TASMANIAN HEAVY VEHICLE DRIVER REST AREAS PROJECT REPORT

Evaluating the need for improved roadside facilities for heavy vehicle driver safety

TASMANIAN TRANSPORT ASSOCIATION

The Report on a project conducted by the Tasmanian Transport Association, with funding from the Tasmanian Government, Minister for Infrastructure and Transport, and the Department of State Growth, to:

- Investigate the need for facilities on key Tasmanian freight routes for heavy vehicle drivers to pull over safely to take breaks and to check loads
- evaluate the current formal and informal areas used for this purpose in Tasmania, along key freight routes
- recommend the extension to existing facilities or development of new facilities
- recommend a Rest Area Strategy for Tasmania.

Tasmanian Transport Association, November 2018 – November 2019

Acknowledgements

Many groups and individuals have contributed to this project through each stage, including raising the need for a rest area strategy, suggesting reference material, nominating sites and providing critical feedback on the report.

The TTA acknowledges the support of the (then) Minister for Infrastructure and Transport, Hon Jeremy Rockliff, MP, who recognised the need for and supported the research activities for this report, and current Minister for Infrastructure and Transport, Hon Michael Ferguson, MP.

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Terms used in this report

Terms commonly used in this report and their meanings –

TERM	MEANING
AADT	Annual Average Daily Traffic
Formal Heavy Vehicle Rest Area	An area that meets Austroads Guidelines Criteria for a Formal, Class 1 to Class 5, Heavy Vehicle Rest Area
Informal Heavy Vehicle Rest Area	An area that meets Austroads Guidelines criteria for an Informal HV Rest Area
Designated Heavy Vehicle Parking Area	An area recorded as a Designated Heavy Vehicle Parking Area on the map published by the Department of State Growth 2007
Google Maps Layer	In this project, Google Maps has been used to develop a map of facilities used by heavy vehicle drivers for parking and rest. A Google Maps Layer 'provides a container for arbitrary geospatial data'. Layers have been used for the different types of sites used by heavy vehicle drivers, and for travel routes.
Key Freight Route	A prioritised strategic freight route
Feeder Route	A freight route that services a Key Freight Route
WB, EB, SB, NB	Direction of travel on freight route WB = Westbound, EB = Eastbound, SB = Southbound, NB = Northbound

Executive Summary

The importance of road freight

Before the onset of COVID-19, and the resulting impacts on freight supply chains, Tasmania's economy was booming; the fastest growing in the nation on a per-capita basis and at nearly double the national average. The 2019-20 budget forecast this growth to continue and remain above trend at 2.75 percent in the coming year. Exports were up and the state exported more than $3.76b worth of goods in the year to March 2019 – 6.6% higher than the previous year.

In the immediate term, COVID-19 has had a devastating impact on Tasmanian industry particularly in tourism, hospitality and retail sectors, and has resulted in some initial slowing of activity in the transport sector. The Tasmanian transport industry has worked throughout the crisis, providing essential services for Tasmanians and Tasmanian businesses.

The medium to long term impacts of COVID-19 on Tasmania's economic and social wellbeing are yet to be understood.

As a critical service provider, transport and logistics will underpin and actively enable economic and social recovery initiatives. Transport is the backbone of the Tasmanian economy; facilitating growth in key sectors of construction, agriculture, aquaculture, and exports, and the Tasmanian government has committed to a record investment in infrastructure to underpin ongoing economic growth.

As an Island state, an efficient freight network within Tasmania, and connections with interstate ports and freight hubs, is critical to the continued economic prosperity of Tasmanian businesses and the living standards of all Tasmanians.

The Hodgman Liberal Government has prioritised strategic investment for productive Tasmanian freight networks and in 2018, provided funding for this research project.

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

The Tasmanian Heavy Vehicle Rest Area Strategy Project

In 2018, the Tasmanian Government recognised the need for a Tasmanian Heavy Vehicle Driver Rest Area Strategy.

In October 2018, Deputy Premier, Hon Jeremy Rockliff MP, announced a funding grant from the Tasmanian Government to support the Tasmanian Transport Association to conduct a study into the provision of heavy vehicle rest area and parking bays in Tasmania, and to propose a recommended strategy for the future.

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

The need for these facilities is well documented.

In 2019, Austroads released updated Guidelines for the Provision of Heavy Vehicle Rest Areas including a methodology for assessing road networks against these guidelines.

Rest Area Strategy Plans, Policies and Guidelines, to determine the need, design and priority for establishing rest areas along road networks, have been developed in various forms, by governments and road agencies across Australian states and territories.

These rest area strategies vary in detail and application to various road user groups, but all recognise that providing safe and accessible areas for heavy vehicle drivers to pull over for rest or for load checking is essential and contributes to road safety outcomes for all road users.

In November 2018, with the support of key industry organisations, the Tasmanian Transport Association began the Tasmanian Heavy Vehicle Driver Rest Area Strategy Project.

The aim of the project was to -

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

Findings at a glance

- The current Tasmanian network of (largely informal) facilities available roadside to support the health and safety of heavy vehicle drivers does not meet the criteria set out in the Austroads Guidelines. This was the case when an audit to the Austroads Guidelines was conducted in 2006 with little progress since.

- A collaborative approach involving multiple stakeholders is critical to optimum facilities for driver safety. This includes engagement with industry, NHVR, the Department of State Growth, State and Local road managers, and operators of commercial facilities.

- A proactive ('built in, not bolted on') approach to the establishment of roadside facilities will provide better value for investment. Facilities must be actively and deliberately considered as an integral part of road network upgrade projects. This needs to be reflected in a Tasmanain Rest Area Strategy.

- This project has considered key freight routes and provide detailed evaluations of selected routes. Additional work is needed to evaluate more routes, particularly in the South and East of Tasmania.

Project Report and a Recommended HV Rest Area Strategy for Tasmania

The project has one key output.

The **Project Report** – This document. This report sets out the findings from the project activities. The recommendations are summarised in the next section. The recommendations are divided into two types – general recommendations and actions recommended specific to each of the sites identified.

The first recommendation is that the Tasmanian Government establish a strategy for providing suitable roadside facilities for heavy vehicle driver safety in Tasmania: a **Tasmanian Heavy Vehicle Driver Rest Area Strategy**.

The Tasmanian Heavy Vehicle Driver Rest Area Project Reference Group has provided some guidance material, separate to this report, to support the development of a Strategy.

RECOMMENDATION 1

That the Tasmanian Government establish a Tasmanian Heavy Vehicle Driver Rest Area Strategy that expresses the key policy settings and priorities for establishing optimised road-side facilities for heavy vehicle driver safety in Tasmania.

Summary of General Recommendations

RECOMMENDATION	SECTION	RESPONSIBILITY
RECOMMENDATION 1 That the Tasmanian Government establish a Tasmanian Heavy Vehicle Driver Rest Area Strategy that expresses the key policy settings and priorities for establishing optimised facilities for heavy vehicle driver safety in Tasmania	The Tasmanian Heavy Vehicle Driver Rest Area Strategy Project	Tasmanian Government
RECOMMENDATION 2 That the Tasmanian Government recognise the TTA, and the Heavy Vehicle Driver Rest Area Strategy Reference Group, as the relevant advisory body regarding heavy vehicle driver rest areas, parking bays and associated infrastructure affecting heavy vehicle driver safety.	Project Governance	Tasmanian Government
RECOMMENDATION 3 The Tasmanian Transport Association formalise scope and membership the Heavy Vehicle Driver Rest Area Strategy Reference Group as the relevant advisory group regarding heavy vehicle driver rest areas, parking bays and associated infrastructure affecting heavy vehicle driver safety, by: a. developing and adopting formal terms of reference and agreed protocols b. consolidating membership and representation to the group to ensure all relevant stakeholders are engaged	Project Governance	Tasmanian Transport Association
RECOMMENDATION 4 The Tasmanian Heavy Vehicle Driver Rest Area Reference Group identify the next priority areas for evaluation,	Project Governance	Tasmanian Transport Association
RECOMMENDATION 5 That the Tasmanian Government note the collaborative approach of the Department of State Growth, the Tasmanian Transport Association and the National Heavy Vehicle Regulator, to share information and priorities for the establishment of areas of hard stand adjacent to the key freight networks in Tasmania where sites can meet multiple purposes.	Competition for areas of hard stand	Tasmanian Government
RECOMMENDATION 6 That the Tasmanian Government acknowledge that providing regularly and frequently spaced rest areas and parking bays accessible by heavy vehicles is critical to road safety, legal compliance, driver health and wellbeing, and a safe and attractive work environment, and commits to an integrated "built in, not bolted on" approach as part of all road infrastructure projects to deliberately and strategically plan to provide these facilities.	Policy Framework - Infrastructure Tasmania Key Freight Routes	Tasmanian Government

RECOMMENDATION	SECTION	RESPONSIBILITY
RECOMMENDATION 7 The Tasmanian Government formalise industry recommended names for Tasmanian Heavy Vehicle Rest Ares and Parking Areas that can be recognised for a range of purposes, including recording in National Heavy Vehicle Driver Work Diaries.	Summary of Evaluation of Tasmanian HV Parking Areas	Tasmanian Government
RECOMMENDATION 8 That the Department of State Growth update the 2007 record of Designated HV Parking Areas to reflect an agreed list of currently accessible HV parking and rest area facilities in Tasmania and make this available to industry via a range of platforms, including but not limited to the Heavy Vehicle Access Management System. The record to include the following details about each site: • Formally recognised name of site (eg Ulverstone Weighbridge) • Site location – Name and Number of Road (eg Bass Highway [1]), site access according to direction of travel (eg EB) • Type of site (Designated HV Parking Area, Commercial site, Informal site) • Capacity (truck parking bays available) • Facilities at site • GPS reference to provide precise location of area	Summary of Evaluation of Tasmanian HV Parking Areas	Tasmanian Government – Department of State Growth
RECOMMENDATION 9 That the Department of State Growth progressively rationalise and implement signage for Heavy Vehicle Rest Areas consistent with the following provisions of the National Guidelines and Australian Standards: a. Advance signs be located a standard 300m before HV Rest Areas and Designated HV Parking and include the distance to the HV Parking or Rest Area, a directional arrow and the HV Parking symbols as per S13. b. Position signs be adopted and located at the entry to a HV Rest Area or Designated HV Parking Area. c. Signage within HV Rest Areas and Designated Parking Areas include the formal name of the site.	Summary of Evaluation of Tasmanian HV Parking Areas	Tasmanian Government
RECOMMENDATION 10 The Tasmanian Government, through the TTA, the NHVR and the Department of State Growth, monitor the use of HVRAs and Designated HV Parking Areas to ensure primary use of the site for HVs is managed and maintained.	Facilities for all road users not just Heavy Vehicle Drivers	Tasmanian Government

Project Governance

The Tasmanian Heavy Vehicle Driver Rest Area Strategy Project was conducted between November 2018 and November 2019 by the Tasmanian Transport Association.

Established in 1960, the TTA is a member-based industry association providing research, industry advocacy, representation and advisory services to road, rail, shipping, warehousing, ports and ancillary sectors of the Tasmanian transport industry. The TTA supports and represents members in the pursuit of a safe, efficient, fair, sustainable and environmentally friendly transport system.

TTA represents the interests of the Tasmanian industry on various state and national bodies including:

- NHVR Industry Reference Forum and State Working Group
- Australian Trucking Association National Council
- Tasmanian Road Safety Advisory Council

The TTA also hosts the Tasmanian Transport and Logistics Workforce Advisory Group, tasked with developing an environment in which the industry can attract, recruit, develop and retain the workforce needed for the future.

The TTA has a keen interest in the safety and long-term sustainability of the transport industry.

This project was supported by a Reference Group who gave direction to each stage. The Reference Group was made up of industry members and stakeholder and included drivers, National Transport Insurance, transport supervisors, the Transport Workers Union and the Tasmanian Transport Association.

Consultations with other industry bodies through the project included with the National Heavy Vehicle Regulator (NHVR), Livestock Transporters Association of Tasmania (LTAT), the Tasmanian Bus Association (TasBus), the Australian Trucking Association (ATA) and the Tasmanian Transport Council (TTC).

The Tasmanian Department of State Growth has provided considerable support to this project, including access to road user statistical data and engagement on discussions around future infrastructure plans. Other Tasmanian transport operators and industry stakeholders have also made contributions to the study at various points.

Throughout this study, tensions have been identified where there is competition for use of areas of hard stand along the Tasmanian freight network. More detail is provided in this report in the section dedicated to competition for areas of hard stand. These include where Designated Heavy Vehicle Parking Areas are multi-use sites for purposes such as Heavy Vehicle Checking Stations and Weighbridges. A collaborative approach is required to ensure best possible use of resource in Tasmania and must involve key stakeholders including the National Heavy Vehicle Regulator.

The NHVR has engaged with and supported this project and has provided input in terms of future resource requirements for NHVR activities in Tasmania and impact of these on current sites used by heavy vehicle drivers for rest.

Input from these individuals and organisations has been vital and TTA is grateful for the contributions and support for this project. All who have made contributions have done so in a thoughtful and responsible manner, with due regard for both what is required by industry and an appreciation for the tension present due to limited resource for infrastructure development, and competition for available infrastructure resources within the State.

The current Reference Group model provides a strong basis for a long-term consultation mechanism, to provide input to road related infrastructure projects as they are initiated, designed and progressed within Tasmania.

The membership of the group should be rationalised to ensure appropriate representation from all relevant stakeholders and terms of reference and protocols for group members be developed to frame future activities of the group.

RECOMMENDATION 2

That the Tasmanian Government recognise the Heavy Vehicle Driver Rest Area Strategy Reference Group as the relevant advisory group regarding heavy vehicle driver rest areas, parking bays and associated infrastructure affecting heavy vehicle driver safety.

RECOMMENDATION 3

That the Tasmanian Transport Association formalise scope and membership fo the Heavy Vehicle Driver Rest Area Strategy Reference Group as the relevant advisory group regarding heavy vehicle driver rest areas, parking bays and associated infrastructure affecting heavy vehicle driver safety, by:

a. Developing and adopting formal terms of reference and agreed protocols
b. Consolidating membership and representation to the group to ensure all relevant stakeholders are engaged.

RECOMMENDATION 4

The Tasmanian Heavy Vehicle Driver Rest Area Reference Group identify the next priority areas for evaluation.

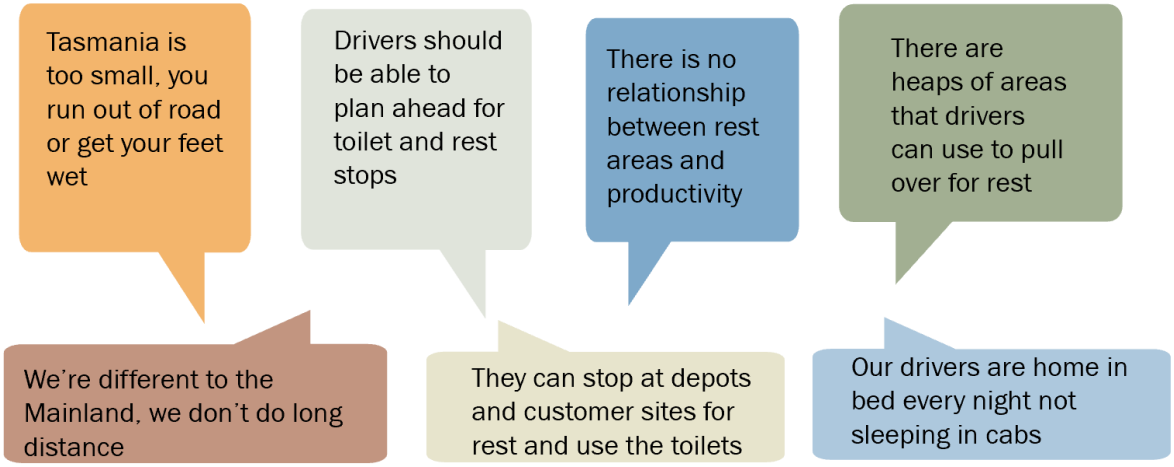
RECOMMENDATION 5

The Tasmanian Government note the collaborative approach of the Department of State Growth, the Tasmanian Transport Association and the National Heavy Vehicle Regulator, to share information and priorities for the establishment of areas of hard stand adjacent to the key freight networks in Tasmania where sites can meet multiple purposes.

The Case for Rest Areas and Truck Parking Bays

Consultations for this project identified pockets of 'objection' to the premise that new or expanded facilities to safely accommodate heavy vehicles for the purpose of driver rest and fatigue breaks, and vehicle and load checks are essential on the Tasmanian freight network.

These views have included:



Although the importance of these facilities is recognised nationally, and a framework for providing these facilities is set out in the Austroads **Guidelines for the Provision of Heavy Vehicle Rest Areas**, it is relevant to describe the factors making the case for new or expanded rest areas in Tasmania in this report.

Heavy Vehicle Driver Health, Safety and Wellbeing

In August 2018, Monash University released a report from a 12-year study of the health and wellbeing of Australia's truck drivers. The findings of this report are alarming: truck drivers in Australia have a 13-fold higher risk of dying at work than other Australian workers, making it one of the most dangerous occupations in Australia. Three quarters of work-related deaths for truck drivers were due to vehicle crashes. Truck driving is the most common occupation for male Australians, employing one in every thirty-three male workers in the nation.[1]

Transport, Postal and Warehousing accounts for the second highest number of fatalities amongst all industries in Tasmania, reporting 27% of all work-related fatalities in the last 10 years. Of the 24 work related fatalities in the past 10 years in Tasmania in Transport, Postal and Warehousing, all except five were the result of vehicle accidents (including 3 pedestrian deaths).

The transport industry, along with the broader community in general, is becoming more aware of the importance of good mental health, with several initiatives in this area launched over recent years, for example "healthy heads in cabs and sheds". A recent paper published in the US in 2018 examines the relationship between sleep and mental health for professional truck drivers and notes that:

> Professional truck drivers (TDs) are exposed to stressful working (and living) conditions and are vulnerable. They report physical and mental health problems and psychological distress more frequently than the general population and their problems

[1] Monash study finds truck driving among Australia's most dangerous jobs, Monash University News and Events, accessed at https://www.monash.edu/medicine/news/latest/2018-articles/monash-study-most-dangerous-job, 24/09/2018

> can affect safety on the roads. Actions to improve TDs' health and reduce the risks of (co-)morbidity or unsafe driving are imperative.

A recommendation from this US report is that government and law recognise responsibilities to support the provision of suitable facilities for truck drivers in response to the relationship between sleep and mental health; specifically:

> "guarantee law enforcement about law on working time, truck stops or rest areas with facilities as park-like areas, fuel stations, public toilets, restaurants with healthy food, and dump and fill stations for recreational vehicles access".[2]

Relationship between fatigue and crashes

One of the key sources of information about heavy vehicle crashes and their causes in Australia is the National Truck Accident Research Centre (NTARC); an independent research facility established by National Transport Insurance (NTI) – the leading commercial vehicle and equipment insurer in Australia. The **NTARC 2017 Report** reviews crash incidents reported to NTI in 2015. In this report, NTARC finds that although the main cause of heavy vehicle crashes is consistently 'inappropriate speed for conditions', fatigue still remains an issue of concern. Given that fatigue impairs judgement, it is likely that fatigue contributed to the inappropriate speed for conditions. The previous report had noted that since the September 2008 introduction of new legislation for heavy vehicle driving hours, and consequent fatigue reform, we had seen considerable improvement in losses related to operator fatigue.

A Federal Government inquiry, **Beyond the Midnight Oil, Managing Fatigue in Transport**[3], House of Representatives Standing Committee on Communications, Transport and the Arts, October 2000, into managing fatigue in transport reported that fatigue related road accidents alone cost around $3 billion every year.

A study conducted by the Adelaide Centre for Sleep Research concluded that a person who has been awake for 17 hours faces the same risk of a crash as a person who has a BAC reading of 0.05 g/100ml. They are therefore twice as likely to have an accident as a person with a zero blood-alcohol content who is not fatigued. Drivers who have been awake for 24 hours will have a driving performance similar to a person who has a BAC of 0.1 g/100ml. They are seven times more likely to have an accident.

In a paper titled: "**The economic evaluation of heavy vehicle rest areas, a new technique?",** presented at the Australasian Transport Research Forum 2013, Shane Campbell of Queensland Transport and Main Roads discussed the issue that remains, due to lack of research, with the *"…connection and causal relation between the planning and construction of rest areas and the consequential reduction in fatigue related crashes"*. Campbell points to studies conducted in the US which focussed on this matter:

> Two major US based studies provide ground-breaking findings in relation to the link between fatigue and the construction of and location of heavy vehicle rest areas in California. Out of a selection of collisions occurring between 1995 and 2005, fatigue collisions account for more than 1.3 % of total collisions in California. The number of fatigue and non-fatigue collisions declined significantly downstream of rest areas. It was also found that the number of fatigue collisions tended to decrease immediately downstream of rest areas while suddenly increasing 30 miles from rest areas, while non-fatigue collisions remained the same.[4]

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[2] ibid

[3] **Beyond the Midnight Oil: Managing Fatigue in Transport**, Standing Committee on Communications, Transport and the Arts, (2000), accessed at https://www.aph.gov.au/Parliamentary_Business/Committees/House_of_Representatives_Committees?url=cita/manfatigue/mfcontents.htm on 24/09/2018

[4] **The economic evaluation of heavy vehicle rest areas – A new technique?**, paper presented by Shane Campbell, Queensland Transport and Main Roads, October 2013, accessed at: https://www.atrf.info/papers/2013/2013_campbell.pdf

Fatigue Management and Tasmanian conditions

In many cases, typical Tasmanian heavy vehicle operating conditions are different to mainland, long-distance tasks where drivers are away from home for extended periods. Most the road transport freight task in Tasmania is completed by drivers who return to the depot of departure within the day or shift.

This circumstance does not eliminate fatigue.

Figure 1 NTARC Major Accident Investigation Report 2017

Heavy Vehicle drivers in Tasmania still need designated areas that are safe to pull over to check the vehicle, for breaks or to check loads, use toilets or access shops for refreshments.

The perception that major impact collisions are limited to the heavy, 'long distance' sector is not reflected in reality. Drivers may become fatigued at any time, and this may be due to work and non work-related factors, time of day and individual reasons.

This research from the NTI NTARC report 2017 again shows that most large losses (64.5%) occur within 250km from the point of departure. Irrespective of the freight task, this data includes local, regional, remote and interstate operations with the consistent finding that the incident occurs within the initial 5 hours of any given journey whether it is the outgoing or the return leg.

As indicated, all reports into major crash incidents have found this to be the case and promote the importance of an efficient freight and logistics operations model, loading and equipment preparation and strict monitoring of the driver's fitness for duty.[5]

From the NTARC –

> The focus on fatigue, specifically the time of incident researched in this study, indicates that the vast majority (43.6%) of large losses reported between midnight and 0600 hours related to transporters of general freight.
>
> Given the regulatory focus that has been placed on driving hours compliance and fatigue management since the introduction of driver fatigue reform in 2008, this result is concerning.
>
> As a result, NTARC calls on governments to invest in heavy vehicle rest areas and further resources to contribute to fatigue management, driver training and a better understanding of the science of sleep.

Legal Framework – fatigue laws and heavy vehicle drivers

Drivers of fatigue-regulated heavy vehicles work within a complex, strict and enforced compliance framework for minimum rest and maximum work times, set out under the Heavy Vehicle National Law and Regulations.

A Fatigue Regulated Heavy Vehicle is defined as:

- a vehicle with a Gross Vehicle Mass (GVM) of over 12t
- a combination when the total of the GVM is over 12t
- buses with a GVM over 4.5t fitted to carry more than 12 adults (including the driver)

[5] **2017 Major Incident Investigation Report**, NTI / NTARC, accessed at https://www.nti.com.au/files/files/20147_NTARC_Report/C666_NTI_2017_Accident_Investigation_Report_LR_2.pdf, 24/09/2018

- a truck, or a combination including a truck, with a GVM of over 12t with a machine or implement attached.

Drivers may, when formally trained and working for an endorsed operator with Basic Fatigue Management (BFM) or Advanced Fatigue Management (AFM) accreditation in place, access more flexible work / rest schemes. The information provided in this section relates to a driver working solo, under the default, or Standard Hours scheme, which is applied to most Tasmanian road transport operations.

Table 1 Solo Drivers under Standard Hours - Work/Rest Hours

Time	Work	Rest
In any period of…	A driver must not work for more than a maximum of…	And must have the rest of that period off work with at least a minimum rest break of…
5 ½ hours	5 ¼ hours work time	15 continuous minutes rest time
8 hours	7 ½ hours work time	30 minutes rest time in blocks of 15 continuous minutes
11 hours	10 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	12 hours work time	7 continuous hours stationary rest time*
7 days	72 hours work time	24 continuous hours stationary rest time
14 days	144 hours work time	2 x night rest breaks# and 2 x night rest breaks taken on consecutive day

*Stationary rest time is the time a driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary heavy vehicle.

#Night rest breaks are 7 continuous hours stationary rest time taken between the hours of 10pm on a day and 8am on the next day (using the time zone of the base of the driver) or a 24 continuous hours stationary rest break.[6]

Work time includes all tasks to do with the operation of the fatigue-regulated heavy vehicle. Driving is obviously work time, but work time also includes tasks such as:

- loading and unloading the vehicle
- inspecting, servicing or repair work
- attending to the load or to passengers (on a bus)
- cleaning or refuelling the vehicle
- instructing or supervising another person including learning to drive a heavy vehicle, learning a new route, making deliveries etc.
- recording information or completing a document (for example your work diary).

It doesn't matter if the tasks occur on private property or on a road or road related area, they are still classified as work.

Under the Heavy Vehicle National Law and Regulations, heavy vehicle drivers have flexibility to take breaks when they need them, within the windows of work/rest framework applying to them.

Breaches of the Heavy Vehicle National Law and Fatigue Regulations carry significant penalties for drivers and all parties in the transport industry Chain of Responsibility. The focus of on-road compliance and enforcement however remains the driver, who may be fined and penalised for breaches associated with working outside of the work/rest hours applying to them, or for a series of administrative errors associated with maintaining a work diary.

Compliance and enforcement of the HVNL activities in Tasmania is conducted by the National Heavy Vehicle Regulator, who took up these functions previously provided by the Tasmanian Government in July of 2018. Since that time, greater attention has been given to compliance with fatigue laws roadside and although an educative campaign has been in place, drivers are (justifiably) increasingly concerned with their ability to comply with the law through access to sites at which they can take mandated breaks (generally 15 minute, 30 minutes duration).

Additionally, and most importantly, drivers must be encouraged and supported to take a break when they feel fatigued.

The (current) review of the Heavy Vehicle National Law, conducted on a first principles basis, by the National Transport Commission (NTC) has considered how fatigue is being managed under the current HVNL. In the issues paper "Effective Fatigue Management", the NTC reports that "inadequate rest areas

[6] National Heavy Vehicle Regulator, "Standard Hours", accessed at https://www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/work-and-rest-requirements/standard-hours 24/09/2018

make it hard to meet rest requirements", citing feedback from drivers and the findings of an audit of rest areas against the Austroads Guidelines which found that:

> "there are insufficient rest areas on all AusLink freight routes. None of the Audited routes met the spacing recommendations in the guidelines (Austroads 2008). The Austroads finding matches drivers' own experiences. They expressed concerns about being required to stop and rest when there are not enough rest areas, or demand exceeds supply, or the quality of facilities is poor (Thornwaithe and O'Neill, 2016). The NTC suggests it isn't reasonable to demand compliance with strict work and rest requirements if it is not possible, or not safe, to comply."[7]

Suitable public areas on the Tasmanian road freight network must to be available to support drivers to take rests when they need to, to meet legal and personal fatigue requirements.

A Safe Systems Approach to Tasmanian Heavy Vehicle Operations

The primary purpose of the Heavy Vehicle National Law is to ensure a "safe and efficient heavy vehicle journey."

The NTC issues paper "Safe People and Practices", June 2019, explains that this is made up of:

- A safe driver – one who is well-trained, competent, fit for duty and alert when driving
- A safe vehicle – one that is registered, roadworthy and safely loaded
- A suitable route – one that minimises public safety risks and excessive impact on road infrastructure (given a heavy vehicle's mass and dimensions.[8]

Further, the safe and efficient journey model used within the issues paper is guided by the safe system approach, which:

> sees the safe driver, and those who influence them, as a fundamental part of a road transport system that involves interactions between roads, roadsides, travel speeds, vehicles and road users.

This approach is consistent with the National Road Safety Strategy 2011 – 2020 and is embodied within the Tasmanian Road Safety Strategy 2017 – 2026.

The extract following is from the Tasmanian Road Safety Strategy[9] and highlights the 4 key aspects of the safe systems approach.

> A Safe System has four essential elements which all interact
>
> 1. Safe Road Users – encouraging safe behaviour through education, enforcement and regulation.
> 2. Safe Roads and Roadsides – designing and maintaining roads to reduce the risk and severity of crashes.
> 3. Safe Speeds – establishing speed limits that are more appropriate to the safety features of individual roads.
> 4. Safe Vehicles – designing vehicles that protect occupants, lessen the likelihood of a crash and simplify the driving task.

[7] Effective Fatigue Management, NTC Issues Paper, May 2019, accessed at: https://www.ntc.gov.au/Media/Reports/(4806F7F5-CAC2-8DF8-58C7-EA5F7A8B6ACD).pdf

[8] **Safe People and Practices**, Issues paper, National Transport Commission, June 2019, accessed at: https://hvnlreview.ntc.gov.au/safe-people-and-practices

[9] **Tasmanian Road Safety Strategy 2017 – 2026**, Tasmanian Government State of Tasmania, December 2016, accessed at: https://www.transport.tas.gov.au/roadsafety/towards_zero

Providing dedicated and accessible facilities along safe roads and roadsides for heavy vehicle driver rest, breaks, vehicle and load checking is an important aspect of a safe systems approach to road safety.

Tasmanian Transport Industry Workforce Challenges

The Tasmanian Transport industry faces a key challenge in terms of establishing a skilled and professional workforce to meet the growing freight task. This challenge is not unique to Tasmania and is noted by the Australian Trucking Association, Australian Industry Standards, and State and Territory based transport associations throughout Australia. Indeed, the workforce challenge, particularly for road freight heavy vehicle drivers, is identified globally, and has been subject to reports and strategies through the American Trucking Association for example.

Tasmania's Transport, Postal and Warehousing industry has the highest percentage of the workforce aged over 45 years when compared to all other industries in Tasmania. The chart following shows that 59.7% of the Transport, Postal and Warehousing Industry in Tasmania is aged 45 years and older.[10]

Figure 2 - Ageing Workforce by Industry Sector - Tasmania

Table 3. Ageing workforce by industry sector, proportion and number aged 45 and over, 2016

Source: ABS Census of Population and Housing, 2016; author calculations

	45 years and older	
Industry Sector	%	No.
Transport, Postal and Warehousing	59.7	5,473
Health Care and Social Assistance	54.6	16,750
Education and Training	54.4	10,931
Rental, Hiring and Real Estate Services	53.5	1,430
Public Administration and Safety	52.9	8,971
Agriculture, Forestry and Fishing	52.8	6,014
Administrative and Support Services	49.9	3,201
Wholesale Trade	48.9	2,375
Electricity, Gas, Water and Waste Services	48.7	1,719
Mining	47.3	1,044
Manufacturing	47.2	7,016
Professional, Scientific and Technical Services	46.5	4,744
Other Services	43.2	3,499
Information Media and Telecommunications	42.2	1,227
Construction	42.1	6,924
Arts and Recreation Services	41.6	1,672
Financial and Insurance Services	41.5	1,892
Retail Trade	35.1	8,277
Accommodation and Food Services	25.7	4,252

The transport industry's capacity to attract, recruit, develop and retain this workforce for the future is impacted significantly by the conditions under which the industry operates, including those experienced by heavy vehicle truck drivers.

Driver exposure to significant fines and penalties provided through the Heavy Vehicle National Law and Regulations (for example fatigue / work diary breaches), are a further deterrent to people wanting to work as a heavy vehicle driver. During the course of this project, drivers have been penalised for operating a

[10] Institute Insights #2, The Tasmanian Workforce by Industry Sector, University of Tasmania – Institute for the Study of Social Change, accessed at https://www.utas.edu.au/__data/assets/pdf_file/0016/1055005/Insight-Two.pdf

heavy vehicle (B-Double / multi combination) on areas of the road network not approved for that class of vehicle, essentially to access facilities for refreshment, rest and toilets.

In one case, the driver had a passenger on board who required access to a toilet and in another, the driver was accessing a shop for refreshments. In both cases, the areas were commonly used by heavy vehicles, were within close proximity of the approved route, did not adversely impact the safety of other road users, and other options for facilities were not readily available.

Penalties for these drivers were more than $500 on each occasion. This represents a significant proportion of the weekly take home wage of drivers.

This does not support industry's efforts to attract potential drivers to the industry and a significant shortage of drivers is now impacting the productivity of transport operators.

Encouraging increased female participation in driving roles

The Transport, Postal and Warehousing industry categorisation is one of 7 industries classed as "Male Dominated" by the Workplace Gender Equality Agency (WGEA) in the August 2016 report: Gender segregation in Australia's workforce.[11] This report notes that some industries are becoming increasingly segregated and the Transport, Postal and Warehousing Industry is one of those: in 2015, 23.4% of the Transport, Postal and Warehousing Industry workforce was female, compared with 20.6% ten years ago.

The Austroads Guidelines for Provision of Heavy Vehicle Rest Area Facilities note that:

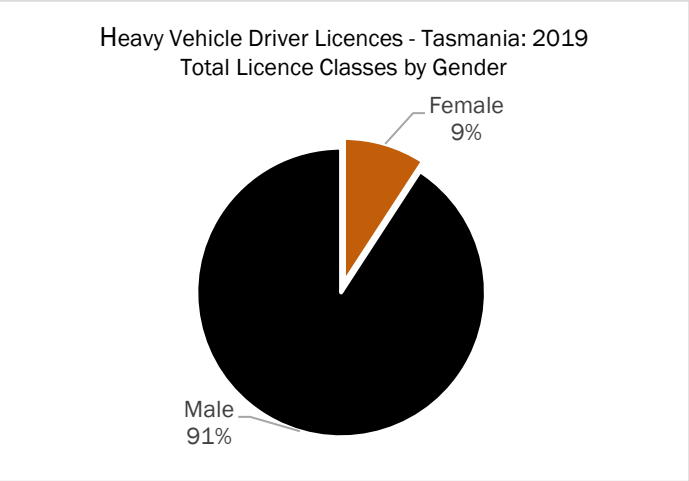
> There is a growing number of female drivers in the heavy vehicle industry; this should also be considered in the design of HVRAs. Consideration should be given to whether the dynamics are such that separate male and female toilets are required or if a unisex toilet is sufficient[12].

The Tasmanian Transport Industry recognises the importance of creating an environment which encourages female participation in non-traditional roles, particularly driving roles.

The Transport and Logistics Industry Skills Council 2015 E-Scan[13] suggests that around 4% of truck driving roles in Australia are occupied by women.

Data from the Department of State Growth Registration and Licensing area indicates that the proportion of women with heavy vehicle driver licences in Tasmania is around 9%.

In 2016, the TTA conducted a project – Women in Transport Tasmania, including the Women behind the Wheel program, which explored the barriers and strategies for increased participation by women in non-traditional roles in the Tasmanian Transport and Logistics Industry.



[11] Workplace Gender Equality Agency: Gender segregation in Australia's workforce; August 2016, accessed at: https://cica.org.au/wp-content/uploads/Gender-segregation-in-Australia's-workforce.pdf

[12] **Guidelines for the Provision of Heavy Vehicle Rest Area Facilities**, Austroads (2019), accessed at https://austroads.com.au/publications/freight/ap-r591-19 January 2019

[13] Transport and Logistics Industry Skills Council, Environmental Scan, 2015

The final report on this project[14] includes consideration of facilities needed to encourage and increase participation by women in driving roles. In this report, women drivers reported that facilities including toilets, accessible for all drivers, is a key requirement for all drivers in the industry.

Facilities for heavy vehicle drivers in Tasmania – why is this an issue now?

Highway bypasses

Since the 1970's, the Bass Highway and Midlands Highway have received upgrades which have bypassed many of the towns along these key freight routes. Several of these towns provided opportunity for heavy vehicles to park, access toilets and shops, and take breaks.

Most recently the Brighton Bypass has meant that heavy vehicles no longer go through the Brighton township, where previously many of the divers accessed 24 hour toilet and refreshment options at the Brighton BP service station.

An indication of some of the towns bypassed between 1970 and now is provided below. This list is not comprehensive (eg does not include Sulphur Creek bypass and others); it is provided as an indication of changes to the network over the past 40 years which have reduced the opportunity for heavy vehicle drivers to access towns along these routes.

1971 – Ross bypass

1977 – Devonport bypass

1977 – Melton Mowbray bypass

1978 – Kempton bypass

1980 – Ulverstone bypass

1988 – Prospect bypass

1988 – Smithton bypass

1990 – Deloraine bypass

1990's – Oatlands bypass

Late 1980's – Carrick and Hadspen bypasses

2001 – Hagley-Westbury bypass

2012 – Brighton bypass

2020 – Perth bypass

Changed Shift Patterns

The structure of work in the transport industry has changed over the past 30 years. To achieve greater productivity and return on high capital investment, transport operators across various industry sectors, have progressively introduced shift and rosters for drivers which maximise the operation of the heavy vehicle. This means that the spread of work hours is increased and no longer fits within the relatively standard 'business hours' of other industries. Fuel, milk and log transport operations in particular, operate shifts which have drivers out working when other people are sleeping!

High Productivity Vehicles

Operators have also progressively invested in higher productivity vehicles. This is expected to continue as the Bass and Midland Highways and other feeder routes to key freight networks are upgraded to a standard that permits heavy vehicle combinations that are longer and can carry greater mass. This has recently seen the introduction of 30m PBS 2B vehicles to the Tasmanian road network. Lack of, and

[14] Women in Transport Tasmania – Final Report, Tasmanian Transport Association, accessed at: https://www.skills.tas.gov.au/__data/assets/pdf_file/0004/147631/Women_in_Transport_Tasmania_Report.pdf

inadequately sized rest and parking areas, highlights the scarce opportunities for drivers to pull over and park these longer vehicles.

The Austroads Guidelines for the Provision of Heavy Vehicle Rest Area Facilities recommends that evaluation of rest areas and design for new areas is done in the context of the longest vehicle permissible along the route. OSOM vehicles are an exception to this, however operators in this sector have spoken about how important sites that can accommodate their load whilst the driver rests, checks the load and load security, and prepares for the next stage of the journey.

Flexible Safety Barriers

Tasmania has been progressively installing flexible safety barriers; wire rope flexible safety barriers which incorporate high-tension wire rope cables, to the median strip or down the centre of an undivided road, and on the edge of road shoulders. The flexible safety barriers are an important part of the Safe System approach to road safety and provide a response to the devastating consequences of head on collisions and run-off-road crashes of which Tasmania has a history[15].

The Tasmanian Road Safety Strategy 2017 – 2026 comments that:

> Tasmania has a network of more than 18 000 kms of roads. Many of these roads are higher speed rural roads that are narrow, winding and hilly. **They are missing important safety features such as line marking, sealed shoulders and clear zones on the roadsides.**
>
> Significant investment is required to improve the safety standard of Tasmanian roads. We know that the infrastructure required to keep people safe and minimise risk on our roads is costly, but this is justified by the number of serious injuries prevented and lives saved.

Heavy vehicle drivers consulted during this study have expressed concerns that the installation of wire rope barriers along the shoulders of the road has reduced opportunities previously available to pull over to check a load or in response to a vehicle problem. Many modern heavy vehicles have an engine de-rating function which activates in cases of mechanical malfunctions, which provides the driver with a limited time to guide the vehicle to a safe parking area.

Environmental conditions in Tasmania, including road topography and variable weather, impact the driving task and on some routes increase the need for frequent facilities for drivers to safely pull over for breaks.

Highway realignments and duplication work

The Midland Highway 10 year action plan is designed to guide the investment of $500 million dollars over a 10 year program to "upgrade the highway and improve road safety and save lives on Tasmania's key north-south freight route"[16]. The aim is to lift the standard of the Midland Highway to achieve a minimum 3-star rating for the entire length, using the Australian Road Assessment Program (AusRAP), which previously rated the majority of the Midland Highway as either 1 or 2 start, in its 5 star rating scale.

The plan states that most of the crashes on the Midland Highway are as a result of "loss of control", mostly single vehicle with some resulting in head on crashes and fatalities, and reporting that 60% of the fatalities on this highway have been as a result of head-on crashes.

Several different road treatments are being applied to the highway, including dual carriageways, road widening, realignment, additional overtaking lanes and installation of wire-rope safety barriers.

Some of this work has had unintended consequences of removing areas that were previously used by heavy vehicle drivers to pull over for rest and vehicle checks.

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[15] Flexible Safety Barriers – Department of State Growth website, accessed at: https://www.transport.tas.gov.au/roadsafety/roads/flexible_safety_barriers

[16] Midland Highway 10 Year Action Plan, Department of State Growth, accessed at: https://www.midlandhighway.tas.gov.au/about_the_action_plan

Sites are made commonly unavailable and inaccessibly by heavy vehicles as they are used to store aggregate and road construction materials or are in an area subject to road works area (for example, Site # 8, St Peter's Pass South bound).

Figure 3 St Peters Pass SB Site inaccessible due to roadworks material storage

Photo 1: 10 September 2018 Photo 2: 24 January 2019

The works did not deliberately consider and plan to provide for additional areas suitable for heavy vehicle drivers to pull over and take breaks or vehicle and load checks.

Existing sites have been redeveloped, but the opportunity to integrate the development of rest areas to meet minimum Austroads Guidelines with the current improvements to the Midland Highway have not been taken up. Designated HV Parking Area Site # 7, St Peter's Pass Northbound, which is opposite the site above (#8), was re-developed during the recent roadworks in this area.

This re-developed site does not have the same "amenity" as before the re-development. Moreover, the re-development should have been an opportunity to expand and develop a much-used site to provide capacity for the current and future demands, and to establish the site to the specifications of a Class 5 rest area.

The re-developed site does not provide separation between the parked heavy vehicle and other road users – rather other road users are in direct line of travel into the site, until a slight veer to the right. The site has no facilities – in the past there was a rubbish bin at this site.

The new site has a drop off at the side resulting from the building up of the road and 'feels' smaller than was previously provided (although it is not smaller than previous). The area cannot accommodate the minimum 5 heavy vehicles indicated as required in the national guidelines for a formal Class 5 rest area.

And about those myths…

The "run out of road" (also known as the "get wet feet") argument

Heavy vehicle drivers in Tasmania do not "run out of road" before they need a break.

Drivers may need a break at any point in a work shift, irrespective of where they are up to with their recorded "log book"work/rest hours.

Shifts may involve return journeys Burnie to Hobart, or Strahan to Scottsdale. "Work", under the Heavy Vehicle National Law, involves any task that is associated with the operation of a fatigue regulated heavy vehicle.

It should be noted that a driver, working under Standard Hours, may meet all work and rest requirements over the period of a shift but still be on that shift for in excess of 12 hours. That is because the *rest* time within the shift is in addition to the *work* hours within the span of the shift.

For example, if on a day a driver (working under Standard Hours) started working at 6am and worked:

- 5¼ hrs (6–11.15am) then took a 15-minute break
- 2¼ hrs (11.30am–1.45pm) and took a 90-minute break
- 4½ hrs (3.15–7.45pm) then took a seven-hour major rest break

the driver has completed the maximum 12 hours work time in any 24 hour period at 7.45pm – a span of 13 hours and 45 minutes.

Facilities at Customer Sites

Opportunities to access facilities are not readily available to truck drivers at delivery sites. When at customer sites, drivers are usually "working" (as defined under the Heavy Vehicle National Law); attending to loading or unloading, queuing or waiting for directions. Customer sites do not have space for drivers to park and take breaks of 15 minutes plus (the minimum time period for a recognized regulatory break). Moreover, many customer sites do not welcome drivers accessing other facilities such as toilets or refreshments.

Rest and facilities in built up areas

There are no Designated Heavy Vehicle Parking or rest area locations for heavy vehicle drivers to take breaks within built up areas, including within Burnie, Devonport, Launceston and Hobart.

Plenty of shops along the road where drivers can use toilets

Operators of commercial facilities may decide to provide toilets for use by customers, however there is generally an expectation that these are used by those who are also purchasing goods from the site (the site's customers!). Commercial facilities do not generally provide toilet facilities on a 24 hour basis and often are not welcoming of people using these facilities without also buying goods from the site. Drivers are conscious of this and are reluctant to access these sites without making a purchase.

Professional drivers should be able to manage their need for rest and for toilet stops

It is unreasonable to expect a heavy vehicle driver to "manage" their need for a toilet according to the opportunity to access a commercial facility, spaced around 100km apart along the Bass and Midland Highways, and which (other than one) are not available 24 hours a day.

RECOMMENDATION 6

That the Tasmanian Government acknowledge that providing regularly and frequently spaced rest areas and parking bays accessible by heavy vehicles is critical to road safety, legal compliance, driver health and wellbeing, and a safe and attractive work environment, and commits to an integrated "built-in, not bolted-on" approach as part of all road infrastructure projects to deliberately and strategically plan to provide these facilities.

The significance of the Tasmanian Transport Industry

A key enabler of the Tasmanian economy

Transport and Logistics is a critical industry in Tasmania and a key part of the economy. It creates significant benefits that are shared across all sectors and regions and plays a vital role in Tasmania's economic and social development.

Tasmania is primarily an export state and therefore the road, rail, air and sea freight transport is crucial for the movement of goods and for the health of the Tasmanian economy. Transport is critical to the Tasmanian economy and to Tasmania's industries and businesses. Without an efficient transport sector, there is a lag on the economy, and barriers to Tasmanian industry realising potential benefits from growth.

"Tasmania's freight system and supporting infrastructure underpin business and economic growth in the state. They are key enablers in realising the benefits of the

Hodgman majority Liberal Government's investment in infrastructure to support economic opportunity and enhance productivity. Our economy remains one of the fastest growing in Australia and the transport sector plays a key role in facilitating this growth. Key sectors such as agriculture, advanced manufacturing, construction, and tourism and hospitality all rely on the transport sector to support their continued growth."[17]

State Growth Tasmania, Economic Profile[18] reports that the Tasmanian Transport, Postal and Warehousing sector is made up of 2352 businesses (2018), the 9th largest industry grouping in Tasmania. Businesses numbers in the industry have increased from 2017 – 2018 by 228, the greatest increase in registered business numbers of any industry in Tasmania.

Figure 4 Registered Businesses by Industry Tasmania

REGISTERED BUSINESSES BY INDUSTRY - TASMANIA							
Tasmania - Total registered businesses			2018			2017	Change
Industry	Number	%	Tasmania %	Number	%	Tasmania %	2017 to 2018
Transport, Postal and Warehousing	2,352	6.2	6.1	2,124	5.6	5.6	+228
Construction	5,924	15.5	15.5	5,791	15.4	15.3	+133
Accommodation and Food Services	2,185	5.7	5.7	2,055	5.5	5.5	+130
Professional, Scientific and Technical Services	3,544	9.3	9.3	3,450	9.2	9.2	+94
Financial and Insurance Services	2,708	7.1	7.1	2,652	7.0	7.1	+56
Arts and Recreation Services	453	1.2	1.2	399	1.1	1.1	+54
Manufacturing	1,698	4.4	4.4	1,647	4.4	4.4	+51
Education and Training	384	1.0	1.0	340	0.9	0.9	+44
Administrative and Support Services	1,115	2.9	2.9	1,086	2.9	2.9	+29
Information Media and Telecommunications	216	0.6	0.6	207	0.6	0.6	+9
Mining	126	0.3	0.4	117	0.3	0.3	+9
Public Administration and Safety	108	0.3	0.3	100	0.3	0.3	+8
Electricity, Gas, Water and Waste Services	104	0.3	0.3	106	0.3	0.3	-2
Health Care and Social Assistance	2,405	6.3	6.3	2,423	6.4	6.4	-18
Wholesale Trade	945	2.5	2.5	963	2.6	2.6	-18
Industry not classified	298	0.8	0.8	319	0.8	0.9	-21
Rental, Hiring and Real Estate Services	3,783	9.9	9.9	3,811	10.1	10.1	-28
Retail Trade	2,634	6.9	6.9	2,692	7.2	7.1	-58
Agriculture, Forestry and Fishing	5,578	14.6	14.6	5,637	15.0	15.0	-59
Other Services	1,635	4.3	4.3	1,709	4.5	4.5	-74
Total business	38,195	100.0	100.0	37,628	100.0	100.0	+567

Source: Australian Bureau of Statistics, Counts of Australian Businesses, including Entries and Exits, 2016 to 2018 Cat. No. 8165.0. Note: Non-employing businesses includes sole proprietors where the proprietor does not receive a wage or salary separate to the business income.

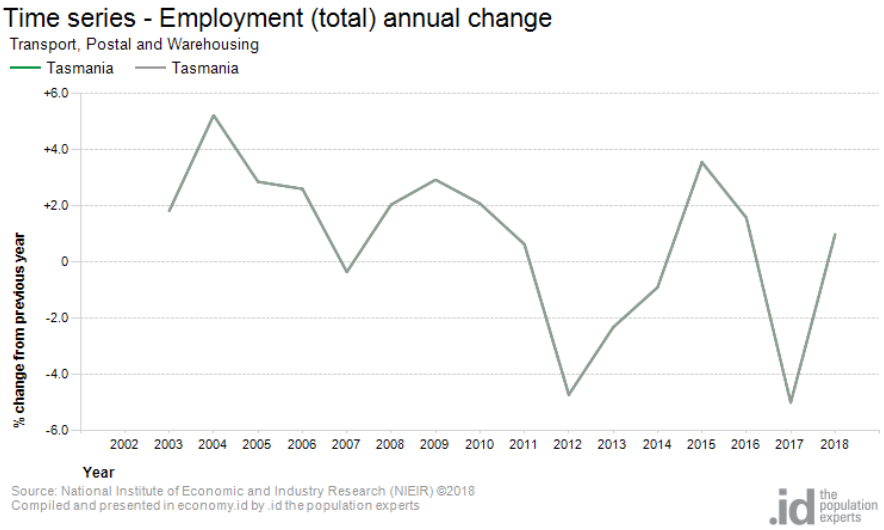
[17] Minister's Message, Tasmanian Transport 2019, Tasmanian Transport Association

[18] idCommunity demographic resources, State Growth Tasmania economic profile, Businesses by Industry reports, accessed at: https://economy.id.com.au/tasmania/number-of-businesses-by-industry?BType=600

The Tasmanian Transport, Postal and Warehousing industry directly employs 10,540 people (2017/18), with almost half of these (5092) engaged in the Road Transport sector.[19]

Employment has increased from 2017 to 2018 by around 1%, after decreasing from 2015 to 2017.

Figure 5 Employment in Transport, Postal and Warehousing - Tasmania



As discussed earlier in this report, the road freight sector of industry is experiencing an ongoing shortage in heavy vehicle drivers, a situation that is expected to worsen as the road freight task increases and those in the current workforce retire.

Industry is advancing a range of strategies to address this shortage, one of which is to ensure the working environment is attractive to all drivers, and supports increasing participation by female drivers.

[19] idCommunity demographic resources, State Growth Tasmania economic profile, Industry Sector Analysis, accessed at: https://economy.id.com.au/tasmania/industry-sector-analysis?IndkeyNieir=23801&sEndYear=2016&BType=600

Policy Framework - Infrastructure Tasmania Key Freight Routes

Figure 6 Tasmanian Integrated Freight Strategy

The Tasmanian Government prioritised the delivery of an integrated freight strategy as an important step to address barriers to productivity and job creation in Tasmania. Development of this strategy recognised the importance of an efficient and cost-effective freight system to Tasmanian businesses and the broader community.

In 2016, The Tasmanian Government released the ***Tasmanian Integrated Freight Strategy***[20], outlining policy positions and actions in the following key areas -

1. Supporting competition and service choice across Bass Strait and beyond.
2. Efficient freight gateways.
3. High-standard, responsive land freight connections.
4. Delivering a single, integrated freight system.[21]

The Tasmanian Government, in the Tasmanian Integrated Freight Strategy, prioritises high standard, responsive land freight connections (Chapter 3) and states that:

> Tasmania's land transport network facilitates freight movement to and from key export and intermodal points, industrial and population centres, and regions. The network is extensive, with nearly all major freight corridors operating as parallel road and rail networks. The cost of maintaining this infrastructure, much of which is ageing and substitutable, is high for Tasmania.
>
> Future upgrades to Tasmania's land transport network will require higher-standard infrastructure that meets changing vehicle productivity, user and safety requirements.

Further, the Strategy states that:

> At the same time, public funding for transport infrastructure will become more constrained and competitive.

[20] Tasmanian Integrated Freight Strategy, **Information Paper 1 – Overview of Tasmania's Freight System**, Infrastructure Tasmania, accessed at https://www.stategrowth.tas.gov.au/__data/assets/pdf_file/0019/134209/Information_Paper_1_-_Overview_of_Tasmanias_Freight_System.pdf, 24/09/2018

[21] Tasmanian Integrated Freight Strategy, Website Introduction, accessed at https://www.stategrowth.tas.gov.au/infrastructure_tasmania/freight/tasmanian_integrated_freight_strategy, 24/09/2018

The Tasmanian Integrated Freight Strategy reports that:

- In 2011-12, 20 million tonnes of freight was carried on road and just over 2.3 million tonnes on rail.
- Key intrastate commodities by volume include construction inputs; agricultural products; forestry and consumer goods.
- The Burnie to Hobart freight corridor is the State's highest volume freight link. The corridor connects major ports, population centres and industrial areas in Burnie, Devonport, Launceston and Hobart:
    - Around 65% of Tasmania's land freight task travels at least part of its journey on this corridor
    - Long-term freight volumes are forecast to be highest on this corridor, and focused on the road network.
- The Bass Highway between Launceston and Devonport is forecast to remain the highest volume freight segment on Tasmania's land transport network.
- Key regional freight routes include the Bass Highway (west of Burnie) and East Tamar Highway.
- Future freight growth is forecast to be highest on the road network

Facilities for Heavy Vehicle Drivers - Built in. Not Bolted On.

The establishment of suitable facilities for heavy vehicle drivers, and indeed, for all road users, is contingent upon road owner funding, which may be accessed and applied over several years.

The Tasmanian Integrated Freight Strategy, and associated plans and strategies, projects considerable increases in land transport volumes, primarily by road, and forecasts the need for significant improvements to the road transport infrastructure to accommodate and support growth.

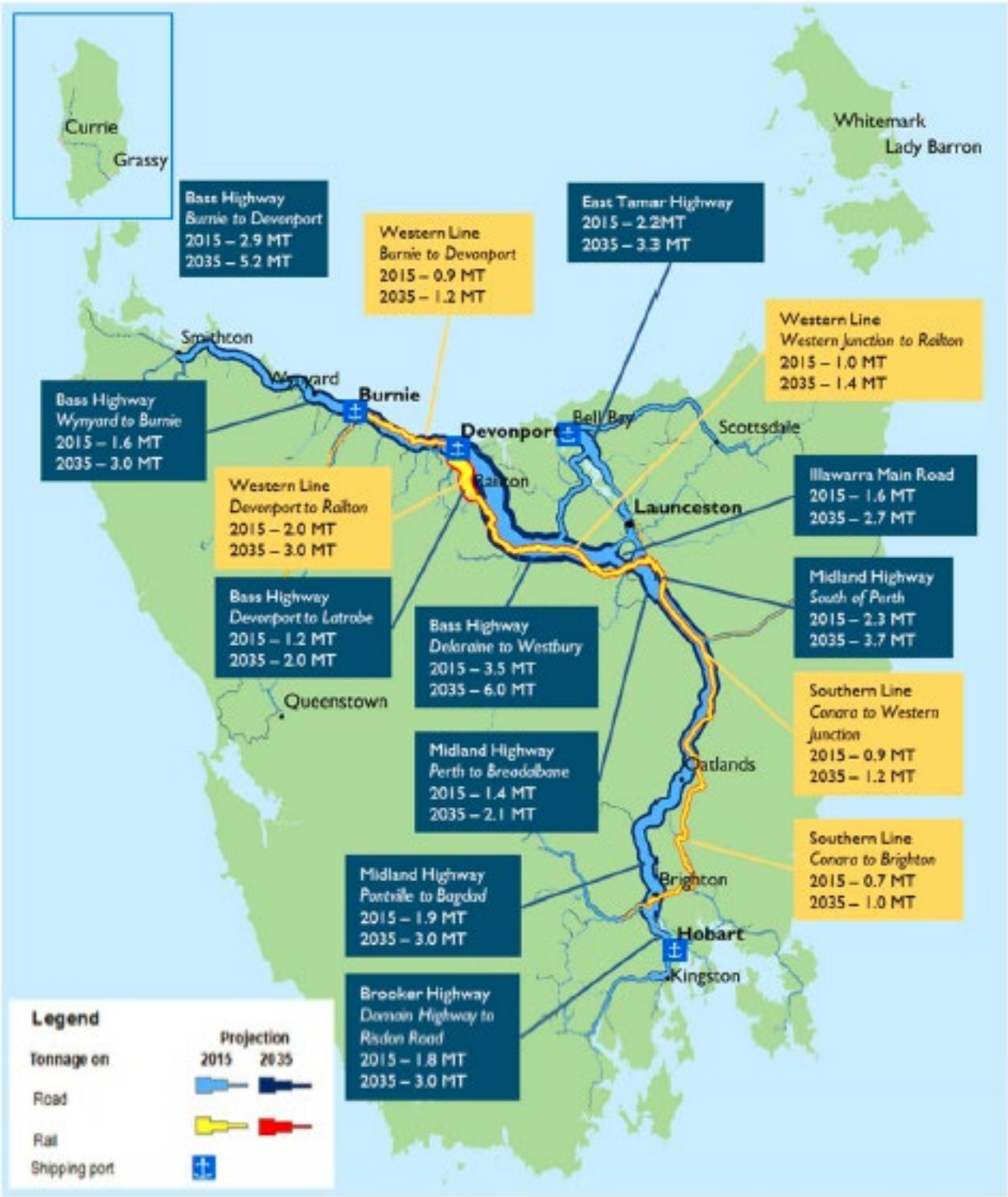
This project identifies that in many cases the best opportunities to establish suitable facilities arise as part of larger road upgrade projects. Opportunities exist for federal funding support for heavy vehicle driver rest areas and parking bay facilities, for example through the Heavy Vehicle Safety and Productivity Program.

It is critical that suitable facilities and infrastructure for the safety and productivity of heavy vehicle drivers are deliberately and strategically included in planning and development for all infrastructure projects for state roads.

Current and forecast freight volumes, Tasmanian land transport network

The figure below following shows the current and future projected freight volumes across key freight routes in Tasmania. Significant growth is forecast for the Bass Highway Burnie to Devonport section (2.9MT -> 5.2MT by 2035, a 79% increase on the 2015 volume) and the Deloraine to Westbury section (3.5MT -> 6 MT by 2035, a 71% increase on the 2015 volume.

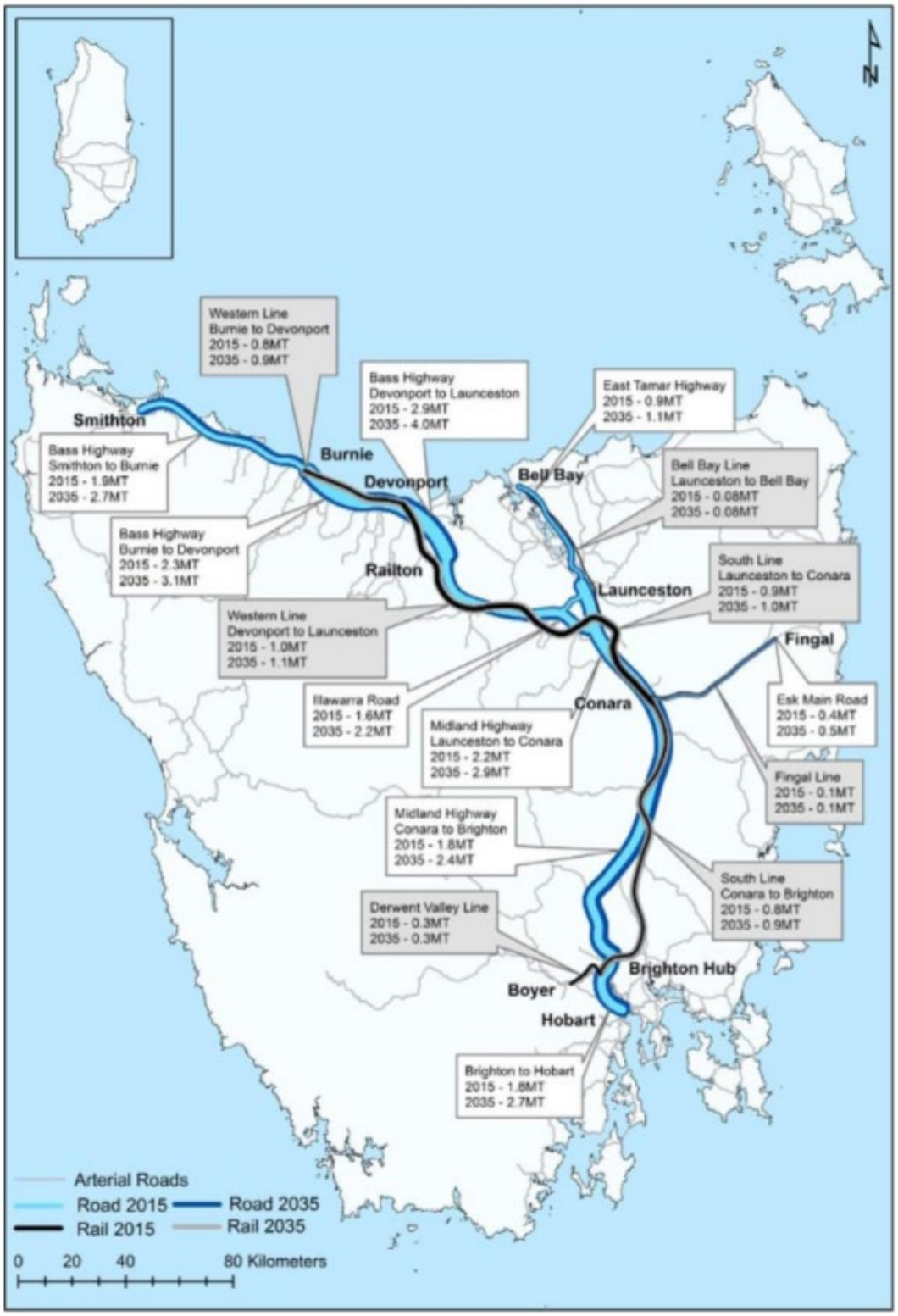
Figure 7 Current and forecast freight volumes, Tasmanian land transport network



Such is the significance of the Burnie to Hobart corridor, the Tasmanian Government prioritised the development of a specific Burnie to Hobart Freight Corridor Strategy, which focusses on the key infrastructure priorities for this section of the land freight network.

The current and forecast freight volumes 2014-15 – 2034-35 for this corridor are set out in the strategy and shown in the figure following.

Figure 8 Current and forecast freight volumes, Burnie to Hobart Corridor

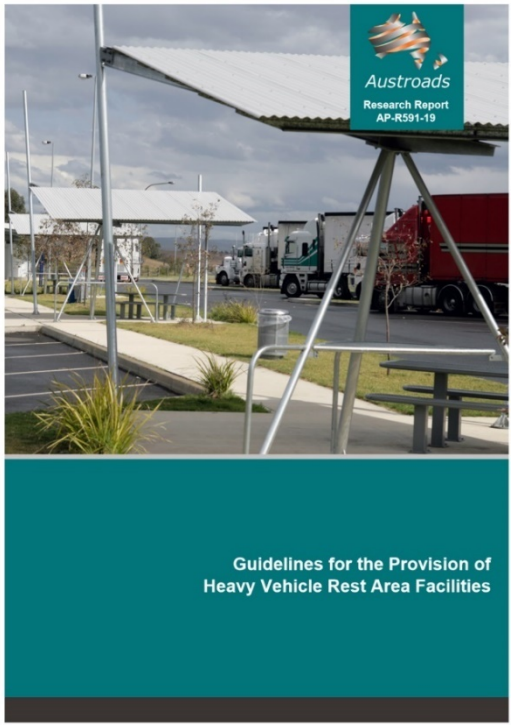


National Guidelines for the Provision of HV Rest Area Facilities

The provision of suitable areas safe and accessible by heavy vehicles to support drivers to take rests has been a focus of research and reports in Australia for at least the past 20 years.

The most recent report: Austroads Research Report AP-R591-19 "**Guidelines for the Provision of Heavy Vehicle Rest Area Facilities**[22]", released in January 2019 (during the term of this project), has provided the basis for work in this project.

Figure 9 Austroads Guidelines Report



The report sets out guidelines for determining the need for rest areas along a freight route, the nature of facilities required in varying contexts, and build on and update the guidelines and data definitions in previous Austroads Reports: Austroads Nationally Consistent Rest Area Data Definition Framework (2013)[23] and in the Austroads Research Report – A Proposed Heavy Vehicle Rest Area needs and Prioritisation Methodology (2012).[24]

The Austroads Guidelines for rest areas are guidelines only; they recognise that there will be many different factors contributing to options for rest areas in different environments. The methodology proposed in the guidelines builds on previous guidelines (2005) from Austroads and has been adopted for use in the study conducted for Tasmania.

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

In this report, these guidelines are also referred to as the Austroads Guidelines.

The Austroads Guidelines have been referenced within and underpin the recommended Tasmanian Heavy Vehicle Rest Area Strategy.

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[22] **Guidelines for the Provision of Heavy Vehicle Rest Area Facilities**, Austroads (2019), accessed at https://austroads.com.au/publications/freight/ap-r591-19 January 2019

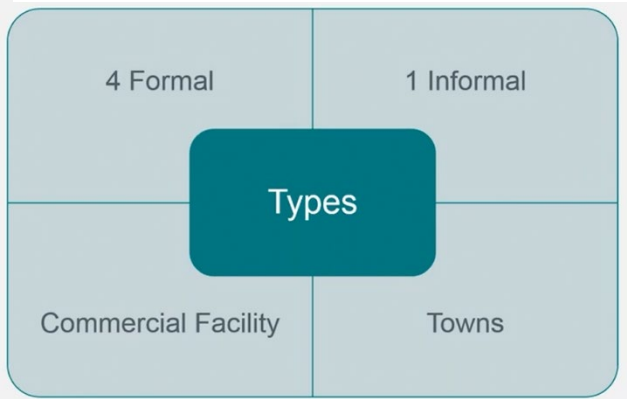
[23] **Nationally Consistent Rest Area Data Definition Framework,** Austroads (2013), accessed at https://austroads.com.au/publications/freight/ap-r443-13/media/AP-R443-13.pdf on 24/09/2018

[24] A Proposed Heavy Vehicle Rest Area Needs and Prioritisation Methodology, Austroads (2012), accessed at https://austroads.com.au/publications/freight/ap-r417-12/media/AP-R417-12.pdf on 24/09/2018

Types of Heavy Vehicle Driver Rest Areas – National Classifications

The National Guidelines set out four types of heavy vehicle driver rest area facilities.

Figure 10 Types of Rest Areas

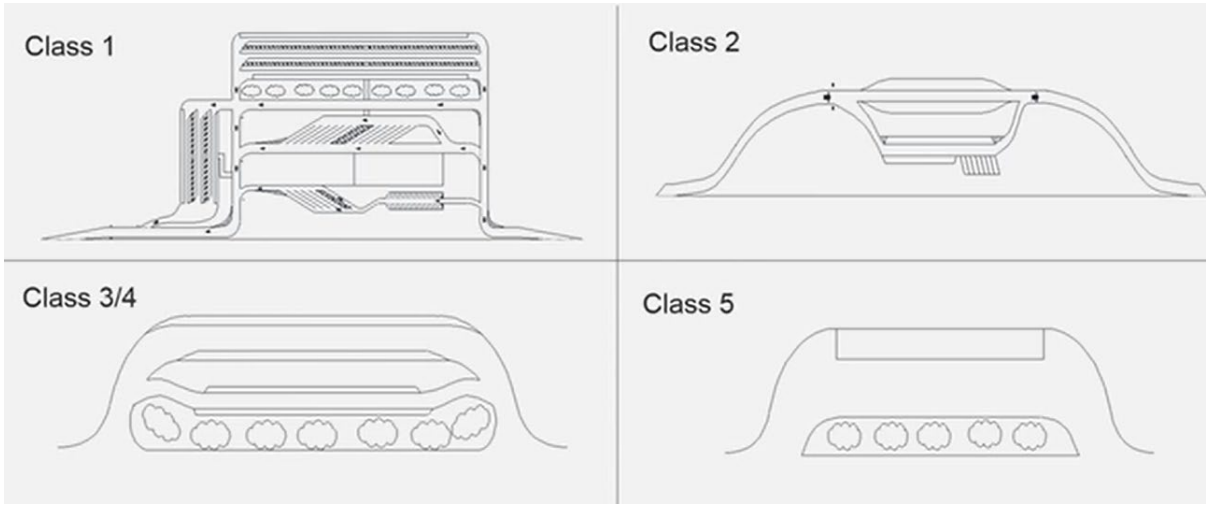


These are:

- **Formal** – rest areas (4 classes) provided/maintained by road managers to support driver rest needs. These are further divided into classes.
- **Informal** – rest areas not established by a road manager, rather an area that has evolved through ongoing use by heavy vehicles. These may or may not be maintained by the road owner, but typically have no engineering design and are not signposted.
- **Commercial Facilities** – including service centres and roadhouses.
- **Towns** – where rest by heavy vehicles is permitted and encouraged by the local government in which the town is located.

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

Figure 11 Classes of Formal Rest Areas



The Guidelines note that Tasmania uses a unique classification called "***Truck Parking Bays***", which are aligned with the design and features for **Informal Rest Areas** (see Figure below) as set out in the Austroads Guidelines. Few Tasmanian Truck Parking Bays meeting the design and feature specifications for Class 5.

Figure 12 Informal Rest Area

Key design features for Formal Heavy Vehicle Driver Rest Areas

The design features in the table below, reproduced from the Austroads Guidelines for the Provision of Heavy Vehicle Rest Areas, provide reference when considering the classification and suitability of current facilities in Tasmania, and priorities for development or expansion of facilities.

It is understood that the spacing and placement factors will vary according to the freight task, number of vehicles and other conditions.

Table 2 Key design features for formal heavy vehicle driver rest areas

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

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

Key design features for Informal Heavy Vehicle Driver Rest Areas

The presence of Informal Rest Areas is a strong indication of demand for a facility along a route and provides evidence that heavy vehicle drivers are using a facility, albeit one which is not optimal. This is the case throughout Tasmania on key freight routes, feeder routes and rural routes, where areas have been used and over time have become relied upon by drivers to pull over for breaks or vehicle and load checks.

The Austroads Guidelines propose that informal rest areas should also meet criteria to be recognised as a rest area suitable for use by heavy vehicles. The design features in the table below, reproduced from the Austroads Guidelines for the Provision of Heavy Vehicle Rest Areas (table 4.3), provide reference when considering the site requirements for an informal heavy vehicle rest area, particularly for recognition of a site for this purpose.

Table 3 Key Design Features for Informal HV Rest Areas

Feature	Requirements
Site Conditions	• Able to accommodate at least one of the largest heavy vehicles that legally operate on the route safely clear of the carriageway. Drainage system, road edge and embankment must not be detrimentally affected by heavy vehicle movements. • Hard standing area suitable for heavy vehicles to stand without damage or bogging. • Sufficient set back from roadside hazards to not prove to be an additional hazard to drivers, especially at night (ie gullies, drops in embankments).
Site access	• Safe ingress and egress, good shoulder formation and a relatively smooth transition between the edge of the through lane and the HVRA.
Sight distance	• Minimum 200m sight distance to each marker. • Entry/exit sight distance in accordance with jurisdiction's guidelines.
Placement	• Consistent with formal HVRA recommendations on topography, road alignment, environmental factors, proximity to freeway/motorway exchanges and local planning guidelines • Should be in a safe location (a site risk/hazard assessment should be undertaken). • Located away from properties, rural access roads and intersections so headlight glare is not an issue. • Not located at the base of a hill, due to acceleration requirements of heavy vehicles.
Maintenance	• Condition checks of guide posts and reflectors to ensure they are in place, unobstructed and clean. • Surface condition of the site should be periodically checked and maintained in accordance with jurisdiction's guidelines

Where these conditions are met, the Austroads Guidelines support designation of these areas as "Informal Rest Areas".

The Austroads Guidelines also propose that any Informal Rest Areas which do not meet the criteria be decommissioned, but only where alternative rest areas are established.

2006 – A National Audit of Heavy Vehicle Rest Areas

At the 10 February 2006 meeting of the Council of Australian Governments (COAG), heads of government endorsed a Work Schedule for Harmonising and Reforming Road and Rail Regulations. The COAG communiqué (p. 36) included the following action:

- Audit of Rest Areas against National Guidelines, to be completed by mid 2007,

and the subsequent action:

- Provision of Rest Areas to nationally agreed standards, by end 2008.

In August 2006, Austroads commissioned ARRB to undertake a national audit of Rest Areas against the National Guidelines for Provision of Rest Area Facilities (NTC, 2005) [25]. The audit concentrated on three tasks:

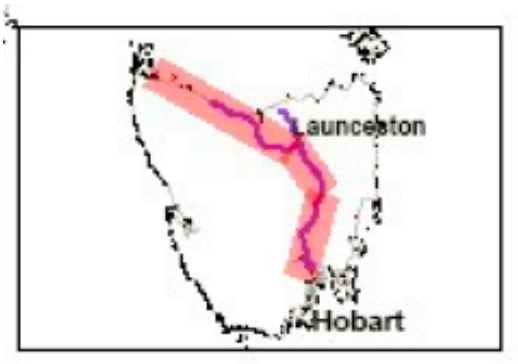
- examination of siting, design, layout and facilities information for a sample of heavy vehicle Rest Areas across Australia to determine the degree of compliance with the National Guidelines and the level of national consistency
- site investigations of a limited sample of Rest Areas to validate the accuracy of the supplied information
- review of existing literature on safety and economic benefits of provision of Rest Areas for heavy vehicles.

The audit assessed the Rest Areas along the 12,700 km of mostly AusLink freight routes. The siting analysis found that none of the audited routes fully met the spacing recommendations of the National Guidelines. Sixty per cent of the audited routes had substantial deficiencies in the frequency or provision of rest opportunities.

Audit findings – Tasmanian facilities for HV Drivers

The routes specified for audit in Tasmania were the Midland and Bass Highways, as demonstrated in the figure followimg, reproduced from the report.

Figure 13 Key freight route subject to the audit



The audit found that Major Rest Areas were under-provided in all jurisdictions, except Victoria.

For Tasmania, the report identified particular deficiencies in the provision of rest areas along both the Midland Highway and the Bass Highway (key freight corridors for the state) –

- Midland Highway – excessive spacing of Truck Parking Bays, lack of Major and Minor Rest Areas
- Bass Highway – lack of Major and Minor Rest Areas

In summary, the report found that in Tasmania there were no rest areas complying with the guidelines for Major or Minor categories, and of the 16 identified Truck Parking Bays, only 50% met the guidelines of providing for a minimum of 4 heavy vehicles.

[25] **Audit of Rest Areas against National Guidelines**, Austroads (2008), accessed at https://austroads.com.au/publications/freight/ap-t95-08/media/AP-T95-08.pdf, 24/09/2018

Assessing the need for Heavy Vehicle Driver Rest Areas in Tasmania

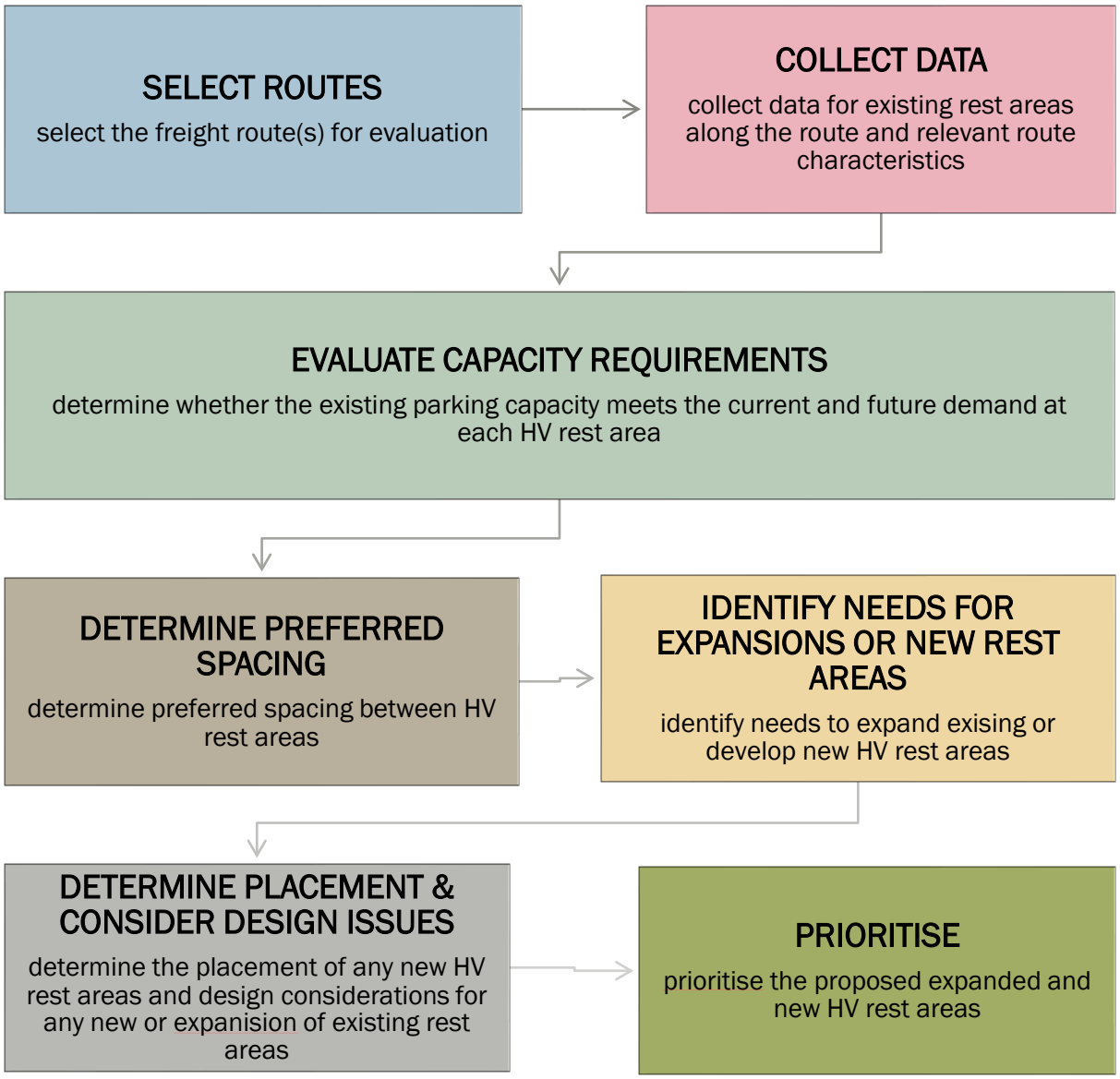
Project Methodology

Austroads Guidelines proposed methodology

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

The methodology outlined in the Guidelines has been applied within this project and is summarised as follows:

Figure 14 Austroads Project Methodology



Methodologies and considerations used in other jurisdictions

NSW - Strategy for Major Heavy Vehicle Rest Areas on Key Rural Freight Routes in NSW

The RTA Strategy for Major Heavy Vehicle Rest Areas on Key Rural Freight Routes in NSW reports on a similar methodology used in the development of the strategy. The NSW strategy was developed by:

1. Review of existing information, guidelines, audits, strategies relevant to the provision fo rest areas in NSW and nationally
2. Define the scope of the strategy which was deliberately focused on the provision of 'major' rest areas as defined in the NTC Guidelines for heavy vehicle drivers on "key freight routes in rural NSW"
3. Develop the RTS's Guidelines for Provision of major Heavy Vehicle Rest Areas consistent with NTC Guidelines
4. Assess existing levels of provision and gaps in provision on each key freight route in NSW using the RTA's Guidelines
5. Identify actions to fill gaps in provision with new and upgraded rest areas and strategically cost these

Of interest to the Tasmanian Rest Area Strategy Project is NSW's targeted level of provision for major heavy vehicle rest areas and the parameter for determining the facilities of sites.

In the NSW Strategy it was determined that:

> for rural freight routes with high levels of demand, major rest areas should be provided on both sides of the road at 100km intervals. For rural freight routes with lower levels of demand, major rest areas are not required on both sides of the road but one must be provided every 100km.[26]

The table from the NSW Strategy has been reproduced below.

Table 4 NSW Major Rest Area - Rural Routes Demand Parameters

	DAILY TRUCK VOLUMES (AADT)		
	HIGH >1000	MEDIUM 500 – 1000	LOW <500
Provision on both sides of the road	Yes	As appropriate	No
# Truck parking spaces	10 – 20	6 – 12	4 - 8
Toilets	Up to 4	Up to 2	Up to 2

The service standards connected with the Average Annual Daily Traffic (AADT) volume of trucks on the route has also been adopted in this Tasmanian study, in particular on the route evaluations.

Note that the AADT volume is total of vehicles in both directions.

[26] RTA Strategy for Major Heavy Vehicle Rest Areas on Key Rural Freight Routes in NSW, RTA Pub 10.012, ISBN 798-1-921692-69-7, accessed at: <https://www.rms.nsw.gov.au/documents/roads/using-roads/heavy-vehicle-rest-areas-rural-freight-routes-nsw.pdf>

Key Tasmanian Road Freight Routes for Evaluation

The freight routes for evaluation within the scope of this project were determined with reference to the Tasmanian Integrated Freight Strategy, but where possible also recognised the needs of specific sectors of industry operating in more regional freight routes.

The key freight routes as identified in the Tasmanian Integrated Freight Strategy, subject to this research are:

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

*Note that the Bass Highway is a National Highway between Burnie and Launceston

In addition, where resources of the project have extended, the project has evaluated Designated Heavy Vehicle Parking Areas and some informal heavy vehicle parking facilities along the routes:

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

Designated HV Parking Areas – Tasmania

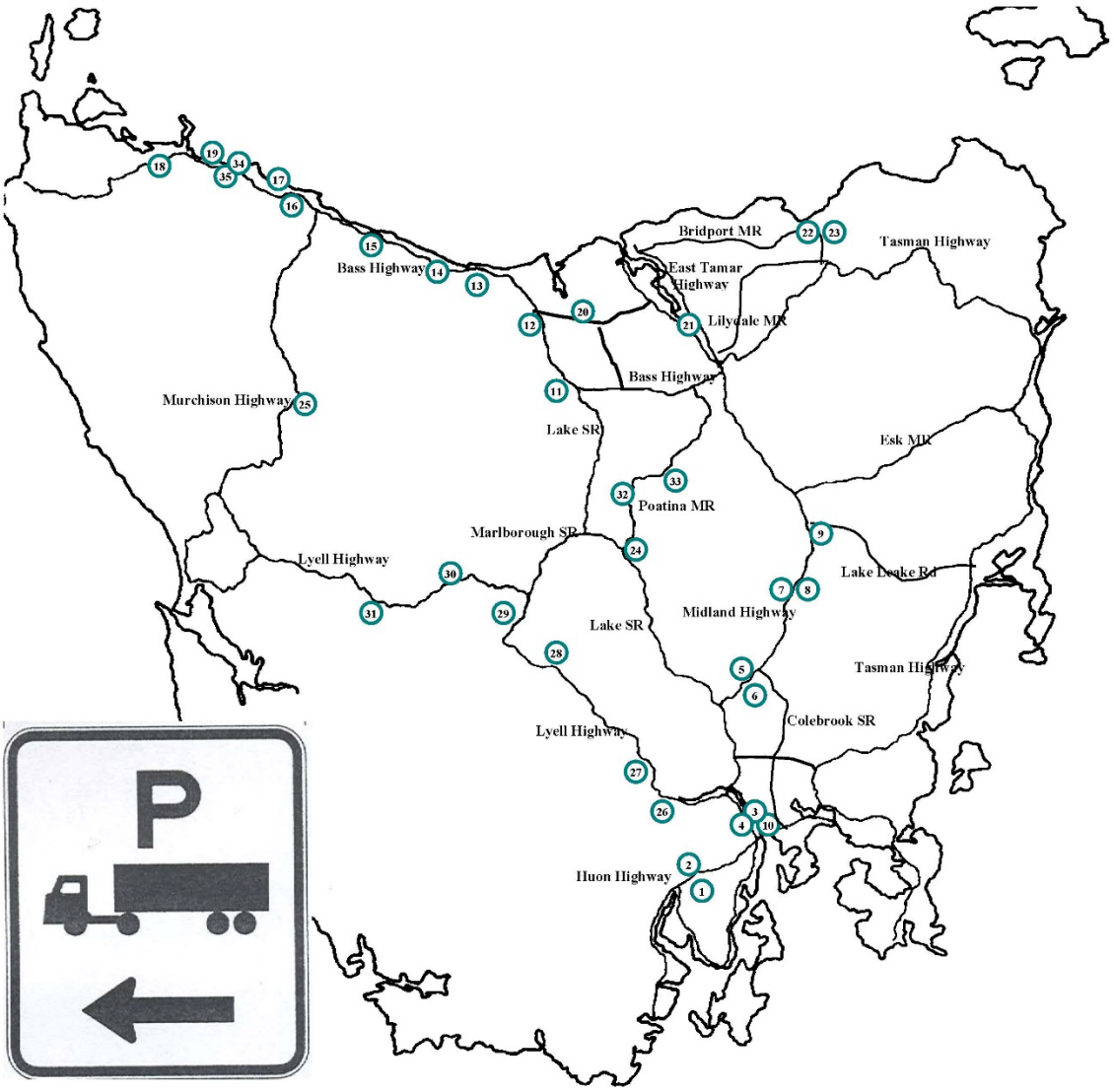
As noted in the Austroads Guidelines, Tasmania has a unique classification for areas determined to be suitable for HV parking and rest. These are "Designated Heavy Vehicle Parking Areas".

This project reviewed the Designated Heavy Vehicle Parking areas as published by the Tasmanian Government (2007)[27] (see Figure following). These have been classified as "Designated" Parking Areas for the purposes of this project, even although they are "rest areas provided/maintained by road managers to support driver rest needs".

[27] Tasmanian Government – Designated Heavy Vehicle Parking Areas, 2007, accessed at: <https://www.transport.tas.gov.au/__data/assets/pdf_file/0004/108526/Heavy_Vehicle_Parking_-_Feb_2007.pdf>

Figure 15 Tasmanian Designated HV Parking Areas - 2007 Map

Designated Heavy Vehicle Parking Areas



Designated Sign

Huon Highway
1…Vince's Saddle (SB)
2…Vince's Saddle (NB)

Southern Outlet
3…North of Kingston (NB)
4…North of Kingston (SB)

Midland Highway
5…Springhill (NB)
6…Springhill (SB)
7…St Peter's Pass (NB)
8…St Peter's Pass (SB)
9…Campbell Town Weighbridge (SB)

Tasman Highway
10…Airport Roundabout

Bass Highway
11...Christmas Hills (NB)
12…Paramatta Creek (NB)
13…Ulverstone Weighbridge (NB)
14…Castra Road underpass (NB)
15…Howth Weighbridge (NB)
16…Wynyard Bypass (NB)
17…Doctors Rocks (SB)
18…West of Stanley (NB)
19…East of Stanley (SB)
34…Sisters Hills (EB)
35…Sisters Hills (WB)

Frankford Main Road
20...Saxon Creek

East Tamar Highway
21...Fourteen Mile Creek (NB)

Bridport Main Rd
22...Bridport Turn Off (WB)
23...Bridport Turn OFF(EB)

Lake Secondary Road
24…Poatina Main Rd Turn Off (SB)

Murchison Highway
25…South of Tullah (NB)

Lyell Highway
26...Hayes Weighbridge (NB)
27...Hollow Tree (NB)
28…Ouse (EB)
29...Bronte Canal (WB)
30…Broken Leg (EB)
31…Derwent Bridge (WB)

Poatina Main Road
32…Before steep decline (EB)
33…Near Poatina Turn Off (WB)

Travelling Direction
(EB) – East Bound
(NB) – North Bound
(WB) – West Bound
(SB) – South Bound

Department of Infrastructure, Energy and Resources – February 2007

Table 5 Designated Heavy Vehicle Parking Areas – Tasmania (2007)

#	Location / Description
1.	Huon Highway (A6) Vince's Saddle - SB
2.	Huon Highway (A6) Vince's Saddle - NB
3.	Southern Outlet (A6) North of Kingston - NB
4.	Southern Outlet (A6) North of Kingston - SB
5.	Midland Highway (1) Springhill - NB
6.	Midland Highway (1) Springhill - SB
7.	Midland Highway (1) St Peter's Pass - NB
8.	Midland Highway (1) St Peters Pass - SB
9.	Midland Highway (1) Campbell Town Weighbridge - SB
10.	Tasman Highway (A3) Airport Roundabout - SB
11.	Bass Highway (1) Christmas Hills - WB
12.	Bass Highway (1) Paramatta Creek Rest Area
13.	Bass Highway (1) Ulverstone Weighbridge - EB
14.	Bass Highway (1) Castra Road Underpass - WB
15.	Bass Highway (1) Howth Weighbridge - WB
16.	Bass Highway (A2) Wynyard Bypass - WB
17.	Bass Highway (A2) Doctors Rocks - EB
18.	Bass Highway (A2) West of Stanley - WB
19.	Bass Highway (A2) East of Stanley - EB
20.	Frankford Main Road (B71) Saxons Creek - EB
21.	East Tamar Highway (A8) Fourteen Mile Creek - NB
22.	Bridport Road (B84) (from Scottsdale) before Bridport turnoff - WB
23.	Bridport Road (B82) West of Bridport turnoff - EB
24.	Highland Lakes Road (A5) Poatina Main Road turnoff - SB
25.	Murchison Highway (A10) South of Tullah - SB
26.	Lyell Highway (A10) Hayes Weighbridge - WB
27.	Lyell Highway (A10) Hollow Tree - WB
28.	Lyell Highway (A10) Ouse - EB
29.	Lyell Highway (A10) Bronte Canal - WB
30.	Lyell Highway (A10) Broken Leg - EB
31.	Lyell Highway (A10) Derwent Bridge - WB
32.	Poatina Main Road (B51) before steep decline - EB
33.	Poatina Main Road (B51) near Poatina turnoff - WB
34.	Bass Highway (A2) Sisters Hills - EB
35.	Bass Highway (A2) Sisters Hills - WB

Informal HV Parking Areas – Tasmania

For the purpose of this report, "Informal HV Parking Areas" are those areas which are used by heavy vehicle drivers, but **which are not listed on the published register of Designated HV Parking Areas 2007**.

These areas may or may not be maintained by road managers.

For the purpose of this study, HV parking areas which have been established by road managers and designated as HV parking areas through signage, but which are not included on the 2007 list and map of Designated HV Parking Areas, have also been included in the section for "Informal HV Parking Areas".

Some are sign posted as Designated Heavy Vehicle Parking Areas and should be added to the list of Designated HV Parking Areas. Details are within the individual evaluation reports for each site.

This list is not exhaustive and does not propose to represent suitable or preferred / recommended areas. It includes some commercial facilities.

It is provided to inform the project and for the Reference Group Members to consider when prioritising new or expanded facilities along relevant freight routes.

Table 6 Informal Heavy Vehicle Parking Areas – Tasmania

#	Location / Description
A.	Glenstone Road Brighton (NB)
B.	Glenstone Road Brighton (SB)
C.	Frankford Main Road - Frankford Memorial Hall (EB)
D.	Batman Highway Sidmouth Hall (EB)
E.	Batman Highway Sidmouth (WB)
F.	Midland Highway Kempton - Mood Food Roadhouse (NB)
G.	Midland Highway Epping Forest Caltex (SB)
H.	Bass Highway (1) West of Pine Road B17 Exit (EB)
~~I.~~	~~Frankford Main Road - Chapel Rd Junction (EB)~~
J.	Bass Highway (1) Ulverstone Bypass (WB)
K.	Midland Highway (1) Springhill (SB)
L.	Midland Highway (1) Pontville (SB)
M.	Bass Highway (1) North of Port Sorell Road (B74) Visitor Information Bay (WB)
N.	Bass Highway (1) Exton, East of Deloraine, Visitor Information Bay (WB)
O.	Bass Highway (1) Long Hill, East of Paramatta Creek (WB)
P.	Bass Highway (1) Long Hill, East of Paramatta Creek (EB)
~~Q.~~	~~Bass Highway (1) East of Smith & Others Road (EB)~~
R.	Bass Highway (1) Wynyard Bypass East of Mt Hicks Road Roundabout (EB)
S.	Bass Highway (1) West of Biralee Road (B72) Exit (EB)
T.	Midland Highway (1) Southern Outlet Launceston Kingsmeadows (SB)
U.	West Tamar Highway (A7) North of Exeter, near 80kph sign (SB)
V.	Bass Highway (1) East of Hagley / Whitemore Overpass (WB)
W.	East Tamar (A8) Highway south of Batman Highway Junction (SB)
X.	Bridport Road (B82) - EB, and East Tamar Highway (A8) (SB)

Y.	Bridport Road (B82) - East Tamar Highway (A8) (WB)
Z.	Frankford Main Road (B71) (WB)
AA.	Bass Highway (1) Forest Farm Weighbridge (WB)
BB.	Bass Highway (1) Chasm Creek East of Burnie (EB)
CC.	Murchison Highway (A10) Junction Ridley Road (NB)
DD.	Murchison Highway (A10) Fossey River (SB)
EE.	East Tamar Highway (A8) before Mowbray Connector (NB)
FF.	Murchison Highway (A10) – Tullah Village Farrell Street (NB)
GG.	Massey-Greene Drive, Burnie (NB)
HH.	Massey-Greene Drive, Burnie (SB)
II.	Illawarra Road (B52) – Longford Roundabout (EB)
JJ.	Illawarra Road (B52) – Longford Roundabout (WB)

Summary of Evaluation Tasmanian HV Parking Areas

Overview of Findings

In 2019, thirteen years after the Council of Australian Governments endorsed a Work Schedule for Harmonising and Reforming Road and Rail Regulations, including the "provision of rest areas to nationally agreed standards, by end 2008", Tasmania does not meet current guidelines for the provision of these facilities for industry.

None of the **Designated Heavy Vehicle Parking Areas** from the 2007 list meet the design criteria for a Formal Class 1, 2, 3, 4, or 5 Heavy Vehicle Rest Area, as set out in the Austroads Guidelines.

Howth Weighbridge would meet classification as a Formal Class 5 HV Rest Area with the addition of signage as a rest area on approach.

Of the **Informal** rest areas and parking areas evaluated, including those which have been established and are maintained by the Tasmanian Government, and Commercial Facilities, 5 meet the criteria for a Class 5 Formal Rest Area, requirements and of these, two (Commercial Facilities) approach Class 3 – 4 design criteria.

Heavy vehicle driver rest / parking areas in Tasmania are, with few exceptions, best classed as Informal against the Austroads Guidelines. Many are simply areas roadside which have evolved over time by regular use and are generally not maintained by road managers.

These informal areas do not provide facilities or amenities identified as optimum by the Austroads Guidelines and, due to site location, size and lack of maintenance, can represent a risk to drivers when using the areas, as there is not adequate room to safely pull the vehicle over and park, no separation between the heavy vehicle driver and other road users, and in many cases unsealed surfaces and steep shoulders result in the vehicle becoming stuck.

Input to this study by a specialised heavy vehicle recovery operator has identified several locations where vehicle recovery has been necessary after the driver pulled over for rest or a toilet stop in an area which was not suited to this purpose, but with no other option.

a section of road where a heavy vehicle driver pulled over for a break and where specialised vehicle recovery was then required

Figure 16 Vehicle Recovery Necessary

Scope of Site Evaluation

Each of the 35 nominated areas on the 2007 list of Designated HV Parking Areas has been evaluated during this study, with the exception of # 27, Lyell Highway – Hollow Tree (WB), which could not be located.

A further 35 areas nominated by drivers (areas A to JJ, excluding #I and #Q which were discounted because of location or access) have also been evaluated during the study.

A summary evaluation report for each of these sites is available as an attachment to this report.

List of Sites Evaluated and Summary of Findings

The table following provides a summary of the evaluation of each site.

More detail is provided in the spreadsheet of sites. Notes to support interpretation of this table are provided following.

Table 7 HV Parking Area and Rest Area Sites - Evaluation Summary

#	Location	Site Name *Click hyperlink to open site report*	AADT Trucks per Day	H/M/L Volume	Type	Essential criteria to meet Formal - Class 5 Classification as Heavy Vehicle Rest Area under Austroads Guidelines					Additional criteria essential to meet Formal - Class 3/4 Austroads Classification			Austroads Rest Areas Classification for site
						5 Bays	No reversing	Security	Pedestrian safety	Signage	10 - 15 Bays	Uni-directional traffic flow	Natural Shade	
Designated HV Parking Areas – as per Tasmanian Published Map 2007														
1	Huon Highway	Vince's Saddle (SB)	933	M	DSG HV Parking Area	X	✓	✓	✓	✓	X	✓	X	Informal
2	Huon Highway	Vince's Saddle (NB)	933	M	DSG HV Parking Area	X	✓	✓	X	✓	X	✓	X	Informal
3	Southern Outlet	North of Kingston (NB)	2953	H	DSG HV Parking Area	X	✓	✓	✓	✓	X	✓	X	Informal
4	Southern Outlet	North of Kingston (SB)	2953	H	DSG HV Parking Area	X	✓	✓	PART	X	X	✓	X	Informal
5	Midland Highway	Springhill (NB)	777	M	DSG HV Parking Area	X	✓	✓	X	✓	X	✓	X	Informal
6	Midland Highway	Springhill (SB)	777	M	DSG HV Parking Area	X	✓	✓	X	X	X	✓	X	Informal
7	Midland Highway	St Peter's Pass (NB)	954	M	DSG HV Parking Area	X	✓	✓	X	X	X	✓	X	Informal
8	Midland Highway	St Peter's Pass (SB)	954	M	DSG HV Parking Area	X	✓	✓	✓	X	X	✓	X	Informal
9	Midland Highway	Campbell Town Weighbridge	1013	H	WEIGHBRIDGE DSG HV Parking Area	X	✓	✓	✓	✓	X	✓	X	Informal
10	Tasman Highway	Airport Roundabout	2736	H	DSG HV Parking Area	X	✓	✓	✓	✓	X	✓	X	Informal
11	Bass Highway	Christmas Hills (NB)	2266	H	DSG HV Parking Area	X	✓	✓	X	✓	X	✓	X	Informal
12	Bass Highway	Paramatta Creek (NB)			DSG HV Parking Area	X	X	X	X	X	X	X	X	NOT SUITABLE
13	Bass Highway	Ulverstone Weighbridge (EB)	2221	H	WEIGHBRIDGE DSG HV Parking Area	X	✓	✓	✓	✓	X	✓	X	Informal
14	Bass Highway	~~Castra Road Underpass~~			DSG HV Parking Area	X	X	X	X	X	X	X	X	~~GONE~~

#	Location	Site Name *Click hyperlink to open site report*	AADT Trucks per Day	H/M/L Volume	Type	Essential criteria to meet Formal - Class 5 Classification as Heavy Vehicle Rest Area under Austroads Guidelines					Additional criteria essential to meet Formal - Class 3/4 Austroads Classification			Austroads Rest Areas Classification for site
						5 Bays	No reversing	Security	Pedestrian safety	Signage	10 - 15 Bays	Uni-directional traffic flow	Natural Shade	
15	Bass Highway	Howth Weighbridge (WB)	2218	H	WEIGHBRIDGE DSG HV Parking Area	✓	✓	✓	✓	X	PART	✓	X	Informal
16	Bass Highway	Wynyard Bypass (WB)	979	M	DSG HV Parking Area	X	✓	✓	X	✓	X	✓	X	Informal
17	Bass Highway	Doctors Rocks (EB)	979	M	DSG HV Parking Area	X	✓	✓	PART	✓	X	X	X	Informal
18	Bass Highway	West of Stanley (WB)	617	M	DSG HV Parking Area	X	✓	✓	✓	✓	X	✓	X	Informal
19	Bass Highway	East of Stanley (EB)	585	M	DSG HV Parking Area	X	✓	✓	X	✓	X	✓	X	Informal
20	Frankford Main Road	Saxon Creek (EB	227	L	DSG HV Parking Area	X	✓	PART	PART	X	X	X	X	Informal
21	East Tamar Highway	Fourteen Mile Creek (NB)	724	M	DSG HV Parking Area	X	✓	✓	PART	X	X	✓	X	Informal
22	Bridport Main Road	Bridport Turn Off (WB)	347	L	DSG HV Parking Area	X	✓	✓	X	✓	X	✓	X	Informal
23	Bridport Main Road	Bridport Turn Off (EB)	208	L	DSG HV Parking Area	X	✓	✓	X	X	X	✓	X	Informal
24	Lake Secondary Road	Poatina Main Road Turn Off (SB)	89	L	DSG HV Parking Area	X	✓	✓	PART	✓	X	✓	X	Informal
25	Murchison Highway	South of Tullah (SB)	215	L	DSG HV Parking Area	X	✓	✓	X	✓	X	✓	X	Informal
26	Lyell Highway	Hayes Weighbridge (WB)	437	L	DSG HV Parking Area	X	✓	✓	✓	✓	X	✓	X	Informal
27	Lyell Highway	Hollow Tree (WB)	0		DSG HV Parking Area	X	X	X	X	X	X	X	X	Could not locate
28	Lyell Highway	Ouse (EB)	114	L	DSG HV Parking Area	X	✓	✓	✓	✓	X	X	X	Informal
29	Lyell Highway	Bronte Canal (WB)	72	L	DSG HV Parking Area	X	✓	PART	✓	✓	X	X	X	Informal
30	Lyell Highway	Broken Leg (EB)	57	L	DSG HV Parking Area	X	✓	PART	PART	✓	X	✓	X	Informal
31	Lyell Highway	Derwent Bridge (WB)	63	L	DSG HV Parking Area	X	✓	PART	X	✓	X	✓	X	Informal
32	Poatina Main Road	Before steep decline (EB)	64	L	DSG HV Parking Area	X	✓	PART	X	✓	X	✓	X	Informal
33	Poatina Main Road	Near Poatina Turn off (WB)	64	L	DSG HV Parking Area	X	✓	PART	PART	✓	X	✓	X	Informal
34	Bass Highway	Sisters Hills (EB)	926	M	DSG HV Parking Area	X	✓	✓	X	✓	X	✓	X	Informal
35	Bass Highway	Sisters Hills (WB)	926	M	DSG HV Parking Area	X	✓	✓	X	✓	X	✓	X	Informal

#	Location	Site Name *Click hyperlink to open site report*	AADT Trucks per Day	H/M/L Volume	Type	Essential criteria to meet Formal - Class 5 Classification as Heavy Vehicle Rest Area under Austroads Guidelines					Additional criteria essential to meet Formal - Class 3/4 Austroads Classification			Austroads Rest Areas Classification for site
						5 Bays	No reversing	Security	Pedestrian safety	Signage	10 - 15 Bays	Uni-directional traffic flow	Natural Shade	
HV Parking Areas –all areas identified but NOT on Tasmanian Published Map 2007														
A	Glenstone Road Brighton	Brighton Transport Hub Weighbridge (NB)	1398	H	Signposted HV Parking Area	✓	✓	✓	✓	✓	✓	✓	X	Class 5
B	Glenstone Road Brighton	Brighton Transport Hub Weighbridge (SB)	1398	H	Signposted HV Parking Area	✓	✓	✓	✓	✓	✓	✓	X	Class 5
C	Frankford Main Road	Frankford Memorial Hall (EB)	227	L	Informal	X	✓	✓	✓	X	X	X	X	Informal
D	Batman Highway	Sidmouth Store / Hall (EB)	562	M	Informal	X	✓	X	X	X	X	✓	X	Informal
E	Batman Highway	Sidmouth Store / Hall (WB)	562	M	Informal	X	✓	X	X	X	X	✓	X	Informal
F	Midland Highway	Kempton Mood Food (NB)	784	M	Commercial Site	✓	✓	✓	✓	X	✓	X	X	Class 5
G	Midland Highway	Epping Forest Caltex (SB)	1133	H	Commercial Site	✓	✓	✓	✓	X	X	X	X	Class 5
H	Bass Highway	Pine Road Exit (B17) (WB)	2218	H	Signposted HV Parking Area	X	✓	✓	X	PART	X	✓	X	Informal
I	Frankford Road	~~Harford (Chapel Rd Junction) (WB)~~	0	0		X	X	X	X	X	X	X	X	NOT SUITABLE
J	Bass Highway	Ulverstone Bypass (WB)	2344	H	Informal	✓	✓	✓	PART	X	X	✓	X	Informal
K	Midland Highway	Spring Hill (SB)	777	M	Informal	X	✓	X	X	X	X	✓	X	Informal
L	Midland Highway	Pontville (SB)	962	M	Informal	✓	✓	✓	PART	X	PART	✓	X	Informal
M	Bass Highway	North of Port Sorell Rd Visitor Information Bay (WB)	2871	H	Informal	X	✓	✓	✓	X	X	✓	X	Informal
N	Bass Highway	Exton, south of Deloraine – Visitor Information Bay (WB)	1831	H	Informal	X	✓	✓	✓	X	X	✓	X	Informal
O	Bass Highway	Long Hill West of Paramatta Creek (WB)	2141	H	Informal	X	✓	✓	PART	X	X	✓	X	Informal
P	Bass Highway	Long Hill West of Paramatta Creek (EB)	2141	H	Informal	X	✓	X	X	X	X	✓	X	Informal
Q	Bass Highway	East of Smith & Others Road (EB)	0	0		X	X	X	X	X	X	X	X	NOT SUITABLE
R	Bass Highway East of Mt Hicks Road Roundabout	Wynyard Bypass East of Mt Hicks Road Roundabout (EB)	979	M	Signposted HV Parking Area	✓	✓	✓	PART	✓	X	✓	X	Informal

#	Location	Site Name *Click hyperlink to open site report*	AADT Trucks per Day	H/M/L Volume	Type	Essential criteria to meet Formal - Class 5 Classification as Heavy Vehicle Rest Area under Austroads Guidelines					Additional criteria essential to meet Formal - Class 3/4 Austroads Classification			Austroads Rest Areas Classification for site
						5 Bays	No reversing	Security	Pedestrian safety	Signage	10 - 15 Bays	Uni-directional traffic flow	Natural Shade	
S	Bass Highway – West of Biralee Road	West of Biralee Road (EB)	1831	H	Informal	X	✓	✓	PART	X	X	✓	X	Informal
T	Midland Highway	Southern Outlet near Kingsmeadows Connector (SB)	2038	H	Informal	X	✓	✓	PART	X	X	✓	X	Informal
U	West Tamar Highway Exeter	North of Exeter – near 80km sign (SB)	637	M	Informal	X	✓	✓	X	X	X	✓	X	Informal
V	Bass Highway	Hagley / Whitemore Overpass (NB)	1890	H	Informal	X	✓	✓	✓	X	X	✓	X	Informal
W	East Tamar Highway	South of Batman Highway junction (SB)	926	M	Signposted HV Parking Area	✓	✓	✓	X	✓	X	✓	X	Informal
X	Bridport Road	Junction East Tamar Highway (EB)	976	M	Informal	✓	✓	✓	PART	X	PART	X	X	Informal
Y	Bridport Road	Junction of East Tamar Highway (WB)	432	L	Informal	X	✓	PART	PART	X	X	PART	X	Informal
Z	Frankford Main Road	East of Saxons Creek (WB)	227	L	Informal	X	✓	✓	X	X	X	X	X	Informal
AA	Bass Highway (1)	Forest Farm Weighbridge (WB)	2218	H	Signposted HV Parking Area	✓	✓	✓	✓	✓	PART	✓	X	Class 5
BB	Bass Highway (1)	Chasm Creek East of Burnie (EB)	2579	H	Informal	X	✓	✓	✓	X	X	✓	X	Informal
CC	Murchison Highway	Junction Ridgley Highway (NB)	364	L	Informal	X	✓	✓	X	X	X	✓	X	Informal
DD	Murchison Highway	Fossey River (SB)	191	L	Informal	X	✓	X	✓	X	X	✓	X	Informal
EE	East Tamar Highway	Invermay North of Mayne St Overpass (NB)	2118	H	Informal	X	✓	✓	X	X	X	✓	X	Informal
FF	Murchison Highway	Farrell Street - Tullah Village	215	L	Informal	✓	✓	✓	✓	X	1	X	X	Informal
GG	Massey-Green Drive	Massey-Greene Drive NB	410	L	Informal	X	✓	✓	X	X	X	✓	X	Informal
HH	Massey-Green Drive	Massey-Greene Drive SB	410	L	Informal	X	✓	✓	X	X	X	✓	X	Informal
II	Illawarra Road	Longford Roundabout (EB)	1316	H	Informal	X	✓	✓	X	X	X	✓	X	Informal
JJ	Illawarra Road	Longford Roundabout (WB)	1316	H	Informal	X	✓	✓	X	X	X	✓	X	Informal

INTERPRETING THE EVALUATION TABLE - NOTES

1. The numeric reference (1 – 35) is referenced to the Department of State Growth 2007 published map: Tasmanian Designated Heavy Vehicle Parking Areas.

2. The alpha reference (A – JJ) has been used for the purposes of identifying heavy vehicle rest and parking areas within this project that are not listed on the 2007 DGS Designated Heavy Vehicle Parking Areas.

3. AADT – Trucks Per Day (column 5) has been calculated from Roads Tasmania Traffic Statistics, counter location traffic reports. AADT is the Assessed Average Daily Traffic and the Trucks percentage is made up of trucks using the AusRoads94 standard, based on axle numbers and spacing. This incorporates 2-axle trucks and buses and upwards in number of axles and spacing.

4. Type of Site (column 6) includes Designated HV Parking Area (from 2007 map and list), Commercial, Signposted as HV Parking Area (but not included on 2007 map and list), or Informal (area used by HV drivers for rest, parking, vehicle and load checks, but not signposted or listed on 2007 map. Includes some areas which have been established for this purpose by road managers).

5. "Security" criteria primarily refers to whether site and parked vehicles are visible by passing motorists, providing passive security, and where mobile phone coverage via the Telstra network was present. Where site is visible from road but no mobile phone service, the site is classed as part meeting this criteria.

6. "Pedestrian Safety" criteria primarily refers to a separation for pedestrians from passing motorists, where the site is designed to minimize potential conflict between vehicles and pedestrians and ensure that any necessary interaction occurs at a very slow speed. Sites which provide for a physical separation between the parking area and the roadway are considered to meet this, while larger sites where there is some distance between the parked vehicle and the roadway are considered to partially meet this criteria.

7. In this evaluation, "Signage" criteria only extends to Approach signage. Class 5 HVRA specifications in the Austroads Guidelines also include signage within the site as required however no Tasmanian HV sites include signage within the site and for this reason, Approach signage is the only aspect included in the evaluation.

8. Sites which are dual purpose – eg Weighbridge / Vehicle Checking Stations are not always available for HV Drivers to use for rest or parking and therefore in their current form cannot be relied upon for this purpose.

Classification of Tasmanian HV Parking Areas to Austroads Rest Area Criteria

Tasmania has no **Designated HV Parking Areas** (site numbers 1 – 35) that meet the principles of good design criteria for Classes 1, 2, 3, 4 or 5 in the Guidelines for the Provision of HV Rest Areas.

Tasmanian Heavy Vehicle Parking Areas which meet Class 5 (with the exception of providing signage within the site) are:

A – Glenstone Road Brighton (NB) – Sign posted as a HV Parking Area

B – Glenstone Road Brighton (SB) – Sign posted as a HV Parking Area

AA – Bass Highway – Forest Farm Weighbridge (WB) – Sign posted as a HV Parking Area

F – Midland Highway Mood Food (NB) – Commercial Facility

G – Midland Highway Epping Forest Roadhouse (SB) – Commercial Facility

Several Tasmanian HV Parking Areas established and maintained by road managers could be readily upgraded to meet Class 5. These are:

9 – Campbell Town Weighbridge (SB) – does not provide parking for minimum 5 HVs – weighbridge gate prevents through traffic. Consider layout and marking bays

13 – Bass Highway – Ulverstone Weighbridge (EB) – does not provide parking for minimum 5 HVs – weighbridge gate prevents through traffic. Consider layout and marking bays

15 – Bass Highway – Howth Weighbridge (WB) – requires addition of advance HV Parking Area sign

Classification according to the Austroads Guidelines for each site is in the spreadsheet for sites evaluated. This also provides comments on what would need to be done to bring sites up to a standard according to the Austroads Guidelines.

Currency

Some sites on the 2007 list of Designated HV Parking Areas no longer exist because roadworks and improvements in the road have removed the site (for example, site number 14 – Bass Highway, under Castra Road Underpass (WB)). A site a few hundred metres further West of this location is identified and included in the evaluation – this is site # J Ulverstone Bypass (WB).

New sites have been established since the 2007 list of Designated Heavy Vehicle Parking Areas was published - for example, Brighton Weighbridge and Parking Bay (Sites # A and B) and the parking area west of the Birralee Road junction on the Bass Highway (EB) (Site # S).

Availability for use by Heavy Vehicles

Sites are made commonly unavailable and inaccessibly by heavy vehicles as they are used to store aggregate and road construction materials or are in an area subject to road works area (for example, Site # 8, St Peter's Pass South bound, as previously discussed, and Site O, Long Hill East of Paramatta Creek WB – shown below).

Figure 17 - Long Hill East of Paramatta Creek WB

Photo 1 – 18/11/2019: Area used for trailer parking

Photo 2 – 28/11/2019: roadworks material

Description of Location

Route Directions

Designated Heavy Vehicle Parking Areas on the 2007 published map described location and access based on the road and direction of travel.

In some cases, the direction of travel indicated was incorrect (eg, Site #13 Ulverstone Weighbridge was represented as NB whereas the Bass Highway is East-West), and confusing where direction of travel varied along the same route (for example, the Bass Highway included reference to North Bound, South Bound, East Bound and West Bound).

The locations have been re-described in the Table 5 provided in this report, with route directions categorised as per Table 8 below.

Table 8 Route Directions – Tasmania

East/West:	North/South:
▪ Bass Highway ▪ Lyell Highway ▪ Bridport Road	▪ Midland Highway ▪ Tasman Highway ▪ Huon Highway ▪ Southern Outlet ▪ Murchison Highway ▪ East Tamar Highway ▪ West Tamar Highway

Route Identification Numbers

Locations indicated in the 2007 Designated Heavy Vehicle Parking Areas were broadly described and did not nominate a route / highway / road identification number.

Route identification numbers were introduced in Tasmania from 1979 and give all significant roads a route number so that, with the assistance of route numbered road maps, road users may navigate their journey with reference to route numbers.

Roads in Tasmania are allocated route numbers which are divided into four designations:

- **"1" The National Highway:** identified by the National Highway Shield, Hobart to Burnie via Launceston.
- **'A' routes:** roads considered to be of the greatest importance as the major arterials. In the main, the 'A' routes comprise the present State Highway Network.
- **'B' routes:** the remaining important road networks in each zone, such as sub-arterials or roads strategically located so as to form a connecting link between important roads and/or centres of interest.
- '**C' routes:** minor roads considered to be of sufficient importance to be included in the route coded network. In the main, 'C' routes are local roads under the control of municipal councils or other government organisations such as Hydro Tasmania and Forestry Tasmania. Generally, these routes provide access to isolated localities, holiday areas or tourist features. [28]

Naming of sites

The name of the sites in the 2007 Designated HV Parking Areas list relies heavily on 'local knowledge', for example, "No 32. Poatina Main Road – before steep decline".

Specific locations for sites cannot be determined from reference to the map published of the 2007 parking Areas. There is no published map or additional detail (eg GPS references) to assist a driver, or any other interested stakeholder, to determine the exact location of a Heavy Vehicle Rest or Parking area in Tasmania.

It important that sites have a formally agreed name that is accepted by all parties associated with the operation of the heavy vehicle including, for example, drivers, schedulers, and compliance and enforcement personnel. This name can then be used by Heavy Vehicle drivers as a reference in National Driver Work Diaries when recording the location for rest.

These sites, using names and GPS references, can be added to a range of platforms used for communication within the transport industry.

Examples include the GIS Mapping tools used by the Tasmanian Department of State Growth to communicate access conditions across the state road network, and the telematics project of Transport Certification Australia which is capturing the data of HV rest areas and applying protocols for this to be included in industry telematics.

See more information about the Transport Certification Australia Traveller Information Exchange, including current rest area information for heavy vehicle drivers, here: https://tca.gov.au/supplementary-page-rest-area

[28] Tasmanian Road Route Codes, Route descriptions and focal points, Version No 3.6, Tasmanian Government, May 2017, accessed at: https://dpipwe.tas.gov.au/Documents/Route%20Descriptions%20V3.6.pdf

RECOMMENDATION 7

That the Tasmanian Government formalise industry recommended names for Tasmanian Heavy Vehicle Rest Areas and Parking Areas that can be recognised for a range of purposes including recording in National Heavy Vehicle Driver Work Diaries.

RECOMMENDATION 8

That the Department of State Growth update the 2007 record of Designated HV Parking Areas to reflect an agreed list of currently accessible HV parking and rest area facilities in Tasmania and make this available to industry via a range of platforms, including but not limited to the Heavy Vehicle Access Management System.

The record to include the following details about each site:

- Name of site (eg Ulverstone Weighbridge)
- Site location – Name and Number of Road (eg Bass Highway [1]), site access according to direction of travel (eg EB)
- Type of site (Designated HV Parking Area, Commercial site, Informal site)
- Capacity (truck parking bays available)
- Facilities at site
- GPS reference to provide precise location of area

Facilities

None of the 35 Formal Designated HV Parking Areas accessible for heavy vehicles have toilet, water, tables, or shelter facilities.

None of the additional Informal areas established and maintained by road managers on the Bass or Midland Highways provide toilet facilities.

Toilet facilities are available at **Commercial sites** including

G – Midland Highway, Epping Forest Road House (SB) (during specific operational hours)

F – Midland Highway, Mood Food (NB) (24 hours)

Toilet facilities (24 hours at public toilets) are available at **Informal Sites** including

DD – Murchison Highway, Fossey River (SB) (24 hours)

FF – Murchison Highway, Tullah Village (NB) (24 hours)

C – Frankford Main Road, Frankford Hall (EB) (daylight hours)

D – Batman Highway, Sidmouth Hall (NB) (24 hours)

Access to toilets in towns is limited. Campbell Town is a frequently used town by heavy vehicle drivers, especially to access a Service Tasmania Shop for issue of replacement Heavy Vehicle Driver National Work Diaries during business hours and is also a well serviced area for food and refreshments with public toilets available, however congestion of heavy vehicles parking in the town (often in competition with other road users wanting access to the same facilities) has resulted in complaints by shop owners to transport operators.

A map and data file of Australian public toilets has been reviewed and used to establish the opening times of the public toilets listed above. View the map and data file at this link: https://toiletmap.gov.au/

Signage

Signage on approach to sites was inconsistent. Some sites had signage several hundred metres in advance (again, an inconsistent distance), others were signed immediately on entry. Many had no signage.

Some of the sites in the list of "informal" HV Parking Areas are signed as HV Parking Areas and should be Designated HV Parking Areas.

Designated HV Parking Areas generally featured signage depicting a P, truck image and arrow all in white on blue background. An example is shown in Figure 16 which is the approach to Designated HV Parking Area #9, Campbell Town Weighbridge.

Figure 18 Signage on approach to site #9 Campbell Town Weighbridge

Another form of signage noted during the site evaluations is that used at Site #H Bass Highway, Pine Road Exit (EB) site, shown in Figure 17.

Figure 19 Signage on approach to site #H Bass Highway, Pine Road Exit (WB)

The Austroads Guidelines for the Provision of HV Rest Area Facilities provides guidance on rest area signage.

The Tasmanian Roadside Signs Manual[29] includes specifications for the design of signs for truck parking areas, as shown in Figure 18.

Figure 20 Truck Parking Area Signage from Tasmanian Roadside Signs Manual

Truck Parking Area.

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

The Austroads Guidelines suggest that HVRAs should be marked by advance signs and position signs.

Advance Signs

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

Position Signs

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

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

Signs within HVRAs or Parking Areas

Signage within a HVRA may be needed for specific purposes. These vary according to the type of HVRA or Parking Area, for example, if there is separation between HV traffic and other users of the site.

As a minimum, signage identifying the HVRA or Parking Area should be provided within the site. This permits drivers to record the approved formal name of the site within a National Driver Work Diary.

Within Formal, Class 5 and above HVRAs, it is also appropriate to provide guidance to drivers on the distance to and name of the next HV rest area or parking bay. This can be provided as part of the exit from the current area.

Signage for Informal HV Rest Areas

The 3-2-1 Green Reflector Scheme is a system of signposting informal heavy vehicle rest areas established by industry safety advocate Rod Hannifey.

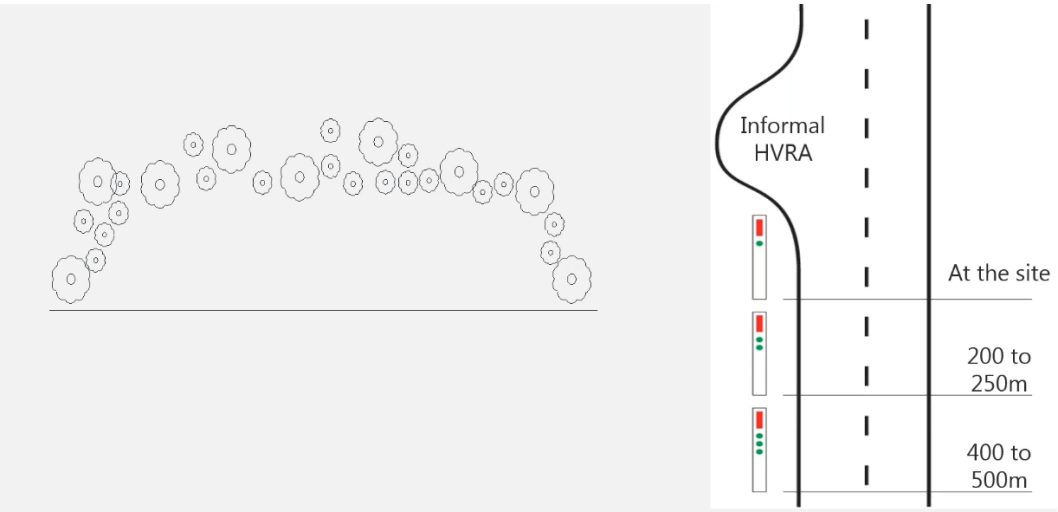
The system has subsequently been recognised and adopted by other jurisdictions and involves placing green reflective markers on guideposts at set intervals measured from the entry to the site.

As shown in Figure 19, a guidepost at 500m from the site has 3 reflective markers. The guidepost 250m to the site has 2 reflective markers, and one reflective marker is shown on the guidepost at entry to the site.

[29] Tasmanian Road Signs Manual, Department of State Growth, Tasmanian Government, accessed at: <https://www.transport.tas.gov.au/road/traffic/tasmanian_roadside_signs_manual>

This system is not currently used in Tasmania.

Figure 21 Informal Rest Area design and 3-2-1 marker placement



Given that many sites that are Designated HV Parking Areas are classified as "Informal" according to the Austroads Guidelines, and that Advance signage is provided already for these, introducing the 3-2-1 dot marker system would add another layer of signage to the current system in Tasmania.

Additionally, maintenance of a 3-2-1 dots system has not been determined for application within Tasmania.

This report does not recommend using the 3-2-1 dots system in the immediate term but rather continuing with the current Tasmanian model of providing Advance signage for all areas determined to be accessible and appropriate for HV parking and rest in Tasmania.

RECOMMENDATION 9

That the Department of State Growth progressively rationalise and implement signage for Heavy Vehicle Rest Areas consistent with the National Guidelines and Australian Standards:

a. Advance signs be located a standard 300m before HV Parking and Rest Areas which meet the criteria for a dedicated HV parking area and include the distance to the rest area, a directional arrow and the HV Parking symbols as per S13.
b. Position signs be adopted and located at the entry to a HV Rest Area or Designated HV Parking area.
c. Signage within HV Rest Areas and Designated Parking Areas include the formal name of the site.

Multi Purpose Sites

Sites that have multiple purposes – for example HVRAs also used as weighbridges, are not always accessible or useable by heavy vehicles for rest or parking for any purpose other than as directed by Compliance and Enforcement personnel.

Designated HV Parking Area # 13 – Bass Highway, Ulverstone Weighbridge (EB), has signs prohibiting heavy vehicles parking on the site. This signage is likely in response to practices within industry of operators using such sites as trailer parking bays, however this, combined with the designation of the site

as an approved HV Parking Area and Position signage at entry to the site advising the site is a HV Parking Area, is confusing and discourages HV drivers parking at this site for rest.

Further discussion about the competition for hand stand areas along the Tasmanian Freight network is in this section: Competition for areas of hard stand adjacent to state roads.

Figure 22 Designated HV Parking Area #13 Ulverstone Weighbridge No Parking Signs

Commercial Facilities used by Heavy Vehicle Drivers – Tasmania

The National Guidelines for the Provision of Heavy Vehicle Rest Areas encourages consideration of both commercial facilities and towns which are accessible and suitable for heavy vehicle parking and provide other rest opportunities as part of route evaluations.

The Austroads Guidelines further set out (in Table 4.4) the facilities typically available at commercial facilities and towns recognised as rest opportunities. The Guidelines also suggest that:

> To be recognised as a rest opportunity, and therefore considered as part of a HVRA Strategy, commercial or town facilities should provide those elements listed below, in addition to the elements listed in Table 4.4:
>
> - Be approved for use for rest by the operator fo the commercial facility or approved by the local government responsible for the town
> - Adequate parking to satisfy demand (across a 24-hour period)
> - Desirably, separate long-term and short-term rest areas to enable drivers to get adequate sleep if required (the long-term rest area should be located away from noisy areas)
> - Desirably, facilitate unidirectional traffic flow
> - Provide for pull through capability (ie no reversing movements)
> - Enable trucks to access the site in all weather
> - Be supported by on-road signage
> - Accommodate likely maximum truck size (including OSOM vehicles operating under permit conditions)

This project has considered commercial facilities used by heavy vehicle drivers in Tasmania. In most cases, these commercial facilities provide fuel, food and toilet amenities, but are not generally suited for the purpose of a rest area.

There are two exceptions to this – Epping Forest Road House and Mood Food at Kempton both provide limited opportunities for drivers to take minor rest breaks with limited space for parking heavy vehicles off road for a short period of time. The parking areas of both of these facilities are shared thoroughfares with other users, do not ensure unidirectional traffic flow and do not have marked or designated parking spaces.

These two areas have been included in the list of "informal parking areas" for heavy vehicles in Tasmania as part of considering opportunities for minor fatigue breaks.

Other commercial facilities used by heavy vehicle drivers identified in this study and are listed in the table below. These all have limitations regarding space for heavy vehicles to park, safety for heavy vehicle drivers as pedestrians accessing the site, risks associated with re-entry to the highway or road by the heavy vehicle.

Parking a heavy vehicle at commercial sites for a rest period is generally not appropriate as the space that is taken up by the heavy vehicle prevents other road users accessing the site and purchasing goods.

Accordingly they are not considered suitable to nominate as rest areas.

These sites are however very important to heavy vehicle drivers as they contribute to the network of facilities for heavy vehicle drivers to purchase food and access toilets.

Commercial Facilities with Defined Access

This study recognises investment in facilities for industry by commercial operators and a case in point is the unmanned fuel site recently developed by Caltas – Caltex Distributor in Tasmania, at Campbelltown. This site provides access to toilet facilities through a swipe card system.

This facility is located on the Southern end of CampbellTown. Toilet facilities are accessed through use of the card provided to customers with fuel card accounts. The site is well lit and provides passive security as is clearly visible by passing motorists. Opportunity to take breaks at the site is however limited due to the size of the site. This site makes a contribution to the network of facilities available to heavy vehicle drivers, but is only accessible by those with customer accounts and resulting swipe cards.

Figure 23 Caltas / Caltex site at Campbelltown

Table of Commercial facilities used by Heavy Vehicle Drivers

The list of commercial facilities below is not exhaustive. It is provided to inform the project and for the Reference Group Members to consider when prioritising new or expanded facilities along relevant freight routes.

Unless noted, none of these sites are suitable for HV drivers to park for rest breaks. Sites are commercial facilities servicing all road users and have limited parking. In many cases, these sites have been included in the route evaluations where they provide access to toilet facilities and may be recommended for expansion.

Table 9 Commercial Facilities used by HV Drivers

LOCATION	CAPACITY 5+	COMMENTS
Bass Highway - Sassafras Service Station		Congested, cannot park for rest break, trucks park on both sides of road, speed 110kph. Risky practice where drivers park Westbound opposite the site and cross 3 lands of traffic in 110kph zone. Site is just before crest of hill Eastbound and no dedicated merge land to access highway.
Bass Highway - Caltex Wattle Hill		One parking space at bottom of site next to road WB
Bass Highway - Rocky Cape Roadhouse		Limited parking, up t 3 HVs
Bass Highway - Detention River Shop		Limited parking, up to 3 HVs
Midland Highway - Caltex Service Station, Epping Forest	✓	Is an important commercial facility accessible by and welcoming of HVs on the key freight network in Tasmania and is referenced in route evaluations.
Midland Highway - Mood Food, Kempton	✓	Is an important commercial facility accessible by and welcoming of HVs on the key freight network in Tasmania and is referenced in route evaluations.
Midland Highway - Bagdad Store		Limited parking, up to 3 HVs
Midland Highway - Campbell Town		Town area is significant for drivers to access Service Tas for replacement HV Work Diaries. Complaints about trucks parking in main street.
Sidmouth Store		Limited parking, up to 2 HVs SB and 1 HV NB
Ridgley Road - Highclere Service Station		Limited parking, up to 2 HVs
Wivenhoe Main Road - shops		Noted that only part of Wivenhoe Main Road is an approved HML or B-Double route.
Murchison Highway - Farrell St, Tullah Village	✓	Is an important commercial facility accessible by and welcoming of HVs on the West Coast route and is referenced in route evaluations.

Bass Highway - McDonalds (Friends Homemaker Centre)	Heavy Vehicle Drivers park adjacent to the Bass Highway both East and West bound to access the facilities at the McDonalds Centre. Recently No Parking signs were erected on the location Eastbound to mitigate risks associated with drivers crossing 4 lanes of traffic at 110kph to access this site, which is considered high risk.
Midland Highway – McDonalds Bridgewater	HV drivers access McDonalds Bridgewater by parking in an area of land adjacent to the McDonalds Site, off the Midland Highway.

Subsidies for Commercial Sites to provide access for heavy vehicles

Feedback to this project during consultations has included a call for government subsidised commercial operations in purpose-built facilities.

The Reference Group has determined that the scope of this project is to make recommendations to form a rest area strategy for heavy vehicle drivers which does recognise other rest opportunities for drivers which may be provided by commercial operators. The scope of the project is not to identify opportunities to provide subsidies to private operators to establish or expand commercial facilities.

In taking this approach, the Reference Group acknowledges and supports:

- the establishment of facilities that are accessible for heavy vehicles by private operators on a commercial basis
- the recognition of investment made by private operators at commercial facilities that are accessible and welcoming to heavy vehicle drivers for the purposes of parking and rest breaks.

Competition for areas of hard stand adjacent to State Roads

Consultation for this study has confirmed that there is significant competition for areas of hard stand adjacent to state roads in Tasmania.

This competition is as a result of lack of flat, sealed facilities along key freight routes accessible by heavy vehicles.

Use of such facilities is sought (and used) for

- rest breaks and load checks for heavy vehicle drivers
- light vehicle users, campervan and motor home drivers
- storage of aggregate and road works materials and equipment
- establishing additional weighbridge facilities
- conducting heavy vehicle inspections (using mobile units)
- conducting driver training and assessment activities, including coupling/uncoupling and reversing manoeuvres specified in the heavy vehicle driver licence assessment criteria
- establishing commercial facilities such as unmanned fuel sites by private operators
- parking for unattended vehicles, trailers, containers

Figure 24 Trailers parked up in Informal HV Parking Area #J Ulverstone Bypass (WB)

Figure 25 Trailers parked up adjacent to road at Turners Beach Exit, Bass Highway (EB)

Lack of suitable areas for HV parking has resulted in drivers using heavy vehicle turn around bays on the road network for parking and rest. This is regularly the case West of Elizabeth Town (both WB and NB), at Christmas Hills (Bass Highway, EB), and areas established for this purpose on the Midland Highway.

This practice, particularly where trailers are left unaccompanied (and especially where the coupling is left facing oncoming traffic) represents a risk to other road users. A vehicle (light or heavy) using the turn lane for its designated purpose may impact the trailer, which may result in injury to the occupants of the vehicle and damage to the vehicle. This risk is greater at night or in conditions with reduced visibility.

Figure 26 Trailer parked in HV turn around bay at Christmas Hills

Photo 1 – approach

Photo 2 – trailer coupling facing oncoming traffic

Photo 3 – at night – no lighting of area, no reflectors on trailer and not visible until close

Figure 28 Truck Parked in U-Turn Bay near Powranna

Figure 27 Truck parked in U-Turn Bay near Elizabeth Town

Because of the lack of facilities, the resulting competition for use of areas of hard stand for a range of purposes, and the scarcity of resource to develop suitable areas, it is important that parties seeking use of these sites work together. Sites can provide opportunity for multiple use where this is considered in the design stage. At a minimum, it is critical that industry through the TTA, work closely and collaboratively with the Department of State Growth and the National Heavy Vehicle Regulator, to understand the need for sites and to identify opportunities to contribute resource to the development of sites.

This is particularly the case where co-funding models are available.

Facilities for all road users not just Heavy Vehicle Drivers

The Austroads Guidelines recognise that it is more efficient to cater for all road users in the design of rest area facilities, however that the design of these facilities is important to make sure a facility meets the specific needs of heavy vehicle drivers for rest.

Where there are limited opportunities for rest areas for road users, this can result in situations where heavy vehicle drivers must compete for space with other road users – especially light vehicle users who can more easily access alternative rest area facilities, including those provided in towns.

The Austroads Guidelines recommend that lower class rest area facilities not be used where there is likely to be high competition for spaces – rather in these situations, higher class rest area facilities which provide for separation between different road users should be provided.

Other suggestions to manage access to rest areas include enforcement of no-camping rules and enforcing a maximum duration of stay.

The Tasmanian Heavy Vehicle Driver Rest Area Strategy Reference Group has considered this matter and recommends that the design of rest areas and facilities should permit use by all road users, however the use of facilities be monitored to ensure that they remain accessible by heavy vehicle drivers. This includes, for example, monitoring and enforcing no camping rules at rest areas.

Further, the design of toilets and other facilities at Heavy Vehicle Rest Areas and parking Areas should provide for wheelchair access in accordance with the relevant Disability Access Standards.

RECOMMENDATION 10

The Tasmanian Department of State Growth, through consultation with the TTA and the NHVR, monitor the use of HVRAs and Designated HV Parking Areas to ensure primary use of the site for heavy vehicles is managed and maintained.

Mapping Tasmanian HV Rest Areas and Parking Bays

The location of each of the HV Parking Areas identified during this study (both formal and informal, and many commercial facilities) has been plotted on layers within a Google Map.

Note that the Tasmanian Transport Association, and members of the Rest Area Strategy Reference Group, are not promoting sites on this map that are NOT Designated HV Parking Areas as suitable for use by heavy vehicles.

The mapping is provided for review by the Reference Group for the purposes of this project only.

When (and if) suitability of each site for the purpose of parking heavy vehicles, including permission from road owners or managers is confirmed, the map may be useful for broader reference and distribution to industry and other interested stakeholders.

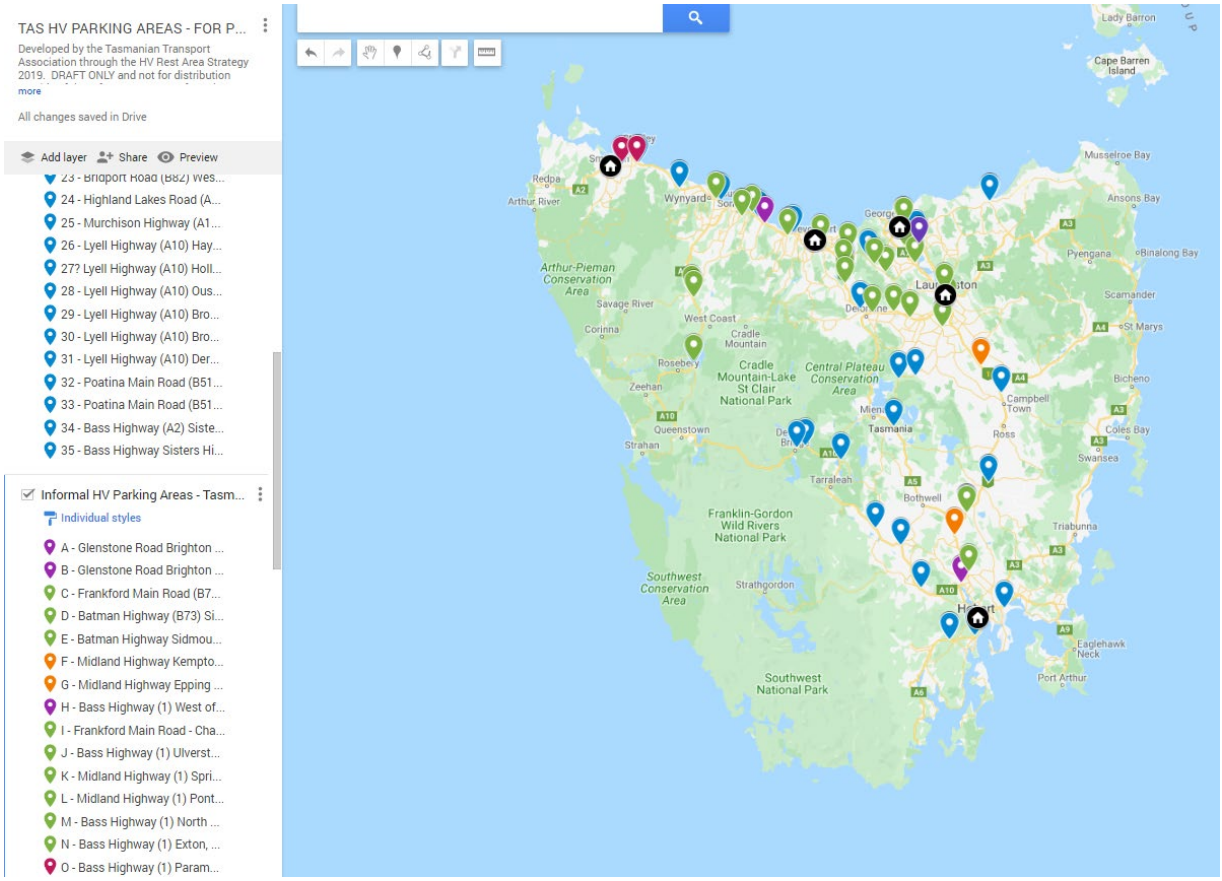
The map is available at this link:

https://drive.google.com/open?id=13ZbA5pu1QZgdayYwWglkABOh7yLqg_kk&usp=sharing

for viewing by Reference Group Members. Members cannot edit the map.

THIS INFORMATION IS NOT FOR DISTRIBUTION AS THE SITES ARE NOT VERIFIED AS SUITABLE FOR HV ACCESS.

Figure 29 Tasmanian HV Rest Areas and Parking Bays Google Map



There are two layers showing locations of parking areas:

1 – DSG Designated HV Parking Areas

2 – Informal HV Parking Areas

Viewing may be of both types of parking area, or each type individually, by ticking or unticking the relevant box.

Parking Areas plotted to this map are colour-coded as follows:

- Blue - DSG Designated HV Parking Areas listed on the 2007 map
- Purple - HV Parking Areas not listed on DSG 2007 Map, but sign posted as HV Parking Areas and provided by the road manager
- Orange - Commercial Facilities
- Green - Informal HV Parking Areas
- Pink – areas which have been notified to the project but which have not been reviewed

The colour coding has been referenced in the route evaluations in the next section.

Using this map, the distances between parking areas can be determined. A limited number of routes can be added to the map, showing the various parking areas along the route. Note that because there is a limitation of up to 10 layers on a google map, only some routes are shown on the map that is shared with Reference Group Members as part of this report

Route Evaluations

Routes identified as priorities for this project have been evaluated in terms of distances and spacing between locations where heavy vehicles currently pull over for rest or other purposes.

Each of these routes is presented with the following detail. Routes are presented separately for each direction of travel, with a combined Route evaluation and recommendations following.

Route 1: Launceston -> Hobart, Midland Highway South Bound

Summary

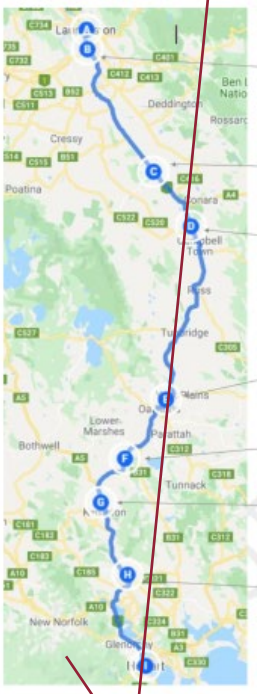
Total journey distance*	200 km	Total journey time	2 hrs, 25 min
# Designated HV Parking Areas	3	# Class 5 Rest Areas on route	2 (commercial)
# Informal Rest Areas on route	2	# Toilet facilities on route	2 (commercial)

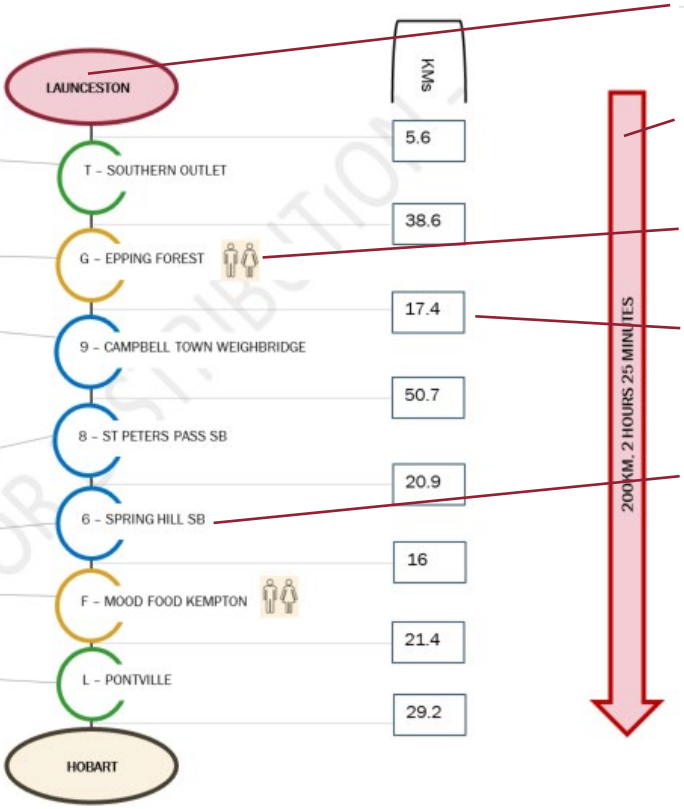
*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	LAUNCESTON	SOUTHERN OUTLET NORTH OF KINGSMEADOWS LINK SB	T	5.6	8	Informal	3 - 4	X
B	SOUTHERN OUTLET NORTH OF KINGSMEADOWS LINK SB	EPPING FOREST	G	38.6	25	Commercial	8 - 10	Toilets, food
C	EPPING FOREST	CAMPBELLTOWN WEIGHBRIDGE	9	17.4	11	Designated HVPA	3 - 4	X
D	CAMPBELLTOWN WEIGHBRIDGE	ST PETERS PASS SB	8	50.7	35	Designated HVPA	2 - 3	X
E	ST PETERS PASS SB	SPRING HILL SB	6	20.9	13	Designated HVPA	2 - 3	X
F	SPRING HILL SB	MOOD FOOD KEMPTON	F	16	10	Commercial	20+	Toilets, food
G	MOOD FOOD KEMPTON	PONTVILLE	L	21.4	16	Informal	5	X
H	PONTVILLE	HOBART	END	29.2	26	End		

Route overview





Route summary including # of parking areas on route and type, facilities

Name of HV parking area or location

Reference # for HV parking area or location (see individual reports on each of these areas)

Travel times and distances – from google maps directions

Route from start to end, showing order of sites on the journey

Direction of journey and summary of distance and time

Icon for toilet facilities at site

Distances in km between previous site and next site

HV parking sites – colour coded by type = Blue = DSG Designated HV Parking Area Green = Informal, industry identified Parking Area Orange = Commercial Facility Purple = Signposted site not listed on 2007 DSG list of Designated HV Parking Areas

Route Overview Image.
Note that points referenced A, B, C... are the waypoints and are cross referenced in the summary table.

Summary of routes evaluated

Table 10 Table of routes evaluated

Route #	Route Description	Highways / Roads
1	Launceston to Hobart (SB)	Midland Highway
2	Hobart to Launceston (NB)	Midland Highway
3	Smithton to Devonport (EB)	Bass Highway
4	Devonport to Smithton (WB)	Bass Highway
5	Burnie to Queenstown	Murchison Highway
6	Queenstown to Burnie	Murchison Highway
7	Hobart to Queenstown	Lyell Highway
8	Queenstown to Hobart	Lyell Highway
9	Devonport to Launceston	Bass Highway
10	Launceston to Devonport	Bass Highway
11	Devonport to Bell Bay	Via Frankford Rd
12	Bell Bay to Devonport	Via Frankford Rd
13	Devonport to Bell Bay	Via Bass Highway, Birralee Rd, Frankford Rd
14	Bell Bay to Devonport	Via Bass Highway, Birralee Rd, Frankford Rd

Note that recommendations for areas along Routes 13 and 14 are already addressed in the recommendations relating to Routes 9, 10, 11 and 12.

This project has focussed on key freight routes and has not surveyed HV parking and rest area facilities on other Tasmanian Freight Routes including

- Bell Bay <-> Scottsdale
- Conara <-> East Coast
- East Coast <-> Hobart via Coastal Route
- Hobart <-> Dover
- Hobart, Sorell, Tasman Peninsula

Summary of Route & Rest Area Recommendations

	RECOMMENDATION
ROUTES 1 & 2 – LAUNCESTON <-> HOBART North – South, Midland Highway (1)	**NORTH AND SOUTH BOUND – DUPLICATED SITES**
	1. A Formal HV Rest Area meeting Class 2 of the Austroads HVRA Guidelines be established **between Campbell Town and Oatlands**. This site to provide parking for 20 HVs, with toilets, lighting, water and shelter. Site to be duplicated Northbound and Southbound.
	2. Additional sites meeting Class 5 of the HVRA Guidelines be established **between Epping Forest and Launceston** (duplicate NB and SB)
	3. Commercial site be upgraded to meet the Austroads HVRA Guidelines: (a) **#F – Mood Food** – confirm support from operators as a HV Rest Area, signpost as HV Rest Area to meet Class 3/4 (b) **#G – Epping Forest Road House** – confirm support from operators as a HV Rest Area, signpost as HV Rest Area to meet Cass 5. Expand (possibly explore opportunity to secure additional land adjacent to Tassie Truckies Memorial Wall) to provide parking for 15 HVs to meet Class 3/4.
	SOUTHBOUND
	4. Informal site to be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#T - Southern Outlet North of Kings Meadows Link** – extend, widen where needed, to provide parking for 5 HVs, treat entry and exit, remove advertising trailers, signpost
	5. Informal site to be upgraded to meet Class 3/4 of the Austroads HVRA Guidelines: (a) **#L – Pontville** (south of roundabout) – extend and widen where needed to provide parking for 10 HVs, treat entry and exit, signpost
	6. Designated HV Parking Areas be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#6 - Spring Hill SB** – extend and widen where needed to take 5 vehicles, treat entry and exit points, signpost (b) **#8 - St Peter's Pass SB** – extend and widen where needed to take 5 vehicles, treat entry and exit points, signpost (c) **#9 - Campbell Town Weighbridge** – confirm ongoing status as HV Weighbridge / Checking Station, extend to take 5 vehicles, mark bays to provide direction to movement within site. *Note that continued use as a Weighbridge / HV Checking Station means that site cannot be relied upon to be available as a HVRA in current format*
	NORTHBOUND
	7. An additional site meeting Class 5 of the HVRA Guidelines be established **between Hobart and Kempton.**
	8. Informal site to be upgraded to meet Class 3/4 of the Austroads HVRA Guidelines: Northbound - (a) **#A – Glenstone Road Brighton** – signpost from Highway as available HVRA, provide toilet facilities at this site.
	9. Designated HV Parking Areas be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#5 - Spring Hill NB** – extend and widen where needed to take 5 vehicles, make site level (currently slopes downhill), treat entry and exit points, signpost. Consider use of old highway loop to provide separation from traffic, greater space and level surface. (b) **#7 - St Peter's Pass NB** – extend and widen to take 5 vehicles, and to improve safety for parked HVs and pedestrians, treat entry and exit points, signpost

ROUTES 3 & 4 – SMITHTON <-> DEVONPORT East – West, Bass Highway (1) and Bass Highway (A2)	RECOMMENDATION
	EAST AND WEST BOUND – DUPLICATED SITES
	10. Designated HV Parking Area be upgraded to meet Class 3/4 of the Austroads HVRA Guidelines: **(a) #15 – Howth Weighbridge WB** – confirm ongoing status as HV Weighbridge / Checking Station, extend – possibly taking in the land adjacent to the weighbridge site to take at least 15 HVs, mark bays to provide direction to movement within site, with toilets, lighting, water and shelter, provide access EB via roundabout, signpost - *Note that continued use as a Weighbridge / HV Checking Station means that site cannot be relied upon to be available as a HVRA in current format*
	11. Additional sites meeting Class 5 of the HVRA Guidelines be established around **Detention River / Rocky Cape** (duplicate EB and WB) – *Note that consideration for treatment around Detention River is part of the Wynyard to Marrawah Corridor Upgrade*
	EASTBOUND
	12. Informal site to be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#R – East of Mt Hicks Roundabout (EB)** – widen where needed to support pedestrian safety, signpost (b) **#BB** – Chasm Creek – extend, widen where needed, to provide parking for 5 HVs, treat entry and exit, signpost. *Note – if Howth Weighbridge site duplicated, this site may not need expanding to Class 5, instead risk assess to confirm suitability as an Informal Rest Area*
	13. Designated HV Parking Areas be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#19 – East of Stanley** – extend, widen where needed, to provide parking for 5 HVs, treat entry and exit (b) **# 35 – Sisters Hills EB** – extend, widen where needed, to provide parking for 5 HVs (c) **#13 - Ulverstone Weighbridge** – confirm ongoing status as HV Weighbridge / Checking Station, extend to take 5 vehicles, mark bays to provide direction to movement within site, remove No Parking signs which discourage HV parking and rest. Provide toilets on site. *Note that continued use as a Weighbridge / HV Checking Station means that site cannot be relied upon to be available as a HVRA in current format*
	14. Consider future for Designated HV Parking Area **#17 – Doctors Rocks** in context of road upgrade plans for this area. *Note that this site is less than 3km from Informal Site #R East of Mt Hicks Roundabout. Site #17 is shared use and primarily a tourist parking and information bay.*
	15. Risk assess Informal Site **# H – Pine Road Exit** – situated with poor lines of sight for HVs re-entering highway and close to Pine Road exit. Site is signposted Truck parking Area (inconsistent signage).
	WESTBOUND
	16. Informal site to be upgraded to meet Class 5 of the Austroads HVRA Guidelines: **(a) #J – Ulverstone Bypass** – widen where needed to support pedestrian safety, signpost
	17. Designated HV Parking Areas be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#18 – West of Stanley** – extend and widen where needed to take 5 vehicles, treat entry and exit points, remove overhanging tree limb (b) **#35 – Sisters Hills WB** – extend and widen to take 5 vehicles, and to improve safety for parked HVs and pedestrians (c) **#16** – Wynyard Bypass - extend and widen to take 5 vehicles, and to improve safety for parked HVs and pedestrians

ROUTES 5 & 6 – BURNIE <-> QUEENSTOWN North - South, Murchison Highway (A10) and Ridgley Road (B18)	RECOMMENDATION
	NORTH AND SOUTH BOUND – DUPLICATED SITES
	18. Informal HV Parking Area be upgraded to meet Class 4 of the Austroads HVRA Guidelines: **(a)** **#DD Fossey River** (SB) – extend to take at least 10 HVs, mark bays to provide direction to movement within site. Remove trees which prevent passive security of site – not visible from road at present. Site has toilets, lighting, water, and picnic tables, provide access NB via dedicated entry lane, signpost. As an alternative to providing NB access, establish new site NB to Class 5 Austroads HVRA Guidelines on opposite side to current site.
	19. Additional sites meeting Class 5 of the HVRA Guidelines be established (a) between Fossey River and Burnie (eg **Hampshire) and** duplicate NB and SB – *Note that distance between Fossey River and Hampshire is 57km* (b) between Tullah Village and Queenstown and duplicate NB and SB – *Note that distance between Tullah Village and Queenstown is 56km*
	SOUTHBOUND
	20. Designated HV Parking Areas be upgraded to meet Class 5 of the Austroads HVRA Guidelines: **(a)** **#25 – Tullah** – extend, widen where needed, to provide parking for 5 HVs, treat surface
	NORTHBOUND
	21. Commercial site be upgraded to meet Class 5 of the Austroads HVRA Guidelines: **(a)** **#FF – Tullah Village** – signpost as HV Rest Area

ROUTES 7 & 8 – QUEENSTOWN <-> HOBART East – West, Lyell Highway (A10)	RECOMMENDATION
	EAST AND WEST BOUND – DUPLICATED SITES
	22. Designated HV Parking Area be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#28 – Ouse** – expand site and or mark parking bays for HVs to provide parking for at least 5 HVs. Move sign EB (signposted excess distance before site), add sign WB
	23. Additional sites meeting Class 5 of the HVRA Guidelines be established between (a) **Ouse and Bronte Canal** (duplicate EB and WB) (b) **Queenstown and Derwent Bridge/Broken Leg** (duplicate EB and WB)
	EASTBOUND
	24. Additional site meeting Class 5 of the HVRA Guidelines be established between Ouse and Hobart
	25. Designated HV Parking Areas be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#30 – Broken Leg**– extend, widen where needed, to provide parking for 5 HVs
	WESTBOUND
	26. Designated HV Parking Areas be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#26 – Hayes Weighbridge** – extend and widen where needed to take 5 vehicles, treat entry and exit points (b) **#31 – Derwent Bridge** – extend and widen to take 5 vehicles, and to improve safety for parked HVs and pedestrians

	RECOMMENDATION
ROUTES 9 & 10 – DEVONPORT <-> LAUNCESTON East – West, Bass Highway (1)	**EAST AND WEST BOUND – DUPLICATED SITES**
	27. A Formal HV Rest Area meeting Class 2 of the Austroads HVRA Guidelines be established **between Deloraine and the Westbury/Birralee Road**. This site to provide parking for 20 HVs, with toilets, lighting, water and shelter. Site to be duplicated East and West bound.
	EASTBOUND
	28. Informal site to be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#P – Long Hill East of Paramatta Creek** – extend, widen, to provide parking for 5 HVs, treat entry and exit, signpost (b) **#S** – West of Westbury/Birralee Road Exit – extend to provide parking for 5 HVs, signpost – *Note this not required if Formal Class 2 HVRA developed in this vicinity. This site at bottom hill and too close to exit*
	29. Additional sites meeting Class 5 of the HVRA Guidelines be established (a) **between Paramatta Creek and Deloraine** (currently Designated HV Turning Facilities west of Elizabeth town both WB and EB, and HV Turning Facilities at Christmas Hills are used as HV parking areas) (b) **between Westbury/Birralee Road and Launceston**
	WESTBOUND
	30. Informal sites to be upgraded to meet Class 3/4 of the Austroads HVRA Guidelines: (a) **#AA – Forest Farm Weighbridge** - confirm ongoing status as HV Weighbridge / Checking Station, extend to take 15 vehicles, mark bays to provide direction to movement within site. Provide toilets on site. *Note that continued use as a Weighbridge / HV Checking Station means that site cannot be relied upon to be available as a HVRA in current format*
	31. Informal sites to be upgraded to meet Class 5 of the Austroads HVRA Guidelines: Northbound - (a) **#V – Hagley / Whitemore Overpass** – extend, widen, to provide parking for 5 HVs, treat exit (currently no merge lane back to Highway), signpost (b) **#O – Long Hill East of Paramatta Creek** - extend, widen, to provide parking for 5 HVs, treat entry and exit, signpost (c) **#M – East Devonport Visitor Information Bay** - extend, widen, to provide parking for 5 HVs, treat entry and exit, signpost, toilets to site.
	32. Designated HV Parking Areas be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#11 – Christmas Hills** – extend and widen where needed to take 5 vehicles, treat entry and exit points, signpost

ROUTES 11 & 12 – DEVONPORT <-> BELL BAY East – West, Frankford Road (B71)	RECOMMENDATION
	EAST AND WEST BOUND – DUPLICATED SITES
	33. A Formal HV Rest Area meeting Class 3/4 of the Austroads HVRA Guidelines be established **at the junction of the East Tamar Highway and Bridport Road**. (Informal HV Parking Area #X) This site to provide parking for 10 - 15 HVs, with toilets, lighting, water and shelter. Potential to duplicate site, or provide a Class 5 HVRA, on opposite side of Bridport Road (WB) (Informal HV Parking Area #Y) These sites will provide HVRA facilities for several routes including Devonport – Bell Bay, Bell Bay – Launceston, and volumes via Bridport Road to and from Scottsdale region *Note – site is subject to expression of interest for unmanned fuel station, with potential for toilet access via swipe card.*
	EASTBOUND
	34. Informal sites to be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#C – Frankford Hall** – confirm suitability for HVRA with local government. Extend, widen, to provide parking for 5 HVs, signpost. Confirm opening hours for toilets at Hall. Potential to formalise site for Westbound access (b) **#D – Sidmouth Hall** – extend to provide parking for 5 HVs, signpost, establish lighting, upgrade toilet at Hall
	35. Designated HV Parking Areas be upgraded to meet Class 5 of the Austroads HVRA Guidelines: **(a) #20 – Saxons Creek** – extend and widen where needed to take at least 5 HVs, treat entry and exit points, signpost, add toilets. Consider also formalising site for Westbound access. There is room to expand site, with additional (previously) sealed area available (currently fenced off) **(b) #21 – Fourteen Mile Creek** – extend and widen where needed to take 5 HVs, treat entry and exit points, signpost
	WESTBOUND
	36. Informal sites to be upgraded to meet Class 5 of the Austroads HVRA Guidelines: (a) **#Z – Frankford Road Westbound, East of Saxons Creek** – extend, widen, to provide parking for 5 HVs, treat entry and exit, signpost (b) **#U – West of Exeter – on entry to decreased speed zone,** extend, widen, to provide parking for 5 HVs, treat entry and exit, signpost (c) **#E – Sidmouth Store** - extend, widen, to provide parking for 5 HVs, treat entry and exit, signpost. Provides access to toilet at Sidmouth Hall (opposite) (d) **#M – East Devonport Visitor Information Bay** - extend, widen, to provide parking for 5 HVs, treat entry and exit, signpost, toilets to site

Route 1: Launceston -> Hobart, Midland Highway South Bound

Summary

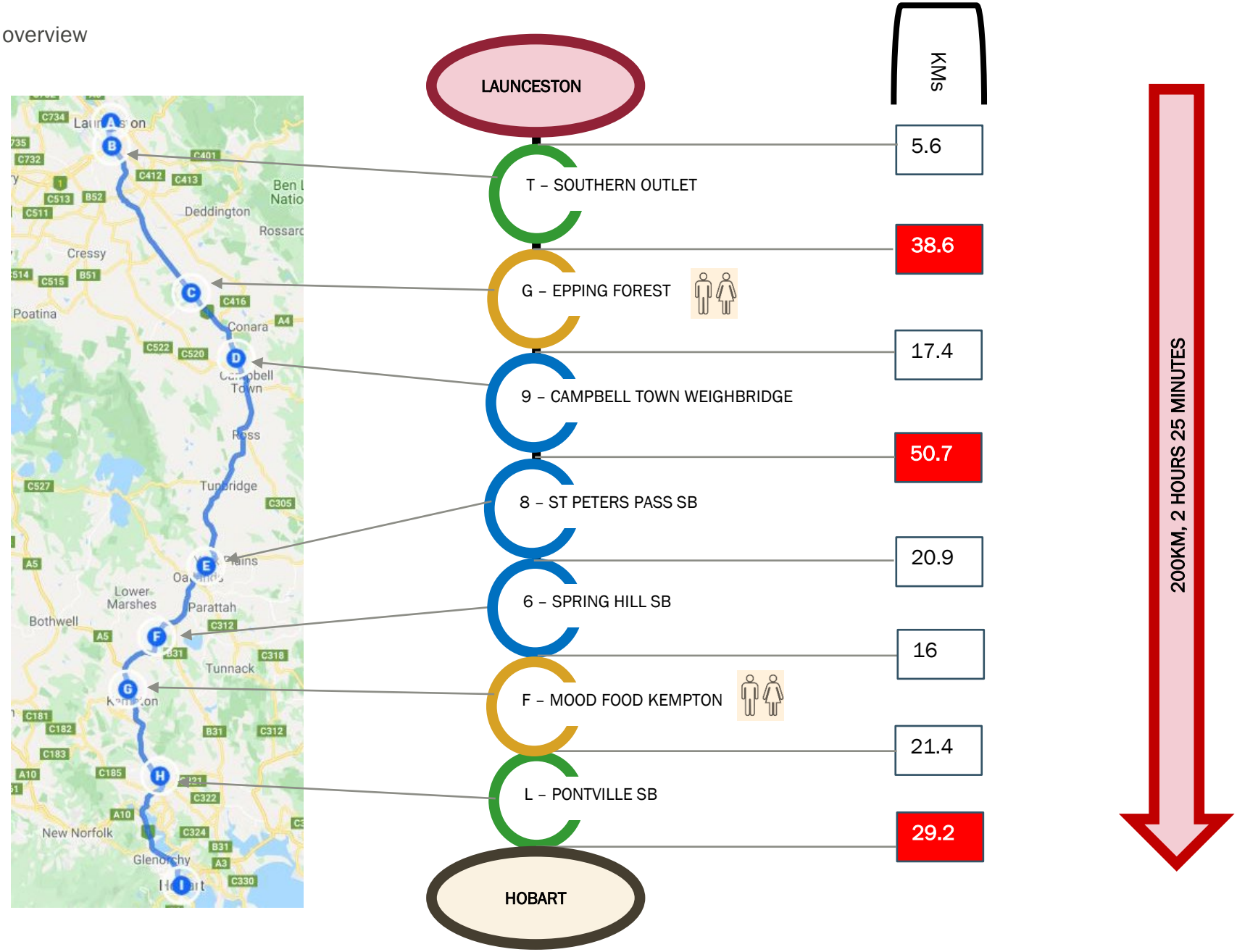
Total journey distance*	200 km	Total journey time	2 hrs, 25 min
# Designated HV Parking Areas	3	# Class 5 Rest Areas on route	2 (commercial)
# Informal Rest Areas on route	2	# Toilet facilities on route	2 (commercial)

*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	LAUNCESTON	SOUTHERN OUTLET NORTH OF KINGSMEADOWS LINK SB	T	5.6	8	Informal	3 - 4	X
B	SOUTHERN OUTLET NORTH OF KINGSMEADOWS LINK SB	EPPING FOREST	G	38.6	25	Commercial	8 - 10	Toilets, food
C	EPPING FOREST	CAMPBELLTOWN WEIGHBRIDGE	9	17.4	11	Designated HVPA	3 - 4	X
D	CAMPBELLTOWN WEIGHBRIDGE	ST PETERS PASS SB	8	50.7	35	Designated HVPA	2 - 3	X
E	ST PETERS PASS SB	SPRING HILL SB	6	20.9	13	Designated HVPA	2 - 3	X
F	SPRING HILL SB	MOOD FOOD KEMPTON	F	16	10	Commercial	20+	Toilets, food
G	MOOD FOOD KEMPTON	PONTVILLE SB	L	21.4	16	Informal	5	X
H	PONTVILLE	HOBART	END	29.2	26	End		
ROUTE TOTALS				199.8	144			

Route overview



Route 2: Hobart –> Launceston, Midland Highway North Bound

Summary

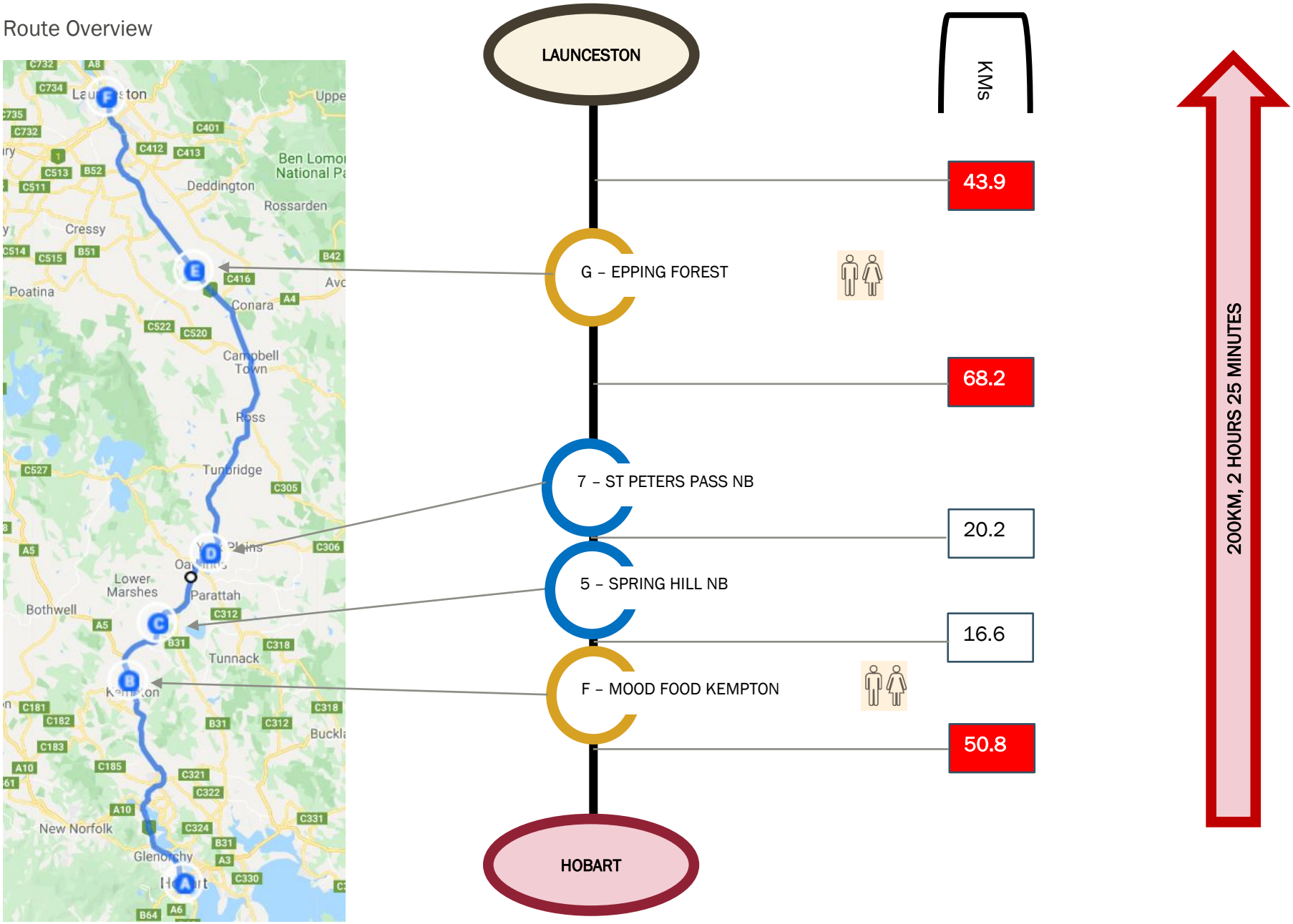
Total journey distance*	200 km	Total journey time	2 hrs, 20 min
# Designated HV Parking Areas	2	# Class 5 Rest Areas on route	2 (commercial)
# Informal Rest Areas on route	0	# Toilet facilities on route	2 (commercial)

*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	HOBART	MOOD FOOD KEMPTON	F	50.8	43	Commercial	20 +	Toilets, food
B	MOOD FOOD	SPRING HILL NB	5	16.6	10	Designated HVPA	2 - 3	X
C	SPRING HILL NB	ST PETERS PASS NB	7	20.2	11	Designated HVPA	2 - 3	X
D	ST PETERS PASS NB	EPPING FOREST	G	68.2	44	Commercial	8 - 10	Toilets, food
G	EPPING FOREST	LAUNCESTON		43.9	32	End		
ROUTE TOTALS				199.7	140			

Route Overview



Freight Volume on Route 2015***	2.3 MT	Projected Freight Volume 2035***	3.7 MT	% increase freight volume	61%
Current traffic volume per day**	7037	Total heavy vehicles per day**	1133	% of heavy vehicles	16%

**Using counter station ID a0087520 located Epping Forest, data from 2017, continuous.
Note that on some areas of this network HV volume is higher; around 20% (eg Mona Vale [near Oatlands], 2018 = 19%, Powranna 2017 = 24%)

***Tasmanian Integrated Freight Strategy p30 (Tasmanian Freight Survey 2012), Tasmanian Department of State Growth current and forecast freight volumes – Midland Highway South of Perth.

Findings

Routes 1 and 2, between Launceston and Hobart are part of the Midland Highway, and part of the Burnie to Hobart Corridor; the highest volume freight route in Tasmania, as identified in the Tasmanian Integrated Freight Strategy, and the Burnie to Hobart Freight Corridor Strategy.

Freight volumes on the Midland Highway, South of Perth, are forecast to increase from 2.3 MT to 3.7 MT per year by 2035.

Routes 1 and 2 do not meet the Austroads Guidelines for the spacing and placement of heavy vehicle driver rest areas.

There are no HV Rest Areas meeting Austroads Classification 1, 2 or 3 between Launceston and Hobart, either Northbound or Southbound.

Commercial Facilities at Mood Food and Epping Forest provide some of the features for a Class 3 or 4 HV Rest area, but do not meet criteria of: unidirectional traffic flow, pedestrian safety and access, signage on approach and within HVRA. Even if these commercial facilities are considered to be Class 3 HVRAs, they do not meet the requirements for spacing and placement of Class 3: every 30 minutes, and between 35 – 50km.

Designated HV Parking Areas on this route do not meet the National Guidelines for Class 5 HVRAs, because they do not provide for more than 5 bays for Heavy Vehicles, security and pedestrian safety and access.

The placement does not meet the guidelines for every 15 minutes, or 15 – 25km.

Recommendations

See recommendations 1 - 9

Route 3: Smithton -> Devonport, Bass Highway, East Bound

Summary

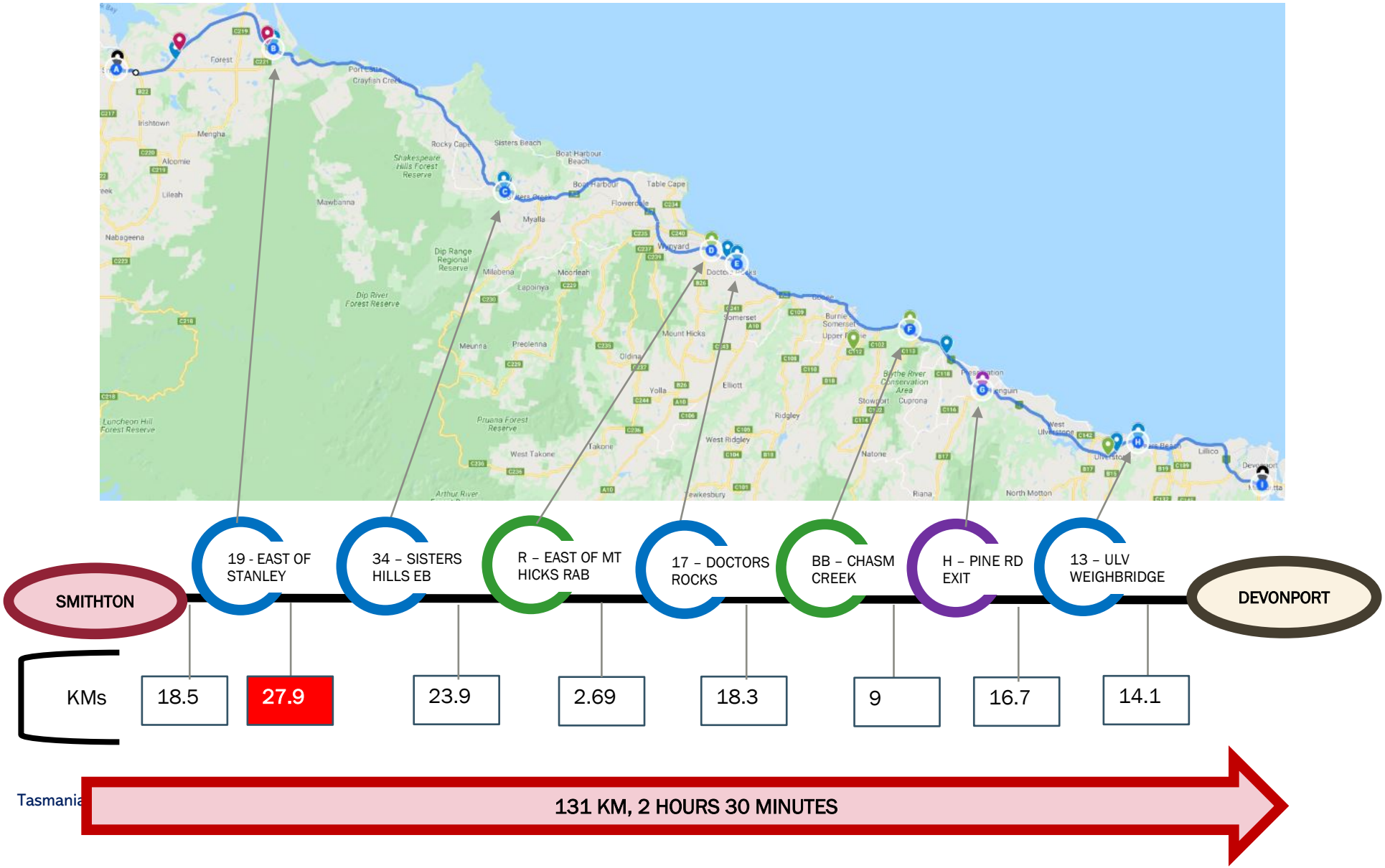
Total journey distance*	131 km	Total journey time	1 hr, 30 min
# Designated HV Parking Areas	5	# Class 5 Rest Areas on route	1 (Ulv Weighbridge)
# Informal Rest Areas on route	2	# Toilet facilities on route	0

*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	SMITHTON	BASS HIGHWAY EAST OF STANLEY	19	18.5	13	Designated HVPA	1 - 2	X
B	BASS HIGHWAY EAST OF STANLEY	SISTERS HILLS EB	34	27.9	18	Designated HVPA	1 - 2	X
C	SISTERS HILLS EB	WYNYARD EAST OF MT HICKS ROUNDABOUT	R	23.9	16	Informal	5 - 6	X
D	WYNYARD EAST OF MT HICKS ROUNDABOUT	DOCTORS ROCKS	17	2.69	1	Designated HVPA	1 - 2	X
E	DOCTORS ROCKS	CHASM CREEK	BB	18.3	17	Informal	1 - 2	X
F	CHASM CREEK	WEST OF PINE RD EXIT	H	9	6	Designated HVPA	1 - 2	X
G	WEST OF PINE RD EXIT	ULVERSTONE WEIGHBRIDGE	13	16.7	9	Designated HVPA	3 - 4	X
H	ULVERSTONE WEIGHBRIDGE	DEVONPORT		14.1	9	End		
ROUTE TOTALS				131.1	89			

Route overview



Route 4: Devonport -> Smithton, Bass Highway, West Bound

Summary

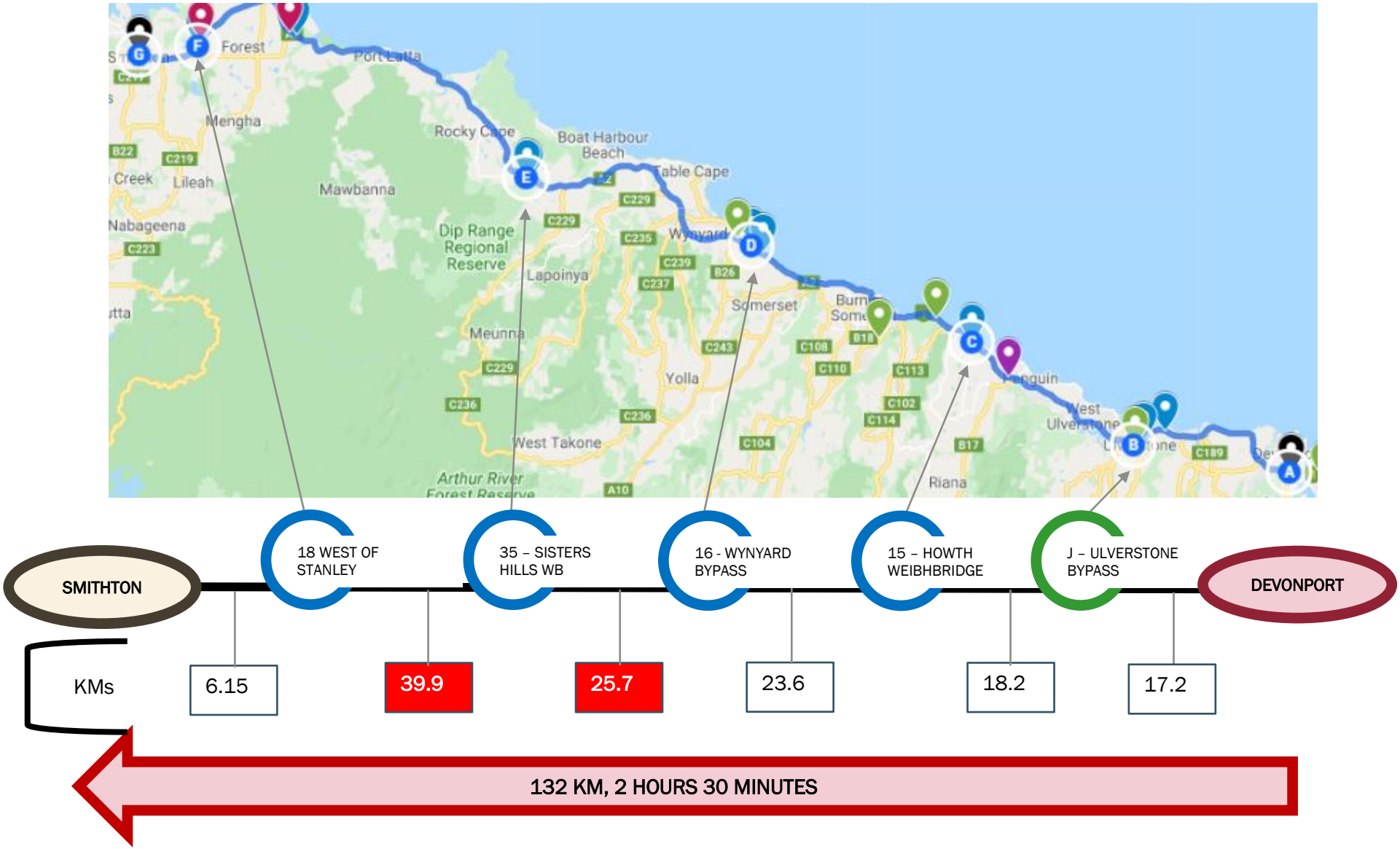
Total journey distance*	131 km	Total journey time	1 hr, 30 min
# Designated HV Parking Areas	4	# Class 5 Rest Areas on route	1 (Howth Weighbridge)
# Informal Rest Areas on route	1	# Toilet facilities on route	0

*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	DEVONPORT	ULVERSTONE BYPASS WB	J	17.2	10	Informal	5	X
B	ULVERSTONE BYPASS WB	HOWTH WEIGHBRIDGE	15	18.2	10	Designated HVPA	5	X
C	HOWTH WEIGHBRIDGE	WYNYARD BYPASS	16	23.6	21	Designated HVPA	3 - 4	X
D	WYNYARD BYPASS	SISTERS HILLS WB	35	25.7	18	Designated HVPA	1 - 2	X
E	SISTERS HILLS WB	WEST OF STANLEY	18	39.9	25	Designated HVPA	3 - 4	X
F	WEST OF STANLEY	SMITHTON		6.15	4	End		
ROUTE TOTALS				130.8	88			

Route Overview



Freight Volume on Route 2015***	1.9 MT	Projected Freight Volume 2035***	2.7 MT	% increase freight volume	42%
Current traffic volume per day**	12087	Total heavy vehicles per day**	1634	% of heavy vehicles	14

**Using counter station ID A0249720 located Doctors Rocks, data from 2017, 7 days.

***Burnie to Hobart Freight Corridor Strategy, Tasmanian Department of State Growth, p12. Projected volume increase for sections within these routes in the Tasmanian Integrated Freight Strategy are much higher, eg -Burnie to Devonport 2.9MT in 2015 to 5.2 MT in 2035 (79%) Wynyard to Burnie 1.6 MT in 2015 to 3 MT in 2035 (88%) - Tasmanian Integrated Freight Strategy p30 (Tasmanian Freight Survey 2012), Tasmanian Department of State Growth .

Routes 3 and 4, between Smithton and Devonport are part of the Bass Highway, and part of the Burnie to Hobart Corridor; the highest volume freight route in Tasmania, as identified in the Tasmanian Integrated Freight Strategy, and the Burnie to Hobart Freight Corridor Strategy.

Freight volumes on the Bass Highway – Burnie to Devonport, are forecast to increase from 2.9 MT to 5.2 MT per year by 2035.

Routes 3 and 4 do not meet National Guidelines for the spacing and placement of heavy vehicle driver rest areas.

There are no HV Rest Areas meeting Classification 1, 2 or 3 between Smithton and Devonport, either East or West bound.

Two of the Formal Designated HV Parking Areas on these routes may be classified as Class 5 HVRAs as they provide for more than 5 bays for Heavy Vehicles, security and pedestrian safety and access Ulverstone Weighbridge EB, and Howth Weighbridge WB).

Recommendations

See recommendations 10 - 17

The placement does not meet the guidelines for every 15 minutes, or 15 – 25km.

Burnie area is a high HV volume area, with vehicles accessing ports facilities. Burnie is also an area nominated for development of a Livestock Truck Wash Down and Effluent Disposal site (Cradle Coast Authority oproject)and an area around Heybridge may provide an option for this and possibly also provide facilities for HV parking.

Wivenhoe Main Road provides options for refreshments and proximity to public toilets at the Wivenhoe Showground may provide an opportunity for a parking area to be developed in this vicinity.

The network between Wynyard and Marrawah is targeted for upgrades, with additional infrastructure work to be completed between Wynyard and Burnie as part of the “Cooee Crawl” project.

Route 5: Burnie -> Queenstown, Ridgley Road and Murchison Highway, South Bound

Summary

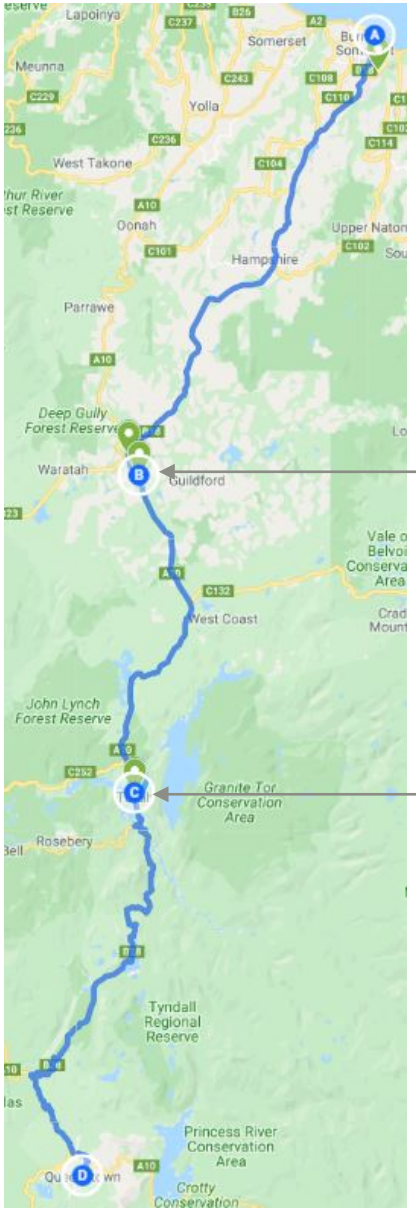
Total journey distance*	153 km	Total journey time	1 hr, 55 min
# Designated HV Parking Areas	1 (site #25, but Site FF Tullah Village used instead)	# Class 5 Rest Areas on route	1 – Tullah Village
# Informal Rest Areas on route	2	# Toilet facilities on route	2 – Tullah Village, Fossey River

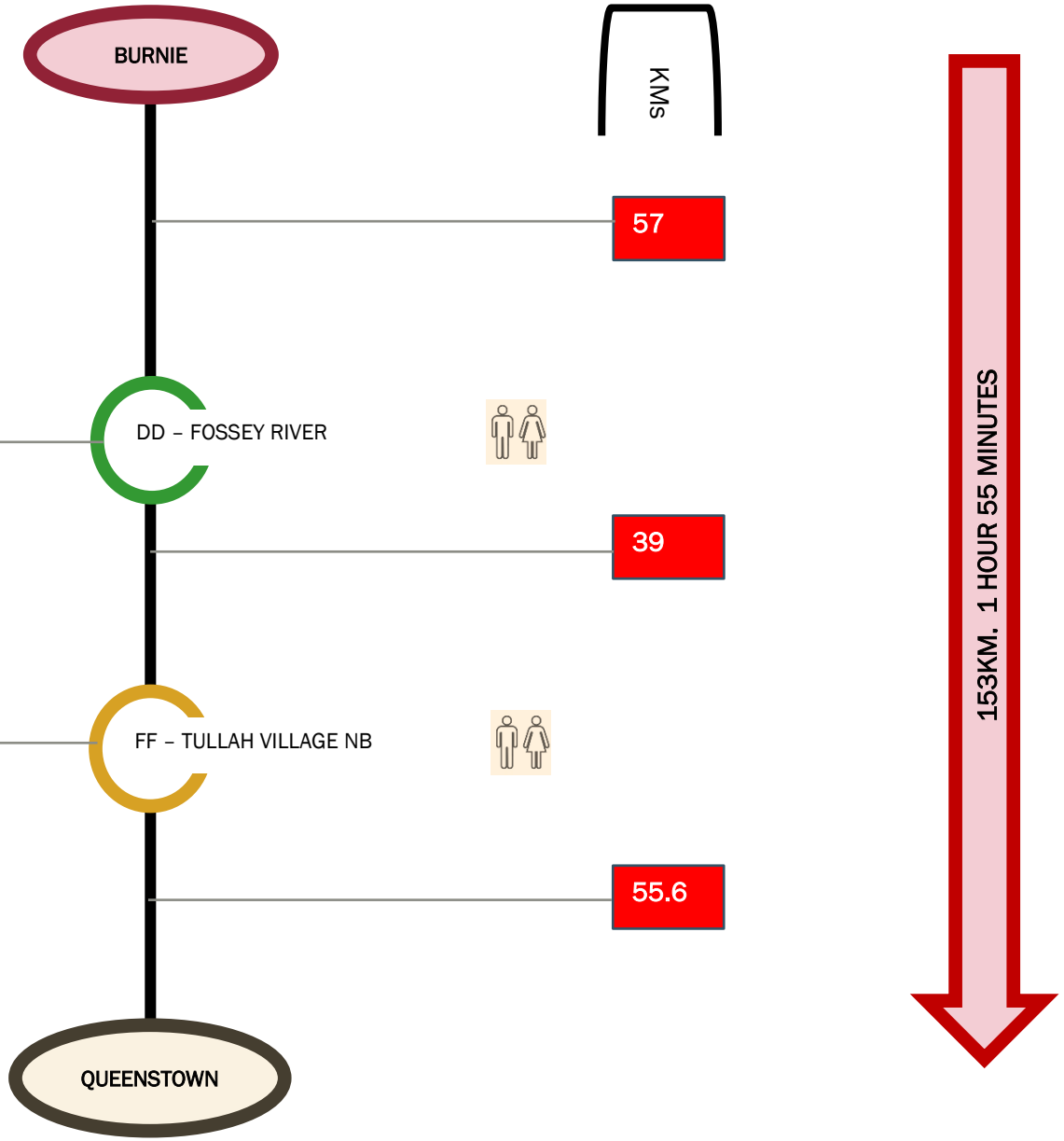
*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	BURNIE	FOSSEY RIVER	DD	57	42	Informal	1 - 2	Toilets, tables / benches, shelter
B	FOSSEY RIVER	TULLAH VILLAGE	FF	39	26	Commercial	5+	Toilets
C	TULLAH VILLAGE	QUEENSTOWN		56.6	45	End	1 - 2	
ROUTE TOTALS				152.6	113			

Route Overview





Route 6: Queenstown -> Burnie, Murchison Highway and Ridgley Road, North Bound

Summary

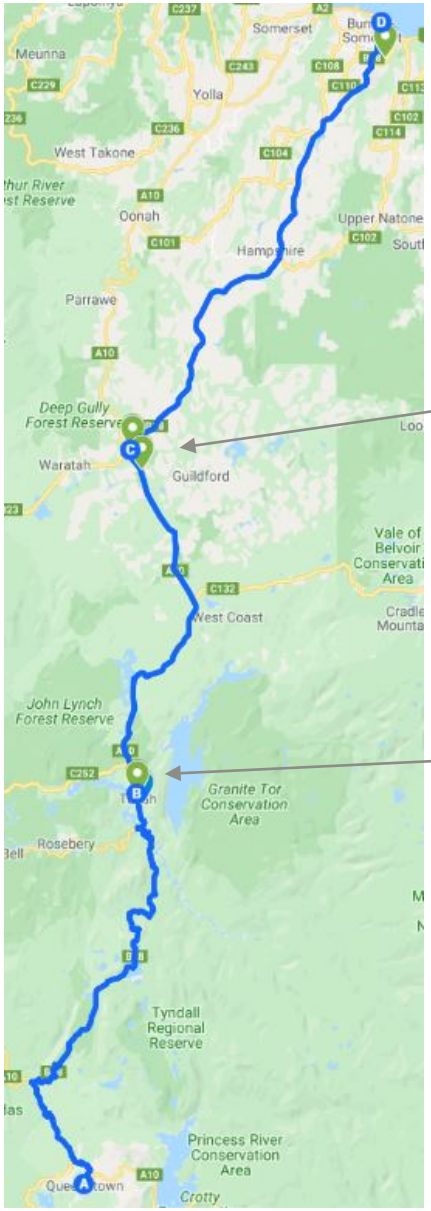
Total journey distance*	153 km	Total journey time	1 hr, 55 min
# Designated HV Parking Areas	0	# Class 5 Rest Areas on route	1 – Tullah Village
# Informal Rest Areas on route	2	# Toilet facilities on route	1 – Tullah Village

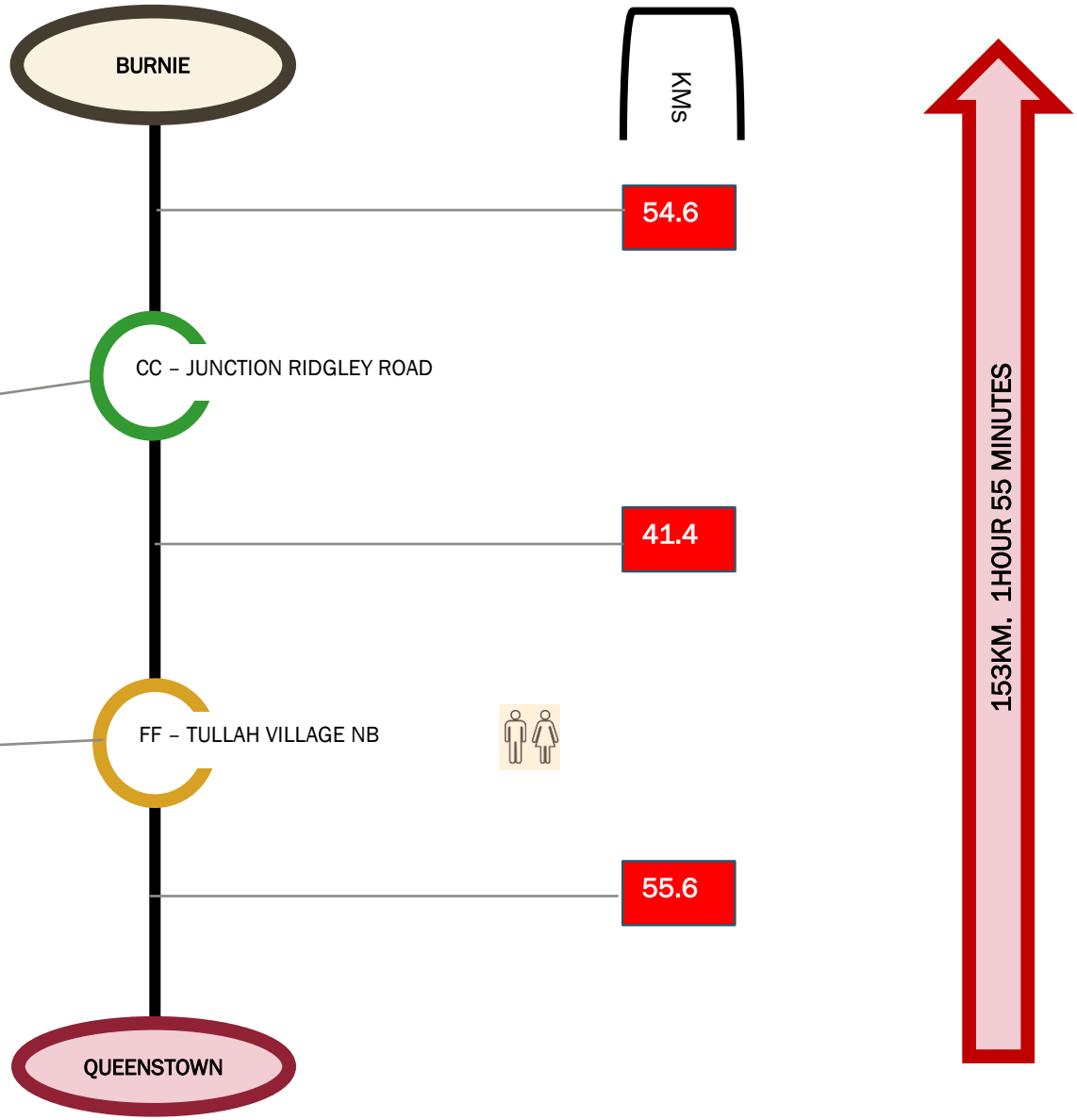
*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	QUEENSTOWN	TULLAH VILLAGE	FF	56.6	48	Commercial	5+	Toilets
B	TULLAH VILLAGE	RIDGLEY RD JUNCTION	CC	41.4	28	Informal	2	X
C	RIDGLEY RD JUNCTION	BURNIE		54.6	40	End		
ROUTE TOTALS				152.6	116			

Route Overview





Freight Volume on Route 2015***	NA	Projected Freight Volume 2035***	NA	% increase freight volume	NA
Current traffic volume per day**	1022	Total heavy vehicles per day**	215	% of heavy vehicles	21

**Using counter station ID a0485205 located Tullah, data from 2017, 7 days.
***No details of current or future freight volumes are provided in the Tasmanian Integrated Freight Strategy, Tasmanian Department of State Growth.

Routes 5 and 6, between Burnie and Queenstown are not part of an identified priority route in the Tasmanian Integrated Freight Strategy, or the Burnie to Hobart Freight Corridor Strategy.

Routes 5 and 6 do not meet National Guidelines for the spacing and placement of heavy vehicle driver rest areas.

There are no HV Rest Areas meeting Classification 1, 2 or 3 between Burnie and Queenstown, either Northbound or Southbound.

The placement does not meet the guidelines for every 15 minutes, or 15 – 25km.

This route is subject to adverse weather conditions and windy and hilly terrain. It is a route used for agriculture, aquaculture, forestry and mining activities.

On this route, Tullah Village provides access to a HV parking area with 24 hour toilet facilities. Through this project, access to the site has been approved for HML and B-Double vehicle configurations, meaning that these vehicles may now access the site via Farrell Street. This area also provides access to commercial facilities for refreshments. The shop at Tullah Village has emphasised a welcome for HV drivers to the area, including providing a shower opportunity for $5, and an area for drivers to take breaks within the facility. For this reason, the Designated HV Parking Area # 25, South of Tullah South Bound, has not been included in the mapping, with Tullah Village included instead.

The Fossey River site has limited accessibility for HVs and is only accessible Southbound.

An informal rest area at Fingerpost, Junction of Ridgley Road and Murchison Highway, was identified during this project. Options for this route include upgrading the Fossey River site by removing vegetation, improving access and possibly duplicating Northbound; formalising and expanding the site at Fingerpost, providing additional suitable pull over areas around Hampshire and between Queenstown and Tullah.

Recommendations

See recommendations 18 - 21

Route 7: Hobart -> Queenstown, Lyell Highway, West Bound

Summary

Summary

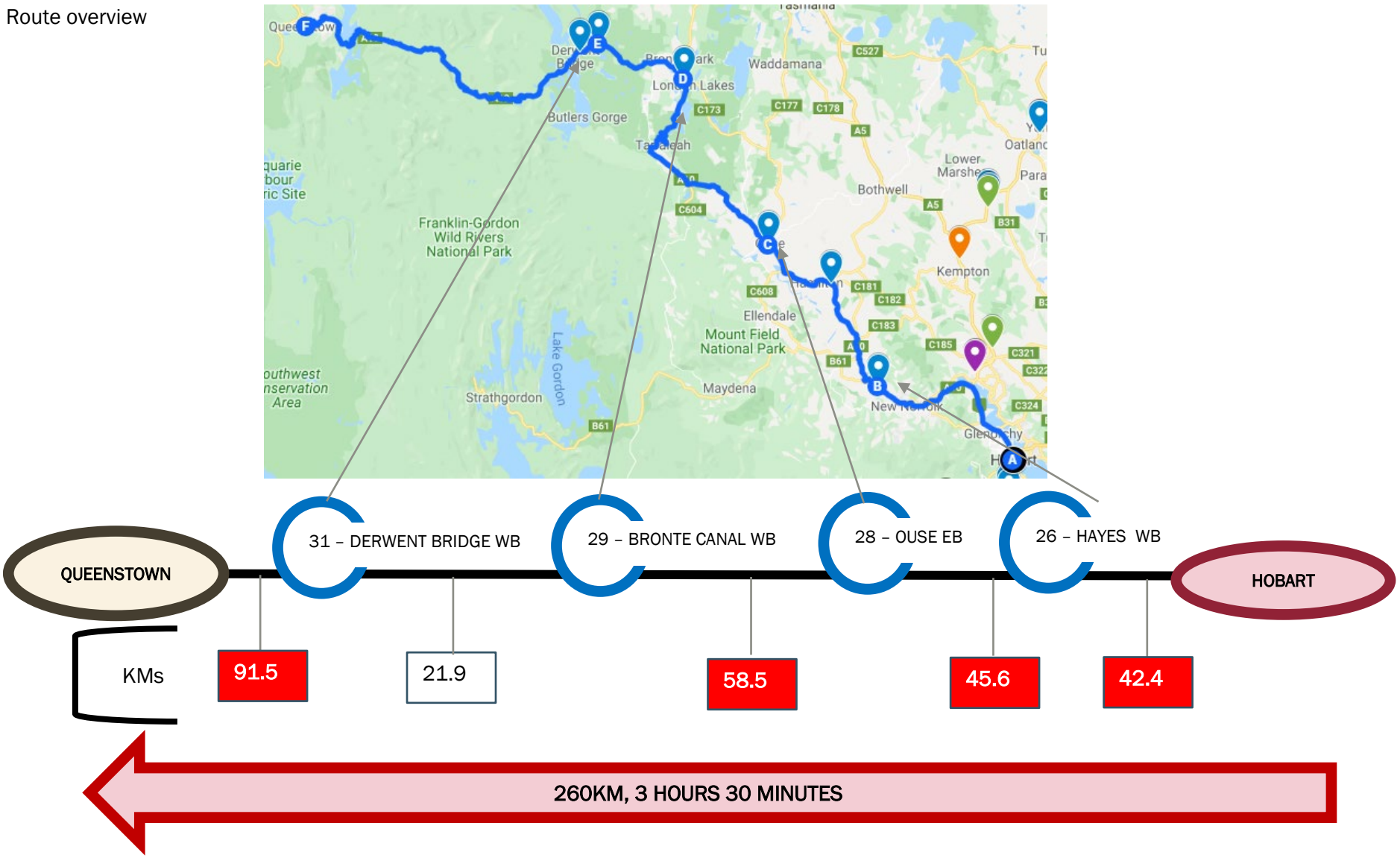
Total journey distance*	260 km	Total journey time	3 hours 30 minutes
# Designated HV Parking Areas	4	# Class 5 Rest Areas on route	0
# Informal Rest Areas on route	0	# Toilet facilities on route	0

*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	HOBART	HAYES WEIGHBRIDGE	26	42.4	39	Designated HVPA	1 - 2	X
B	HAYES WEIGHBRIDGE	OUSE	28	45.6	33	Designated HVPA	3 - 4	X
C	OUSE	BRONTE CANAL	29	58.5	45	Designated HVPA	2 - 3	Tables / benches, shelter
D	BRONTE CANAL	DERWENT BRIDGE	31	21.9	15	Designated HVPA	2 - 3	X
G	DERWENT BRIDGE	QUEENSTOWN		91.5	78	End		
ROUTE TOTALS				259.9	210			

Route overview



Route 8: Queenstown -> Hobart, Lyell Highway, East Bound

Summary

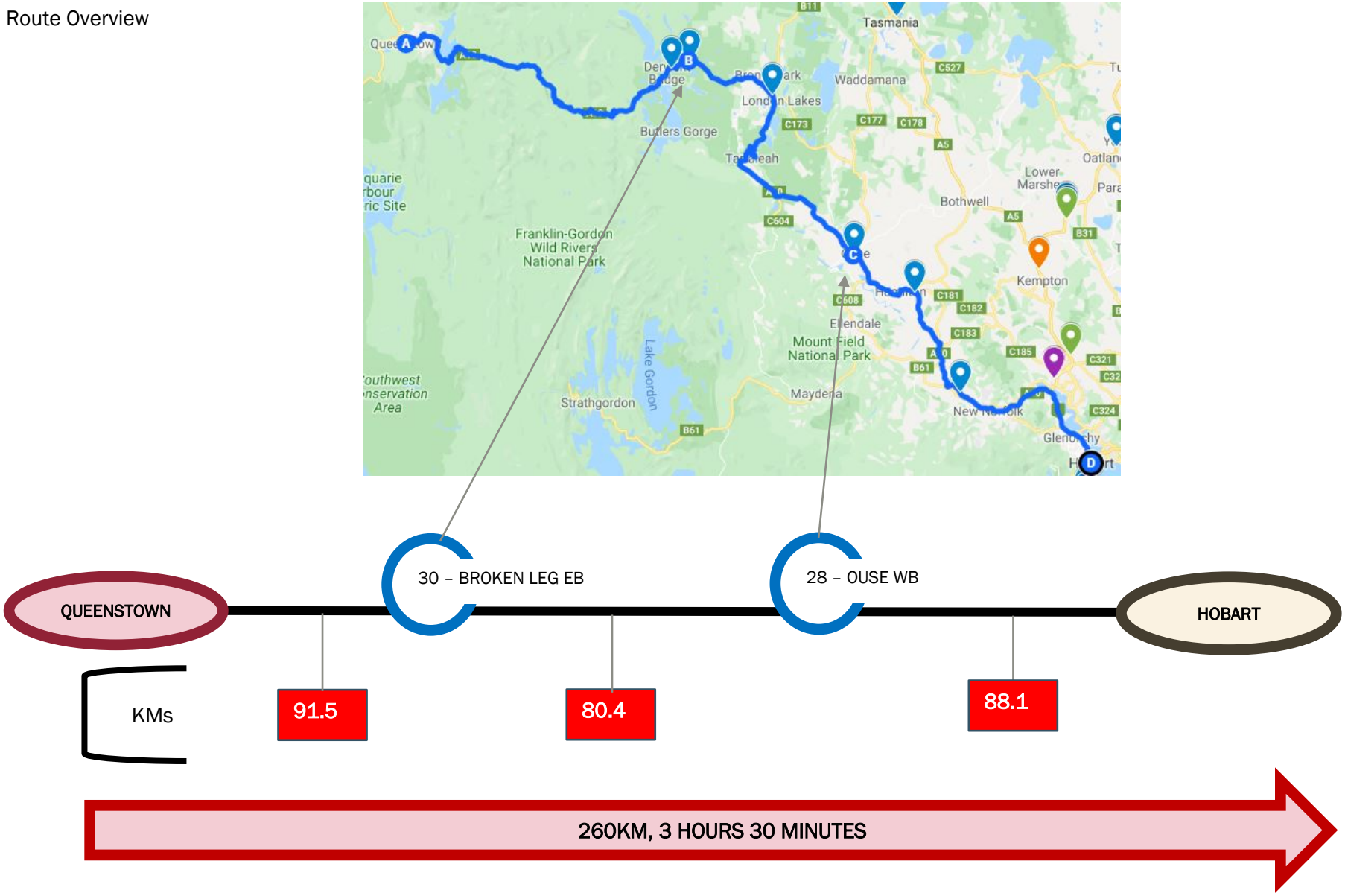
Total journey distance*	260 km	Total journey time	3 hours 30 minutes
# Designated HV Parking Areas	2	# Class 5 Rest Areas on route	0
# Informal Rest Areas on route	0	# Toilet facilities on route	0

*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	QUEENSTOWN	BROKEN LEG	30	91.5	77	Designated HVPA	1 - 2	X
B	BROKEN LEG	OUSE	28	80.4	59	Designated HVPA	3 - 4	X
C	OUSE	HOBART		88.1	72			
ROUTE TOTALS				260	208			

Route Overview



Freight Volume on Route 2015***	NA	Projected Freight Volume 2035***	NA	% increase freight volume	NA
Current traffic volume per day**	1056	Total heavy vehicles per day**	193	% of heavy vehicles	18%

**Using road counter station ID a0197220 located Hamilton, data from 2018, 7 days. Note that other road counter data shows a much lower percentage of HV volume per day, for example counters at Linda and Gormanston indicate that HV % of total traffic is around 8%, equating to around 40 HV per day.
***No details of current or future freight volumes are provided in the Tasmanian Integrated Freight Strategy, Tasmanian Department of State Growth.

Routes 7 and 8, between Queenstown and Hobart are not part of an identified priority route in the Tasmanian Integrated Freight Strategy, or the Burnie to Hobart Freight Corridor Strategy.

Routes 7 and 8 do not meet National Guidelines for the spacing and placement of heavy vehicle driver rest areas.

There are no HV Rest Areas meeting Classification 1, 2 or 3 between Queenstown and Hobart, either East or West bound.

The placement of current Designated HV Parking Areas does not meet the guidelines for every 15 minutes, or 15 – 25km.

This route is subject to adverse weather conditions and windy and hilly terrain.

Recommendations

See recommendations 22 - 26

Route 9: Devonport -> Launceston, Bass Highway

Summary

Total journey distance*	100 km	Total journey time	1 hour 10 minutes
# Designated HV Parking Areas	0****	# Class 5 Rest Areas on route	0
# Informal Rest Areas on route	2	# Toilet facilities on route	0

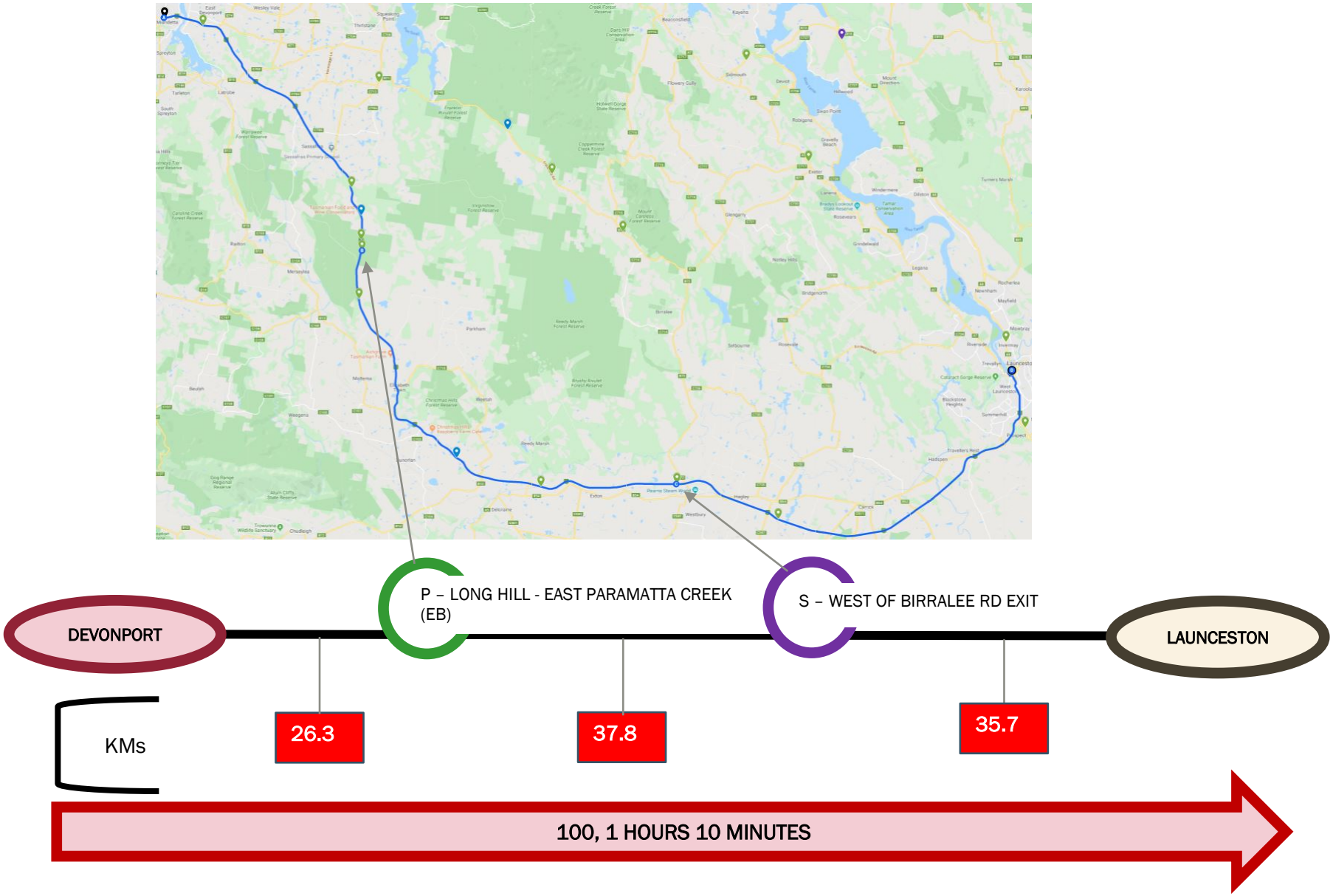
*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

****HV Parking Site S, Bass Highway west of Birralee Road exit, is a formal parking area however is not on the current list of Designated HV Parking Areas.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	DEVONPORT	LONG HILL - EAST PARAMATTA CREEK (EB)	P	26.3	17	Informal	1 - 2	X
B	LONG HILL - EAST PARAMATTA CREEK (EB)	WEST OF BIRRALLEE RD EXIT	S	37.8	23	Informal	3 - 4	X
C	WEST OF BIRRALLEE RD EXIT	LAUNCESTON		35.7	26	End		X
ROUTE TOTALS				99.8	66			

Route Overview



Route 10: Launceston -> Devonport, Bass Highway

Summary

Total journey distance*	100 km	Total journey time	1 hour 10 minutes
# Designated HV Parking Areas	1****	# Class 5 Rest Areas on route	0
# Informal Rest Areas on route	5*****	# Toilet facilities on route	0

*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

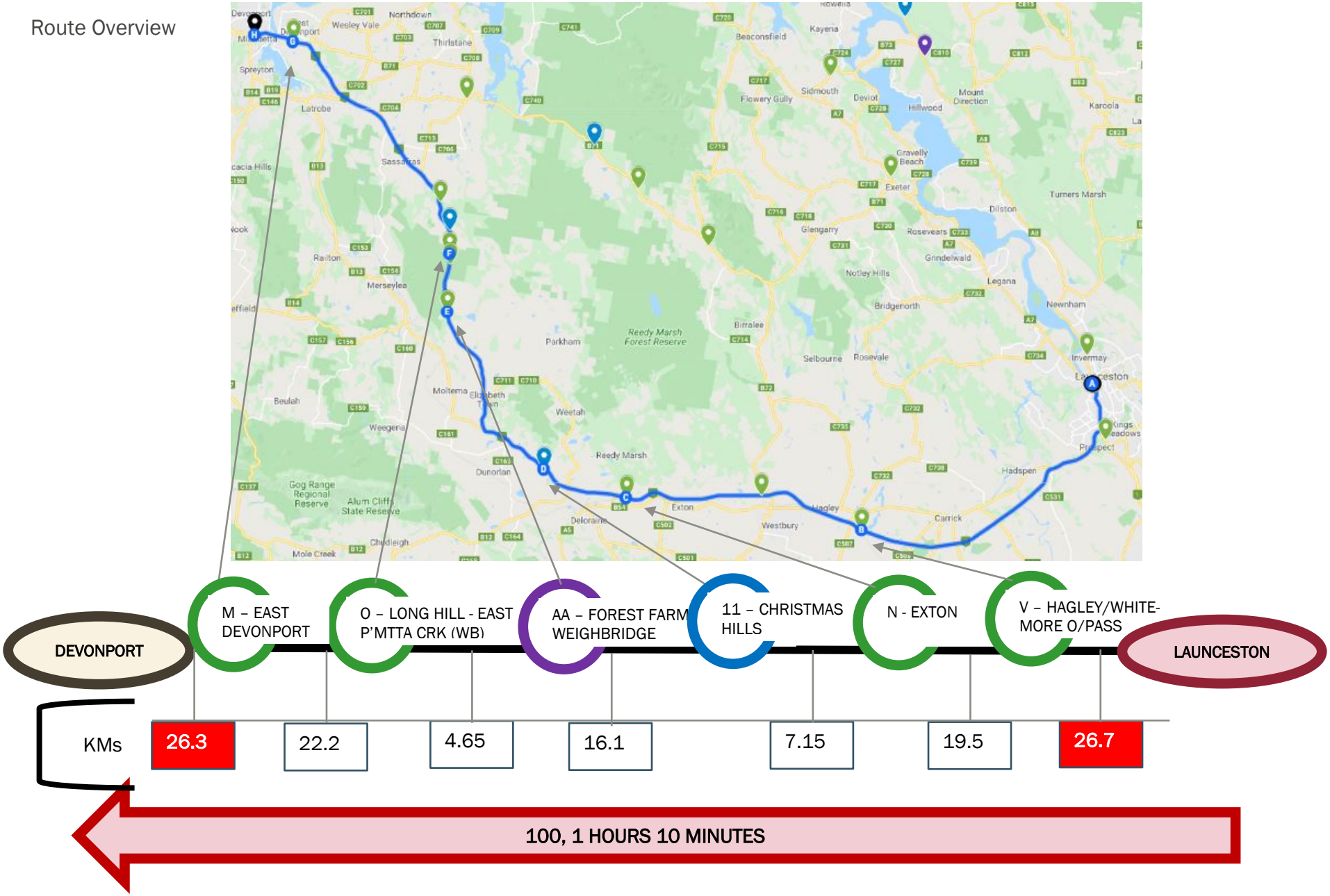
****HV Parking Site AA, Bass Highway Forest Farm Weighbridge, is a formal parking area however is not on the current list of Designated HV Parking Areas. HV Parking Site V is not signposted as a formal HV parking area.

*****HV Parking site N Exton (tourist information bay East of Deloraine) is not suited for HV parking, is considered more a site in case of emergency however has been included in the route mapping

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	LAUNCESTON	HAGLEY/WHITEMORE O/PASS	V	26.7	18	Informal	2 - 3	X
B	HAGLEY/WHITEMORE O/PASS	EXTON *****	N	19.5	11	Informal	1 - 2	X
C	EXTON	CHRISTMAS HILLS	11	7.15	4	Designated HVPA	3 - 4	X
D	CHRISTMAS HILLS	FOREST FARM WEIGHBRIDGE****	AA	16.1	10	Informal	12 +	X
E	FOREST FARM WEIGHBRIDGE	LONG HILL - EAST PARAMATTA CREEK (WB)	0	4.65	3	Informal	4	X
F	LONG HILL - EAST PARAMATTA CREEK (WB)	EAST DEVONPORT WEST OF PORT SORELL ROAD	M	22.2	14	Informal	3	X
G	EAST DEVONPORT WEST OF PORT SORELL ROAD	DEVONPORT		3.2	2	End		
			ROUTE TOTALS	99.5	62			

Route Overview



Freight Volume on Route 2015***	2.9 MT	Projected Freight Volume 2035***	4 MT	% increase freight volume	38%
Current traffic volume per day**	10205	Total heavy vehicles per day**	1865	% of heavy vehicles	18.5%

**Using counter station ID a0249170p located Hagley, data from 2018, continuous.
Other road counters indicate a consistent # and %age of HVs / total volume – eg: Deloraine2017 – total 9031 and HVs 18% = 1660, Elizabethtown 2017 – total 9002 and HVs 17% = 1547 per day.

***Burnie to Hobart Freight Corridor Strategy, Tasmanian Department of State Growth, p12.

Routes 9 and 10, between Devonport and Launceston, are part of the Bass Highway, and part of the Burnie to Hobart Corridor; the highest volume freight route in Tasmania, as identified in the Tasmanian Integrated Freight Strategy and the Burnie to Hobart Freight Corridor Strategy.

Volumes on this network are projected to increase from 2.9MT in 2015 to 4MT in 2035. **By 2035, the Bass Highway, between Launceston and Devonport, is forecast to carry the highest freight volumes of any land transport section.**[30]

Routes 9 and 10 do not meet National Guidelines for the spacing and placement of heavy vehicle driver rest areas.

Recommendations

See recommendations 27 - 32

There are no HV Rest Areas meeting Classification 1, 2 or 3 between Devonport and Launceston, either East or West bound.

Informal Parking Areas noted have limited use. Area N – Exton is a tourist information bay which is not suited to HV parking due to the access and overhang of the Visitor Information board at the site. Informal areas O and P, near Paramatta Creek – Huon Aquaculture, do not provide for safe re-entry to the Bass Highway where traffic speed are 110kph.

The placement of current Designated HV Parking Areas does not meet the guidelines for every 15 minutes, or 15 – 25km.

[30] **Tasmanian Integrated Freight Strategy Part 2**,p28, Infrastructure Tasmania, accessed at https://www.stategrowth.tas.gov.au/__data/assets/pdf_file/0018/134217/Tasmanian_Integrated_Freight_Strategy_Part_two.pdf 24/09/2018

Route 11: Devonport -> Bell Bay, Bass Highway, Frankford Main Road, West Tamar Highway, East Tamar Highway

Summary

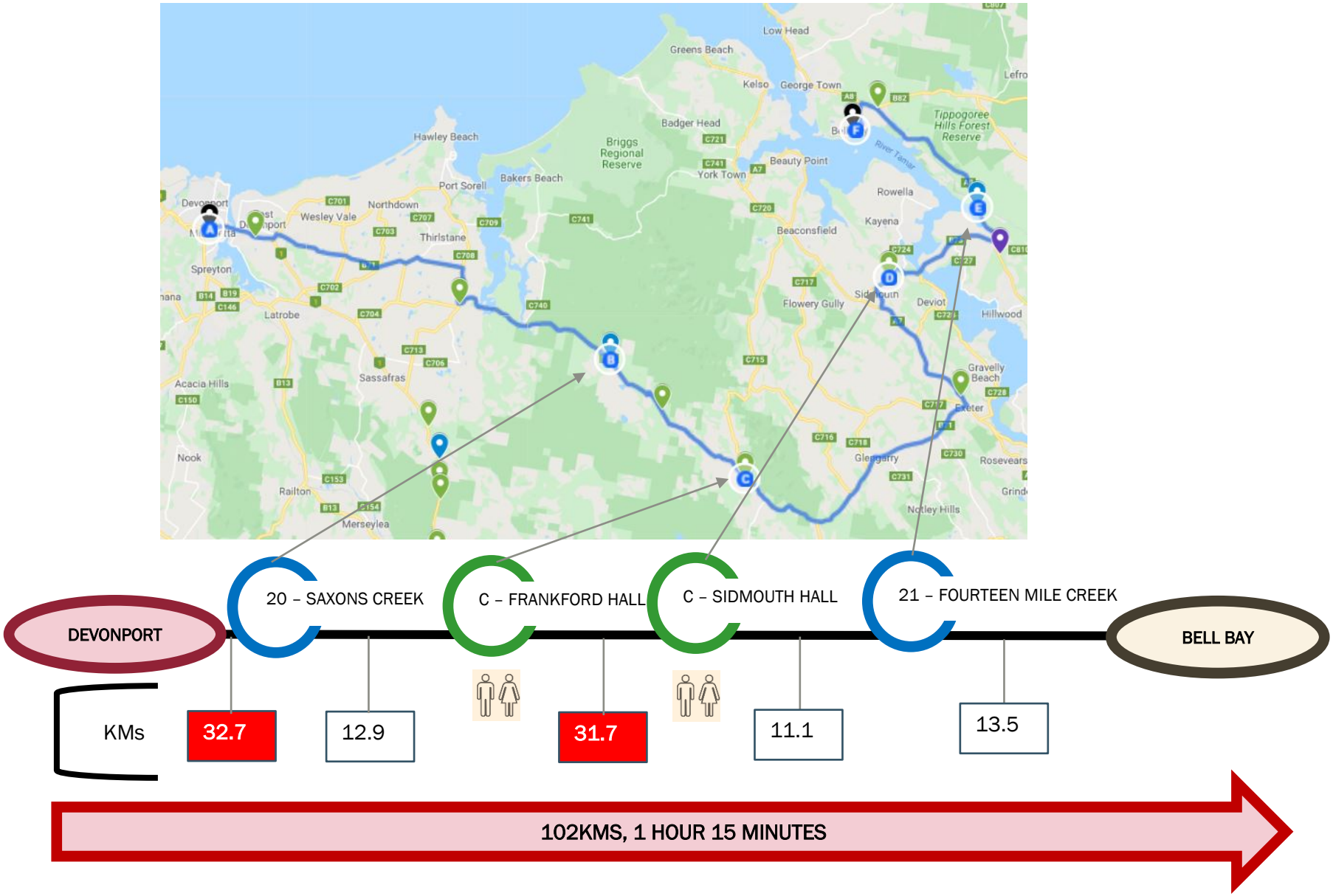
Total journey distance*	102 km	Total journey time	1 hour 15 minutes
# Designated HV Parking Areas	2	# Class 5 Rest Areas on route	0
# Informal Rest Areas on route	2	# Toilet facilities on route	2

*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	DEVONPORT	SAXONS CREEK	20	32.7	24	Designated HVPA	1 - 2	X
B	SAXONS CREEK	FRANKFORD HALL	C	12.9	9	Informal	2 - 3	Toilets
C	FRANKFORD HALL	SIDMOUTH HALL	D	31.7	23	Informal	1	Toilets
D	SIDMOUTH HALL	FOURTEEN MILE CREEK	21	11.1	7	Designated HVPA	2	X
E	FOURTEEN MILE CREEK	BELL BAY	End	13.5	10	End		
ROUTE TOTALS				101.9	73			

Route Overview



Route 12: Bell Bay -> Devonport, Bass Highway, Frankford Main Road, West Tamar Highway, East Tamar Highway

Summary

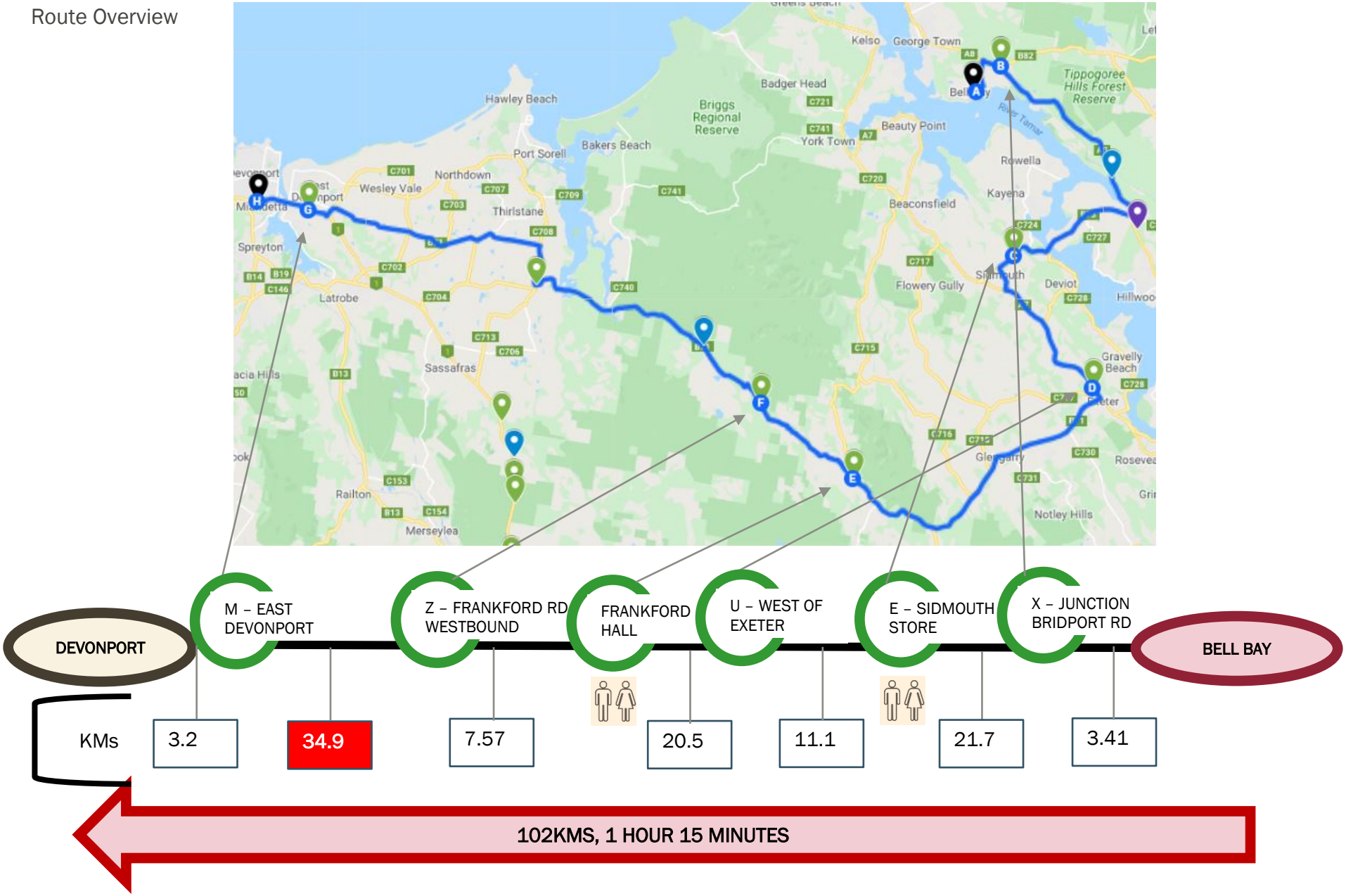
Total journey distance*	102 km	Total journey time	1 hour 15 minutes
# Designated HV Parking Areas	0	# Class 5 Rest Areas on route	0
# Informal Rest Areas on route	6	# Toilet facilities on route	2

*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE OF SITE	CAPACITY	FACILITIES AT SITE
A	BELL BAY	JUNCTION BRIDPORT RD	X	3.41	4	Informal	2 - 3	X
B	JUNCTION BRIDPORT RD	SIDMOUTH STORE	E	21.7	15	Informal	1 - 2	Toilet at Hall
C	SIDMOUTH STORE	WEST OF EXETER	U	11.1	8	Informal	1	X
D	WEST OF EXETER	FRANKFORD HALL	C	20.5	15	Informal	2 - 3	Toilets
E	FRANKFORD HALL	FRANKFORD MAIN RD WB	Z	7.57	5	Informal	1 - 2	X
F	FRANKFORD MAIN RD WB	EAST DEVONPORT WEST OF PORT SORELL ROAD	M	34.9	26	Informal	3	X
G	EAST DEVONPORT WEST OF PORT SORELL ROAD	DEVONPORT		3.2	2	End		
ROUTE TOTALS				102.4	75			

Route Overview



Freight Volume on Route 2015***	NA	Projected Freight Volume 2035***	NA	% increase freight volume	NA
Current traffic volume per day**	1064	Total heavy vehicles per day**	225	% of heavy vehicles	21%

**Using counter station ID aa1044150 located Frankford Main Road (West of Birralee Rd junction), data from 2017, 7 days +.

Routes 11 and 12, between Devonport and Bell Bay, are not projected to increase in volume significantly over the period 2015 – 2035. The Tasmanian Integrated Freight Strategy, and – without specifically referencing the Birralee Road – the Burnie to Hobart Freight Corridor Strategy, refers to this as a 'freight feeder route' primarily associated with forestry and container volumes through the Bell Bay Port and comments that volumes of both of these have decreased due to changes in the forestry sector and reduced container volumes through the port. Details of current and projected volumes on the Frankford Main Road is not provided in either the Tasmanian Integrated Freight Strategy, or the Burnie to Hobart Freight Corridor Strategy.

Feedback during this project has identified however that the routes are significant for forestry, milk and container transport. The alternative route from Devonport to Bell Bay, via the Birralee Road, is included in the Burnie to Hobart Freight Corridor Strategy and comments on this route are included in the relevant route evaluation in this report.

Routes 11 and 12 do not meet National Guidelines for the spacing and placement of heavy vehicle driver rest areas.

There are no HV Rest Areas meeting Classification 1, 2 or 3 between Devonport and Bell Bay, either East or West bound.

Informal Parking Areas noted have limited use and require attention to ensure that they are safe for the current volumes of heavy vehicle use.

The placement of current Designated HV Parking Areas on the route East-bound does not meet the guidelines for every 15 minutes, or 15 – 25km.

There are no Designated HV Parking Areas on the route West-bound, however Designated HV Parking Area #20, Saxons Creek could be used West-bound.

Recommendations

See recommendations 33 - 26

Route 13: Devonport -> Bell Bay, Bass Highway, Birralee Road, Frankford Main Road, West Tamar Highway, East Tamar Highway

Summary

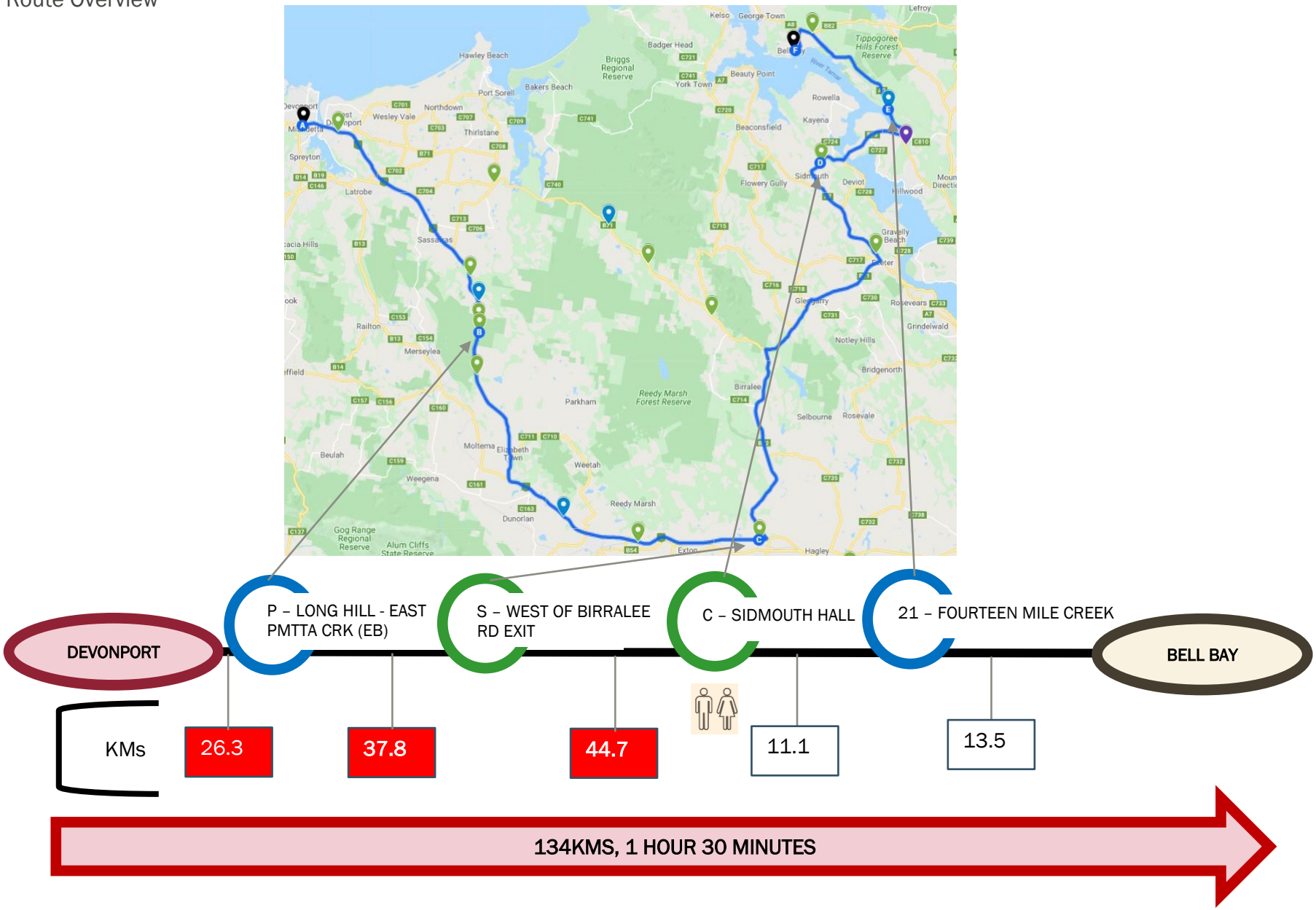
Total journey distance*	135 km	Total journey time	1 hour 30 minutes
# Designated HV Parking Areas	1	# Class 5 Rest Areas on route	0
# Informal Rest Areas on route	3	# Toilet facilities on route	1

*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	DEVONPORT	LONG HILL - EAST PARAMATTA CREEK (EB)	P	26.3	17	Informal	1 - 2	X
B	LONG HILL - EAST PARAMATTA CREEK (EB)	WEST OF BIRRALEE ROAD EXIT	S	37.8	23	Informal	2 - 3	X
C	WEST OF BIRRALEE ROAD EXIT	SIDMOUTH HALL	D	44.7	33	Informal	1	Toilet
D	SIDMOUTH HALL	FOURTEEN MILE CREEK	21	11.1	7	Designated HVPA	2	X
E	FOURTEEN MILE CREEK	BELL BAY	End	13.5	10	end		
ROUTE TOTALS				133.4	90			

Route Overview



Route 14: Bell Bay -> Devonport, Bass Highway, Birralee Road, Frankford Main Road, West Tamar Highway, East Tamar Highway

Summary

Total journey distance*	134 km	Total journey time	1 hour 40 minutes
# Designated HV Parking Areas	0****	# Class 5 Rest Areas on route	0
# Informal Rest Areas on route	8	# Toilet facilities on route	2

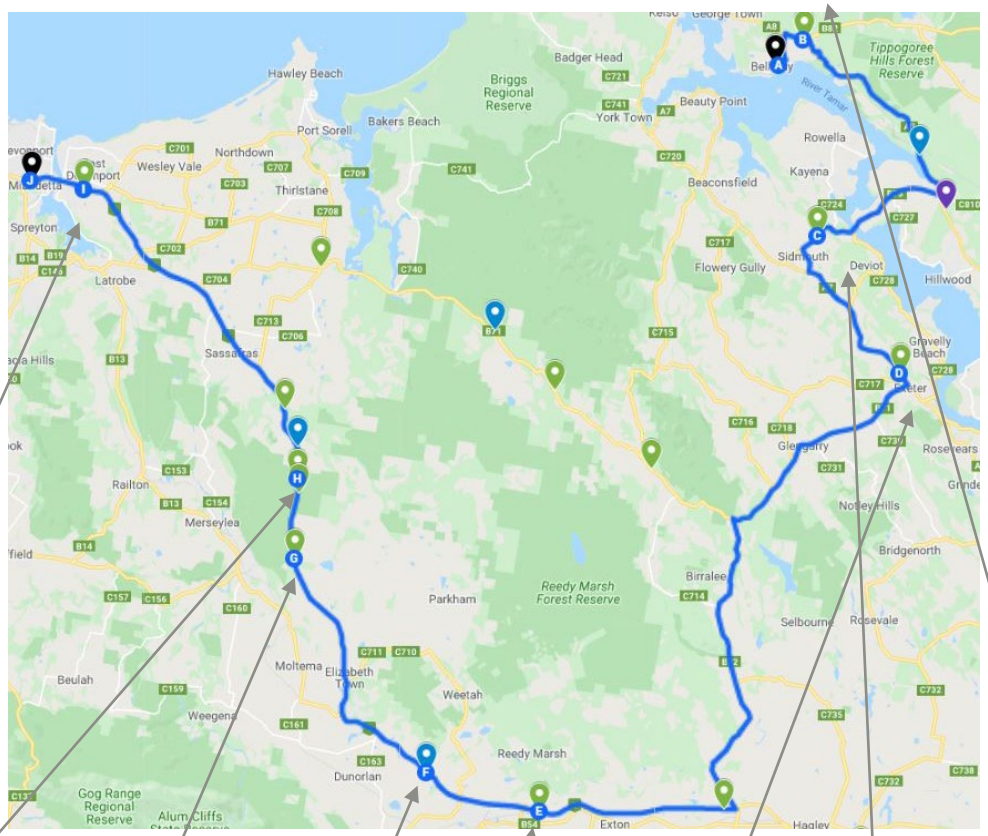
*Total journey distance and times have been generated through google maps route directions and are rounded up to nearest km and block of 5 minutes. These may under-estimate the journey times for laden heavy vehicles.

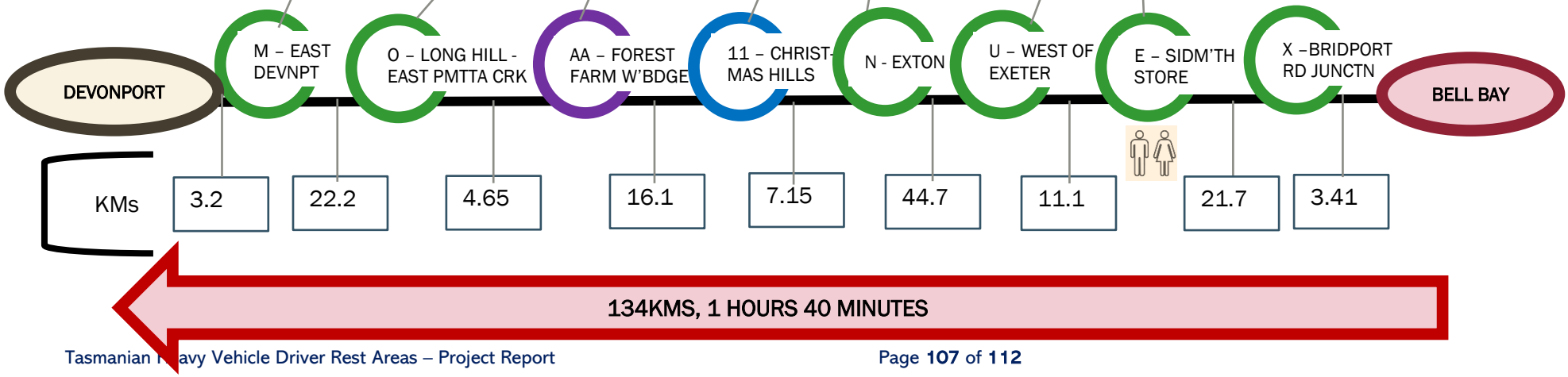
**** HV Parking Area # AA Forest Farm Weighbridge is signposted a formal HV Parking Area but not listed on the DSG Designated HV Parking Areas

Distance and Location Chart

	FROM	TO HV PARKING SITE NAME	#	KMS	MINS	TYPE	CAPACITY	FACILITIES
A	BELL BAY	JUNCTION BRIDPORT RD	X	3.61	5	Informal	2 - 3	X
B	JUNCTION BRIDPORT RD	SIDMOUTH STORE	E	22	22	Informal	1 - 2	Toilet
C	SIDMOUTH STORE	WEST OF EXETER	U	11.1	8	Informal	3 - 4	X
D	WEST OF EXETER	EXTON	N	44.7	32	Informal		X
E	EXTON	CHRISTMAS HILLS	11	7.15	4	Informal	4	X
F	CHRISTMAS HILLS	FOREST FARM WEIGHBRIDGE ****	AA	16.1	10	Informal		
G	FOREST FARM WEIGHBRIDGE	LONG HILL - EAST PARAMATTA CREEK (WB)	O	4.65	3	Informal		
H	LONG HILL - EAST PARAMATTA CREEK (WB)	EAST DEVONPORT WEST OF PORT SORELL ROAD	M	22.2	14	Informal	3	X
I	EAST DEVONPORT WEST OF PORT SORELL ROAD	DEVONPORT		3.2	2	End		
ROUTE TOTALS				134.7	100			

Route Overview





Evaluation of Routes 13 & 14: Devonport <-> Bell Bay, Bass Highway, Birralee Road, Frankford Main Road, West Tamar Highway, East Tamar Highway

Freight Volume on Route 2015***	NA	Projected Freight Volume 2035***	NA	% increase freight volume	NA
Current traffic volume per day**	960	Total heavy vehicles per day**	239	% of heavy vehicles	24.9%

**Using counter station ID a1701100 located Birralee Rd, data from 2017, 7 days +.

Routes 13 and 14, between Devonport and Bell Bay via the Birralee Road, similarly to Routes 11 and 12, are not projected to increase in volume significantly over the period 2015 – 2035. The Tasmanian Integrated Freight Strategy, and – without specifically referencing the Birralee Road – the Burnie to Hobart Freight Corridor Strategy, refers to this as a 'freight feeder route' primarily associated with forestry and container volumes through the Bell Bay Port and comments that volumes of both of these have decreased due to changes in the forestry sector and reduced container volumes through the port. Details of current and projected volumes on the Birralee Road is not provided in either the Tasmanian Integrated Freight Strategy, or the Burnie to Hobart Freight Corridor Strategy.

Feedback during this project has identified however that the routes are significant for forestry, milk and container transport and that the route via Birralee Road is the Higher Mass route for access to the Bell Bay area.

Routes 12 and 13 do not meet National Guidelines for the spacing and placement of heavy vehicle driver rest areas.

There are no HV Rest Areas meeting Classification 1, 2 or 3 between Devonport and Bell Bay, either East or West bound.

Informal Parking Areas noted have limited use and require attention to ensure that they are safe for the current volumes of heavy vehicle use.

The placement of current Designated HV Parking Areas on the route East-bound does not meet the guidelines for every 15 minutes, or 15 – 25km.

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Attachments

Attachment 1 - Summary of Rest Area Strategy Approaches by Jurisdiction

Western Australia

Has a policy and a guideline regarding HV rest areas

https://www.mainroads.wa.gov.au/BuildingRoads/StandardsTechnical/RoadandTrafficEngineering/RoadsideItems/Pages/RestAreas.aspx

Victoria

Has a Victorian Rest Area Strategy

https://www.vicroads.vic.gov.au/.../restareastrategy.pdf?la=en

Interactive map to allow selection of type of rest area:

https://www.vicroads.vic.gov.au/safety-and-road-rules/driver-safety/fatigue/restareas-map

South Australia

Has a SA Rest Area Strategy

https://www.dpti.sa.gov.au/__data/assets/pdf_file/0007/33838/Roadside_rest_areas_strategy_for_SA.pdf

Queensland

Has a rest areas and stopping places document which includes a rest areas strategy and guidelines

https://www.tmr.qld.gov.au/.../RestAreaGuidelines.pdf

NSW

Has a Strategy for major heavy vehicle rest areas on key rural freight routes in NSW

https://www.rms.nsw.gov.au/.../heavy-vehicle-rest-areas-rural-freight-routes- nsw.pdf

Northern Territory

Has a roadside rest areas overview – which applies to light and heavy vehicles

https://dipl.nt.gov.au/__data/assets/pdf_file/0017/240416/RoadsideRestAreas.pdf

Attachment 2 - Summary of findings of National Audit of Rest Areas 2006

Summary of findings of National Audit of Rest Areas[31]

At the 10 February 2006 meeting of the Council of Australian Governments (COAG), heads of government endorsed a Work Schedule for Harmonising and Reforming Road and Rail Regulations. The COAG communiqué (p. 36) included the following action:

Audit of Rest Areas against National Guidelines, to be completed by mid 2007,

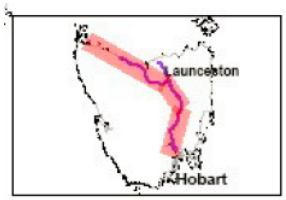
and the subsequent action:

Provision of Rest Areas to nationally agreed standards, by end 2008.

In August 2006, Austroads commissioned ARRB to undertake a national audit of Rest Areas against the National Guidelines for Provision of Rest Area Facilities (NTC, 2005). The audit concentrated on three tasks:

- examination of siting, design, layout and facilities information for a sample of heavy vehicle Rest Areas across Australia to determine the degree of compliance with the National Guidelines and the level of national consistency
- site investigations of a limited sample of Rest Areas to validate the accuracy of the supplied information
- review of existing literature on safety and economic benefits of provision of Rest Areas for heavy vehicles.

The audit assessed the Rest Areas along the 12,700 km of mostly AusLink freight routes. The siting analysis found that none of the audited routes fully met the spacing recommendations of the National Guidelines. Sixty per cent of the audited routes had substantial deficiencies in the frequency or provision of rest opportunities.



The routes specified for audit in Tasmania were the Midland and Bass Highways, as demonstrated in the graphic provided.

Major Rest Areas were under-provided in all jurisdictions, except Victoria. Specifically for Tasmania, the report identified particular deficiencies in the provision of rest areas along both the Midland Highway and the Bass Highway (key freight corridors for the state) –

Midland Highway – excessive spacing of Truck Parking Bays, lack of Major and Minor Rest Areas

Bass Highway – lack of Major and Minor Rest Areas

In summary, the report found that there were no rest areas complying with the guidelines for Major or Minor categories, and of the 16 identified Truck Parking Bays, only 50% met the guidelines of providing for a minimum of 4 heavy vehicles.

Note that the classification for rest areas has been upgraded since the 2006 audit and current Austroads Guidelines no longer refer to Major or Minor rest areas.

[31] **Audit of Rest Areas against National Guidelines**, Austroads (2006), accessed at https://austroads.com.au/publications/freight/ap-t95-08/media/AP-T95-08.pdf, 24/09/2018

Attachment 3 – Potential future funding options

There are opportunities nationally for Tasmania to seek funding grants for the establishment or redevelopment of rest areas through the Heavy Vehicle Safety and Productivity Program. The Australian Government will provide $368 million to the HVSPP from 2013-14 to 2021-22, with an on-going commitment of $40 million per year.

This is an opportunity that many other states have taken up to establish suitable facilities for heavy vehicle driver rest areas.

Round 7 has not yet been opened and TTA considers that this project is well timed to position Tasmania to make application under this round to drive the recommendations and priorities in a Strategy for Heavy Vehicle Rest Areas in Tasmania.

Projects funded through Round 6 (August 2018) are described at this link: HVSPP Round 6 Projects, and those relating to HV Parking, Coupling/Uncoupling and Rest Area facilities include –

STATE	REST AREA / PARKING BAY INFRASTRUCTURE
NSW	Hilltops Council - Milvale Road B Double uncoupling bays and rest area
	Murrumbidgee Council - Bencubbin Avenue, Coleambally - Strengthen, widen and construct heavy vehicle parking lanes
	Walcha Council - upgrade of an informal rest area Rest Area on Thunder Bolts Way, North of Walcha.
	Golden Highway, Sandy Hollow Rest area
	Carpentaria Highway, McArthur - Construct Heavy Vehicle Parking Bay
	Buntine Highway, Top Springs - Construct Heavy Vehicle Parking Bay
QLD	Cloncurry Shire Council - Ernest Henry Road, Cloncurry - Saleyards Heavy Vehicle Rest Area Upgrade
	Toowoomba Regional Council - Gap Road, Pittsworth - Heavy Vehicle Decoupling Area Upgrade
	Fraser Coast Regional Council - Aalborg Road, Nikenbah - Construct Heavy Vehicle Parking and Decoupling Bays
SA	Barrier Highway - Construct Two New Rest Areas and Upgrade Three Existing Rest Areas
	Lincoln Highway - Construct One New Rest Area and Upgrade One Existing Rest Area
VIC	Construction and upgrade of Wyuna / Boundary Bend / Swan Hillrest areas on Murray Valley Highway
WA	Shire of Coolgardie – Coolgardie Esperance and Great Eastern Highways, Coolgardie - Construct Road Train Assembly Area
	Madigan Road, Gap Ridge - Road Train Assembly Area Construction
	Brand Highway, Arrowsmith - Heavy Vehicle Bay Construction
	North West Coastal Highway, Northampton - Construction of Two Heavy Vehicle Bays
	Goldfields Highway, Kambalda - Heavy Vehicle Parking Bay Construction
	North West Coastal Highway SLK1045, Mardie - Heavy Vehicle Parking Bays Upgrade
	Brookton Highway, Mt Madden - Heavy Vehicle Bay Construction
	South Coast Highway, Munglinup - Heavy Vehicle Bay ConstructioN

Attachment 4 - Tasmanian road route codes

The Road Route Codes are a single preferred system of road direction signing throughout Tasmania. It gives all significant roads a route number so that, with the assistance of route numbered road maps, visitors can easily navigate the State.

Background: In 1979, the Tasmanian Government appointed a Road Direction Signs Advisory Council to assist the former Department of Main Roads in the production of a new, preferred system of road direction signing throughout the State.

The aim of introducing a 'new' signing scheme was twofold:

- to upgrade the destination signing throughout the State, particularly on unclassified roads and
- to give all significant roads a route number so that, with the assistance of route numbered road maps, visitors to an area could navigate their journey with ease by simply following particular route numbers, in addition to the usual destination signs giving directions and distances to the various towns, villages, centres of interest, and so on.

The system chosen was based on a similar scheme implemented in the United Kingdom in 1963, consisting of route identification as well as selected destination name signing. with zones created and routes chosen according to their importance to the motorist. The zones have as their boundaries the major highway network, thereby dividing the State into eight zones. The numbering of the zones has no definite pattern but was chosen from adjacent highway route numbers where possible.

To achieve the desired aims, roads were allocated route numbers which were divided into four designations:

- The National Highway: identified by the National Highway Shield.
- 'A' routes: roads considered to be of the greatest importance as the major arterials. In the main, the 'A' routes comprise the present State Highway Network.
- 'B' routes: the remaining important road networks in each zone, such as sub-arterials or roads strategically located so as to form a connecting link between important roads and/or centres of interest. 'C' routes: minor roads considered to be of sufficient importance to be included in the route coded network.
- In the main, 'C' routes are local roads under the control of municipal councils or other government organisations such as Hydro Tasmania and Forestry Tasmania. Generally, these routes provide access to isolated localities, holiday areas or tourist features.

It should be emphasised that this is basically a route numbering system. Consequently, it is possible that a route with a distinct route number may include several different roads and be a combination of both classified and unclassified roads extending through more than one municipality. A route can also be a combination of sealed and unsealed sections of road.

After extensive consultation, the route code network was reviewed in 2011 by the Road Route Code Advisory Group. The group includes representatives from: Department of Primary Industries, Parks, Water and Environment; Department of Infrastructure Energy and Resources; Local Government Association of Tasmania; Forestry Tasmania; Hydro Tasmania; and Tourism Tasmania. A few route codes were rescinded, due primarily to changed circumstances regarding public access. Several new routes were proposed and are in the process of being evaluated. A small number were identified for change and are also being evaluated.