeholders to develop a strategic justification for and analysis of potential routes and cost. (Action 2.3)

Area 3

Area 3 covers the central part of the municipality between Bridport and Tomahawk, including the Old Waterhouse Road and Waterhouse Road areas.

Figure 9: Area 3 priority actions



Challenges and opportunities for Area 3

The north-central area is undergoing significant change, with tourism development at Barnbougale east of Bridport and growing irrigation areas along Old Waterhouse Road. A proposal to extract sand and transport to the Bell Bay port will most likely have a significant and detrimental impact on Waterhouse Road, Edward Street and Emily Street.

Objectives for the route/area

- Improve access to the growing recreational and mining area around Barnbougale
- Provide a quality road for accessing primary production and tourism areas to the east of Bridport, such as Mussleroe Bay, Gladstone and Banca Road
- Maintain a safe network for industry and residents east of Bridport Road

Road Plan Actions

Action 3.1 Bridport – Emily and Edward Streets and Waterhouse Road

Action 3.2 Old Waterhouse Road

Action 3.3 Barnbougale, Boddingtons, Burnside and Jensens Roads

Attachments 1 to 5 provide greater detail on the priority actions.

Years 2013/2014 and 2014/2015

- **Bridport – Emily & Edward Streets and Waterhouse Road: (Sand haulage “Lost Farm” to Bell Bay):** Council to enter into a Development & Planning Part 5 Arrangement with the developer stipulating the requirements for funding the maintenance and remediation works to support an increase in the expected number of Higher Mass Limit trucks using the road during the required cartage period, so as to maintain a safe road system by adherence to specified asset intervention levels. (Action 3.1)
- **Bridport – Emily & Edward Streets and Waterhouse Road to “Lost Farm”:** Council to partner with “Barnbougale” and “Lost Farm” management and other transport stakeholders to develop a business case to upgrade the stated roads to Department of Infrastructure Energy and Resources (DIER) standards and seek State & Federal Government funding to progress the project. The road upgrade is also required to support the expansion of the Barnbougale and Lost Farm complex and possibly the Musselroe Bay Resort development (Action 3.1)

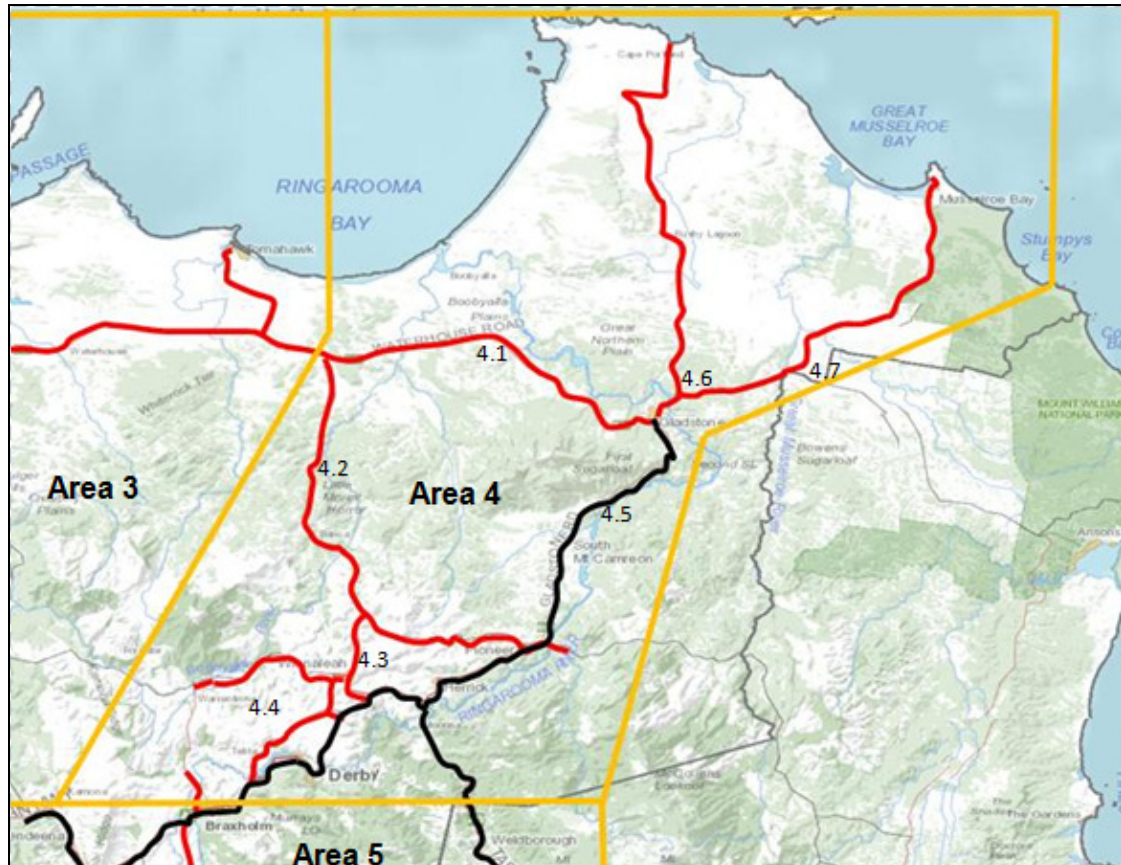
Years 2014/2015 to 2017/2018

- **Waterhouse Road – Segment 13:** Council to remediate Segment 13 - 1,432m in length running east from Old Waterhouse Road - using Council and Roads to Recovery Funding (Action 3.1).
- **Waterhouse Road – Segments 21 & 22:** Council to remediate Segments 21 and 22 - a total of 3,752m in length running east from Banca Road - using Council and Roads to Recovery Funding (Action 3.1).

Area 4

Area 4 covers the north-eastern parts of the municipality, covering Banca Road, Gladstone and the northern coastal areas.

Figure 10: Area 4 priority actions



Challenges and opportunities for Area 4

Banca Road will continue to be a key link road for many local industries, with Waterhouse Road and Tasman Highway providing the links to other regions.

The North-East has the potential to become an area of significant attraction for visitors. The Cape Portland wind farm is a potential major new attractor while the coastal areas are expected to grow as recreational centres. Major new eco-tourism developments are being considered at Musselroe Bay.

New developments at Musselroe Bay and in Mount William National Park could increase the attractiveness of the region.

Council is collaborating with Break O'Day Council to investigate the potential for making the route between Gladstone and St Helens via Ansons Bay a significant tourist route.

Objectives for the route/area

- Maintain the condition of Banca Road so that it can safely and efficiently manage existing traffic types and volumes
- Continue the development of Waterhouse Road so that over time it becomes a more attractive route for car based tourism and provides access to the Musselroe Bay and Cape Portland areas and the East Coast

Road Plan Actions

- Action 4.1 Waterhouse Road – Banca Road to Gladstone
- Action 4.2 Banca Road
- Action 4.3 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
- Action 4.4 Road Cluster – (Derby Back Road – Tasman Highway to Tasman Highway) and Grahams Lane (Derby Back Road to Tasman Highway)
- Action 4.5 Gladstone Main Road
- Action 4.6 Browns Bridge Road and Musselroe Road
- Action 4.7 Potential East Coast Tourist Route

Attachments 1 to 5 provide greater detail on the priority actions.

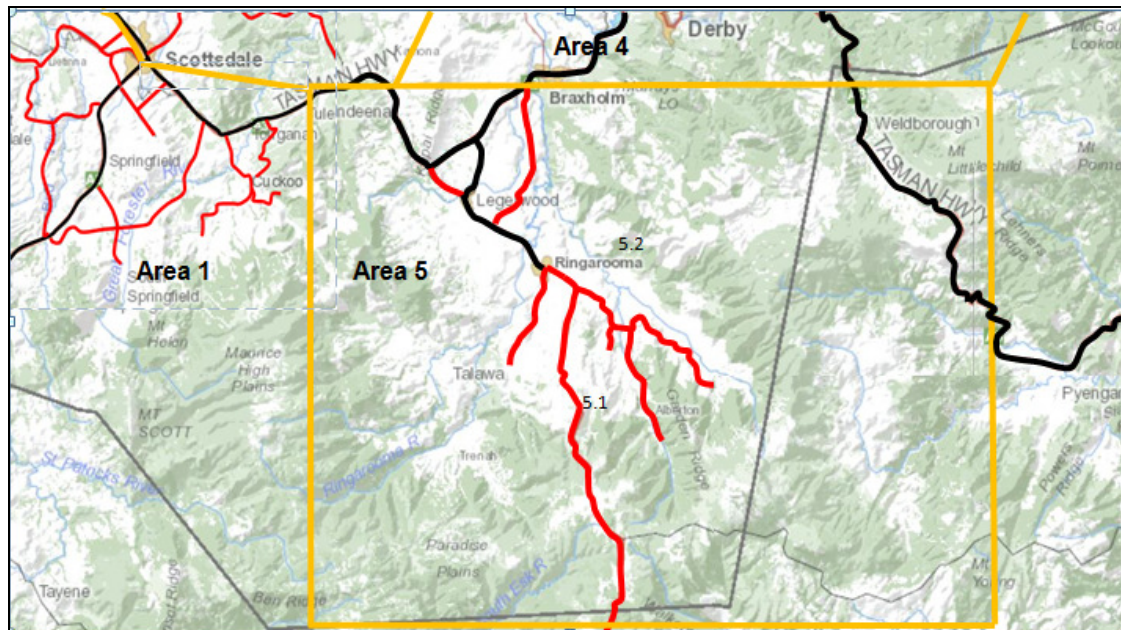
Years 2014/2015 to 2017/2018

- **Tourist Route - Bridport to St Helens via Waterhouse Road, Cape Portland Road, Browns Bridge Road, and Ansons Bay Road to St Helens:** Council to investigate with Break O'Day Council and stakeholders the feasibility, cost and development strategy for a tourist route through the North East part of Dorset and down the east coast to St Helens (Action 4.7)
- **Gladstone Main Road:** Council to discuss with DIER the conditions under which the road ownership could be transferred to Council (Action 4.5)

Area 5

Area 5 covers the south-eastern areas, around Ringarooma and the road to Mathinna High Plains.

Figure 11: Area 5 priority actions



Challenges and opportunities for Area 5

Roads in the southern area are highly important for local communities and for access to forest resources, with 500,000 metric tonnes of timber harvested annually. The major movements are to the Tasman Highway and then west for processing, and access from forests in Break O'Day from Mathinna Plains. Although HPV's are permitted to operate on these roads for timber haulage, the roads do not meet B-double standards. A particular challenge in this area is the highly variable nature of timber harvesting, where roads can be used heavily for a short period while a coupe is being felled, then not used at the same scale for 20 years or more.

Objectives for the route/area

- Improve the efficiency of timber movements
- Maintain the road network at an appropriate standard for industry and local communities

Road Plan Actions

Action 5.1 Mathinna Plains Road

Action 5.2 Bridge 1614 – Dorset River on Dead Horse Hill Road

Watching Brief

- The bridge crossing the Dorset River on Dead Horse Road (No 1614) is under a load restriction that prevents heavy vehicles accessing Dead Horse Hill and MacDonalds Avenue to New River Road – a gazetted HPV segment of Road linking Mathinna Plains Road and Ringarooma Road. The load limit means that logs harvested in the Dead Horse Hill region need to be back carted on forestry roads accessing the Tasman Highway at Braxholm, and this increases the haulage distance. Forestry enterprises have approached Council in relation to replacing the bridge over the 2014/2015 period. Council will liaise with industry with the aim of developing a shared funding agreement with the forestry industry to enable the bridge replacement (Action 5.2)

3 Delivering the plan

3.1 Partnering — The role of different organisations

Council will take the lead with projects where it is responsible.

Many major needs are the responsibility of others. Council will work to ensure Dorset projects have high priority and are funded.

Council's Role	Examples
Provider	Council directly provides the infrastructure or services that are required. For example, construction of local roads and bridges, or sealing of the Bridport to Sandy Point Road to assist the dairy industry and local communities.
Advocate	Council advocates on behalf of the community for the actions that are required. For example, Council's advocacy to the State Government for upgrading of The Sideling.
Facilitator	Council facilitates the provision of the required actions by others. For example, Council worked with Hydro Tasmania to rehabilitate Cape Portland Road.
State Government's Role	Examples
Provider	State agencies provide major road infrastructure and manage major roads, such as upgrading Golconda Road.
Advocate	State Government advocates with Council for Federal funding to build major infrastructure in Dorset, such as the Lietinna to Blumont realignment on Golconda Road.
Facilitator	State plans and planning regulations can facilitate desirable land uses and transport outcomes, such as heavy vehicle regulations that manage B-doubles.
Private Sector's Role	Examples
Provider	Private sector is responsible for providing infrastructure, services or development funds set out in developer contribution plans. For example, upgrading Waterhouse Road to enable B-doubles to cart sand to Bell Bay from the proposed Lost Farm sand quarry.

3.2 5 year implementation plan

Council has built the *Road Plan* into its forward budgets. Funds have been allocated for 2013/14 projects. Council will consider funding of projects in Council's budget on an annual basis, based on confirmed priority and established need.

Asset management

In 2012 Council adopted a 10 year asset management plan (*Dorset Council, Road Asset Management Plan*) that has set out Council's priorities and funding for asset management.

Priority road projects

Council will consider these projects over the coming 5 years when it is developing its capital program. Additional projects may be added to this list once the business case studies identified in the Priority Investigations below are completed.

2013/14 and 2014/2015

- **Bridport - Access (Existing) - Emily and Main Streets Upgrade Project - Stage 1:** Council will replace the Brid River bridge on the access to Bridport and upgrade the access road to the port area (between the port and the fish farm) in 2014. (Action 2.1)
- **Bridport – Emily & Edward Streets and Waterhouse Road: (Sand haulage “Lost Farm” to Bell Bay):** Council to enter into a Development & Planning Part 5 Arrangement with the developer stipulating the requirements for funding the maintenance and remediation works to support an increase in the expected number of Higher Mass Limit trucks using the road during the required cartage period, so as to maintain a safe road system by adherence to specified asset intervention levels. (Action 3.1)

2014/15 to 2017/18

- **Golconda Road – Ferny Hill and Virginia Road Intersection:** Rationalise the junction with a sealed road access and line marking and strengthen the pavement of Golconda Road at the intersection. (Action 1.4)
- **Waterhouse Road – Segment 13:** Council to remediate Segment 13 - 1,432m in length running east from Old Waterhouse Road - using Council and Roads to Recovery Funding. (Action 3.1)
- **Waterhouse Road – Segments 21 & 22:** Council to remediate Segments 21 and 22 - a total of 3,752m in length running east from Banca Road - using Council and Roads to Recovery Funding. (Action 3.1)

Priority investigations

A decision on the timing of these projects will depend on the outcomes of the studies and ability of Council funds or securing funds to implement projects.

2013/2014 and 2014/2015

- **Springfield - Ten Mile Track:** Assess the community road sealing request to seal the remaining 4.1 km of unsealed road against the requirements of Council's Road Policy (Action 1.7)
- **Bridport - Sandy Point Road:** Assess the community road sealing request to seal Chainage 1748 to Chainage 2831 (1.1 km eastwards from Brid River) against the requirements of Council's Road Policy. (Action 2.2)
- **Bridport – Emily & Edward Streets and Waterhouse Road to “Lost Farm”:** Council to partner with “Barnbogle” and “Lost Farm” management and other transport stakeholders to develop a business case to upgrade the stated roads to DIER standards and seek State & Federal Government funding to progress the project. The road upgrade is also required to support the expansion of the Barnbogle and Lost Farm complex and possibly the Musselroe Bay Resort development (Action 3.1)
- **Tourist Route - Bridport to St Helens via Waterhouse Road, Cape Portland Road, Browns Bridge Road and Ansons Bay Road to St Helens:** Council to investigate with Break O'Day Council and stakeholders the feasibility, cost and development strategy for a tourist route through the North East part of Dorset and down the east coast to St Helens. (Action 4.7)

2014/2015 to 2017/2018

- **Golconda Road – Lietinna to Blumont Main Road Deviation:** Develop a business case required to support a construction funding application for a new 5.7km two lane sealed road to avoid the current poorly aligned road segment. (Action 1.1)
- **Golconda Road – Gillespies Road Junction:** Develop a design for the inclusion of left and right hand turning lanes into Gillespies Road from Golconda Road (Action 1.2)
- **Golconda Road at Wyena:** In the short term, investigate the options that may exist for Council to fund/partially fund road improvement works (sight distance and vegetation clearing). Seek funding through the “Nation Building Black Spot Programme” for upgrading in 2014/2015. Longer term, develop a business case required to support the construction funding application for a 2.3km realignment of the carriageway. (Action 1.5)
- **Oakdene Road, Jetsonville:** Assess the community road sealing request to seal the road for non-heavy vehicle access against the requirements of Council's Road Policy (Action 1.8)
- **Tonganah Road, Tonganah:** Assess safety improvements in the vicinity of the rail crossing (Action 1.9)
- **Bridport – Second Access:** Partner with stakeholders to develop a strategic justification for and analysis of potential routes and cost. (Action 2.3)

Management and policies

Council will establish transparent policies and programs for the ongoing management of the road network and to assess impacts on that network.

- Council will continue to advocate the importance of Golconda Road as a key commuter link road between Scottsdale and Launceston, and seek additional capital funding to continuously improve the road over time
- Council will develop an urban street reconstruction plan and develop a schedule for town street reconstruction
- Council will update its policy on how large commercial developments, major agricultural activities and forestry are assessed and how road costs are apportioned
- Council will investigate the potential for an ongoing program to seal school bus routes

Monitoring and updating

Progress on implementation of the Road Plan will be reported to Council each year as part of the annual budget preparation. At this time there will be an opportunity for the results of the business case analysis undertaken during the year to be considered and for projects with a high benefit to the community to move into the implementation program.