BURNIE
CITY COUNCIL

ROAD NETWORK STRATEGY

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1. EXECUTIVE SUMMARY

The Burnie Community is well served by integrated local and State Road networks which support the economic prosperity of the region, link communities and facilitate the operation of various modes of transport.

Burnie City Council (BCC) takes an active role in managing its road network and works with a range of stakeholders to operate an effective and efficient road network.

While a systems approach has been taken in managing the road network, Council has not had a consolidated expression of how it will manage the road network into the future.

This road network strategy provides an opportunity to:

- Reflect upon how the road network is currently managed.
- Describe the management framework.
- Identify challenges and opportunities within the network to support stakeholder's needs.
- Forward actions planned to address stakeholder needs and to facilitate economic and community prosperity.

Actions are included within this strategy to guide Council in this task.

Key outcome areas of the Strategy are:

- Facilitating well-connected and appropriate freight routes including HPV / HML and Over Size and Over Mass Vehicles to support economic activity in the local and wider region.
- Adopting and implementing a Road Network Hierarchy.
- Prioritising and implementing works to address network deficiencies and supporting development opportunities.
- Facilitating greater access to, and linkages within, the road network for pedestrians and cyclists.

Desired outcomes from the strategy are a more effective use of resources and providing a road management framework which supports economic activity and the linking of communities.

An action plan is identified in this strategy to support the key outcome areas; however the strategy needs to be flexible to ensure opportunities, particularly external funding opportunities, can be explored as they arise.

2. INTRODUCTION

BCC manages an extensive local road network on behalf of the Burnie community. The road network incorporates a range of infrastructure, including road pavement (sealed and unsealed), drainage systems, footpath, bridges and the like.

The road network is comprised of a range of road types in the rural and urban environment and represents an investment of some $250M by the community.

The City has direct access to Bass Strait shipping via the Burnie Port, which incorporates a Rail Hub.

The local road network is well integrated with the State Road network, and this allows for the effective movement of a range of vehicles across the region and more broadly the State.

However, the value to the community of the road network is not in the infrastructure, rather it is in how the road network supports the needs of the community.

The road network in any community:

- Facilitates the movement of freight and business activity.
- Links communities and individuals.
- Supports recreational activities.
- Connects the community to the broader region.

An effective and efficient road network then promotes:

- Economic prosperity.
- Social cohesion.
- Community health.

There are competing demands for access to the road network which need to be managed to achieve, as best we can, all of the aims noted above.

Developing a strategy for the management of the road network enables the network and its operation to be understood, competing and complementary uses and needs to be considered, improvement opportunities to be identified and a coordinated approach to managing the road network put in place.

The purpose of this strategy is then to:

- Describe the road network that services the Burnie community.
- Identify the strategic and legislative environment for local road management.
- Discuss the management framework for the road network.
- Suggest a community engagement process.
- Note key issues and road network drivers.
- Identify forward actions to enable Council to address stakeholder needs and facilitate the effective operation and function of the road network into the future.

3. BURNIE ROAD NETWORK

The principal access routes in to the Municipality are via the Bass Highway and Ridgley Highway, both managed by the State Government. Other State Government managed roads include Mount Street and Massy Greene Drive.

The local road network managed by BCC consists of urban and rural roads:

ROAD TYPE	KM
Urban Sealed	134
Rural Sealed	164
Rural Unsealed	45

The network is shown in overview, both urban and rural network see Appendix A.

There are linkages within the road network to connect BCC to adjacent municipalities.

It is interesting to note that Oonah road (connecting to the Murchison Highway) is the closest practical western connection to the Waratah-Wynyard Council, should the Bass Highway Bridge at the Cam River not be accessible.

This diversion would require a round trip of 73km and would be a significant impost on the community.

To the east, connections to the Central Coast Council are via Camena Road and South Riana Road.

Burnie is a transport hub with integrated port and rail facilities that service a wide range of industry and commerce including timber, mining, agriculture and manufacturing.

Principally the State Road network facilitates the movement of the majority of the freight task.

The importance of the port, rail and State Road network within the Burnie municipality, in respect to economic activity in the state, is highlighted in the draft Tasmanian Integrated Freight Strategy.

Commercial and light industrial areas are located in close proximity to the State Road network and there are suitable local road linkages between these areas and the state managed roads.

In the rural environment appropriate freight linkages (for conventional heavy vehicles) from rural resource areas to the State Road network have been developed. However there are limitations on the suitability of some of these routes for non-standard heavy vehicles, which can impact on the cost effectiveness of some freight operations.

The challenge in managing this issue relates to balancing the access demands of industry with Council's aim to minimise potential damage to the road network and consequential cost implications for the community.

Within the urban areas the topography of the City presents some challenges for those members of the community seeking active transport solutions, with an elevation difference of 100m from the Bass Highway to the residential areas on the top of the escarpment.

While road networks do develop organically over time, previous planning and investment decisions, have resulted in well planned and connected urban and rural areas with a network of collector roads that service the needs of the current community and provide a framework for supporting future development.
The most recent significant change in traffic management in the City occurred in 2008 with the introduction of a partial one way traffic scheme in the CBD. While the new traffic scheme did not find support in some segments of the community and resulted in some intrusion of additional traffic into adjacent residential areas, over time the new scheme operation has bedded down. This bedding down process was supported by the introduction of some mitigation actions to partly address the residential intrusion issue.

At a macro level the Burnie road network is functioning well with no systemic matters impacting on the overall operation and efficiency from the perspective of the broader community.

From an asset management perspective, much of the road asset base is relatively old; however there are limited instances where the condition of the asset impacts on the intended function and operation of the composite assets.

As with any network or system, there are opportunities to improve, localised issues to address and a need to plan for the future.

4. STRATEGIC AND LEGISLATIVE ENVIRONMENT

A local road network does not operate in isolation, it is part of a wider system and as such an understanding of the interconnectedness of the systems and the pressures and demands that are brought to bear when trying to meet the needs and expectations of a range of stakeholders are relevant and inform our forward management of the road network.

The broad remit of a Council under the *Local Government Act 1993* is to:

(a) To provide for the health, safety and welfare of the community.

(b) To represent and promote the interests of the community.

(c) To provide for the peace, order and good government of the municipal area.

Many Councils were originally established as Road Boards to manage the local roads in their areas, which had developed over time.

Clarity is provided to Council's local road management role through *the Local Government (Highways) Act 1982*, defining its roles, responsibilities, powers and functions.

Clearly operating an efficient road network is a core function of Council in meeting its legislative obligations.

External drivers that have an influence on Council's management of the road network include:

4.1. AUSTRALIAN GOVERNMENT

Increasingly the Australian Government is focused on achieving productivity efficiencies across the country and supports this aim by facilitating improvements to infrastructure through funding local and regional grants program. Council has, and continues to explore opportunities for funding support for such initiatives.

The harmonisation of heavy vehicle regulations across the states, has seen the creation of the National Heavy Vehicle Regulator. Local Government now has direct responsibility for managing access approvals to its networks by heavy vehicles and this will be a resourcing challenge for Councils to ensure appropriate and timely assessments of access approvals occurs.

Stronger linkages between the Australian and Local Government will continue to develop.

4.2. STATE GOVERNMENT

Integrating and aligning the operation and function of the State and local roads is a key focus of this relationship.

The draft Tasmanian Integrated Freight Strategy identifies the strategic importance of the road, rail and port infrastructure in Burnie, to maintaining and growing economic activity in the State.

This role is reflected in the TasPorts 30 Year Port Plan.

The incorporation of a Local Road Network Hierarchy, within the Tasmania State Road Hierarchy has been progressed by the State Government, through the development of a Local Government Road Hierarchy. A common hierarchy across local government will provide for consistency in asset management (road assets) and network planning and integration.

Changes to the structure and focus of the State Road Authority (DSG) occurred in late 2014. These changes have seen the removal of requirements for local Government to obtain separate approval from the Transport Commissioner for the installation of a range of traffic management devices.

In removing the approvals process, decision making and project implementation can be streamlined.

This presents a challenge for Local Government as a whole , as there will be a need to ensure consistent application of regulation and standards and resourcing to ensure an appropriate levels of skill and knowledge are available in house to support decision making.

4.3. REGIONAL STRATEGIES

Regional co-operation and planning is necessary to ensure that our collective efforts across a range of matters support the regional economy and remove inefficiencies or barriers to growth and mobility.

Regional strategies that can inform this road network strategy include:

- Western Tasmania Industry Infrastructure Study

  A review of infrastructure needs to support a range of economic activity on the West Coast of Tasmania. The Ridgley Highway, among a number of routes, is identified as one of the main transport linkages to the Burnie Port.

Oonah Road (managed by BCC) links the Murchison Highway and Ridgley Highway, and has the potential to carry traffic from future mining activity on the Arthur River and to support logging activity in plantations.

- Cradle Coast Integrated Transport Strategy 2006

  This report concluded that at the time of the strategy development, the regional port, airport, road, rail and intermodal infrastructure adequately catered for the transport task.

  The importance of the Bass Highway and the Ridgley Highway to support freight movement from the West Coast and Circular Head area was highlighted.

- North West Coastal Pathway Strategy

  Linking Wynyard to Latrobe, the strategy promotes the construction of a shared pathway, which can be used for local access, commuter and tourism purposes. The strategy has been endorsed by the relevant Councils in the region.

  Elements of the coastal pathway have been constructed in a number of municipalities, including Burnie.

  There is an active campaign to identify funding opportunities to progress the pathway project.

4.4. COUNCIL STRATEGIES

Corporate Plan

The corporate plan was developed following an extensive community consultation process and the preparation of a Community Plan: Making Burnie 2030.

Key objectives of Council's Corporate Plan, relevant to the road network:

1.7 A road transport system that meets the needs of the community and supports the wider region.

5.4 A region that is energy, water and waste efficient.

6.2 Effective, efficient and integrated transport linkages service and connect Burnie with the state, region and world.

6.3 The City provides leadership and works collaboratively on regional strategic issues.

7.5 A sustainable long term future is planned through the management of Council's infrastructure and assets.

In the development of this Strategy, these key objectives of the Council and the Community have been lenses to focus discussion and identify proposed actions.

A Settlement and Investment Strategy for Burnie to 2026

The strategy identifies potential growth opportunities for Burnie and highlights the need, in part, to develop a road network strategy.

Growth opportunities in Burnie, from residential land development perspective, have been identified for the lands south of the Three Mile Line, and West of Mooreville Road. Understanding the future servicing need for these lands allows for forward planning for necessary infrastructure development to occur.

Generally the existing local road linkages are capable of supporting the scale of forecast residential development.

Burnie has mature industrial land developments that are well serviced and meet the needs of a range of industry. No significant drivers for additional Industrial land were identified.

Burnie Interim Planning Scheme 2013

The purpose of a planning scheme is to assist implementation of the resource management and planning system of Tasmania by translating applicable State, regional and local strategies and policies into enforceable rules for how land is to be used and developed within individual municipal districts.

The intention of a planning scheme is to deliver an acceptable standard of outcome for use and development in terms of the suitability of land and the likely impact for natural systems, infrastructure, cultural values and adjacent land use from an environmental, social and economic perspective.

Appropriate road access is an integral part of developing and using land for various purposes.

A clear understanding of road network operation, the Road Network Hierarchy and infrastructure standards to be applied is needed to enable informed decision making

to occur when assessing proposed developments or making invest decisions on developing community infrastructure to support the achievement of the development plan for the municipality.

Action:

Advocate for the upgrade of the Bass Highway, west of Burnie to Highway 1 status. Advocate for infrastructure improvements to achieve transport efficiencies. Ongoing engagement with the State Government on upgrade priorities required.

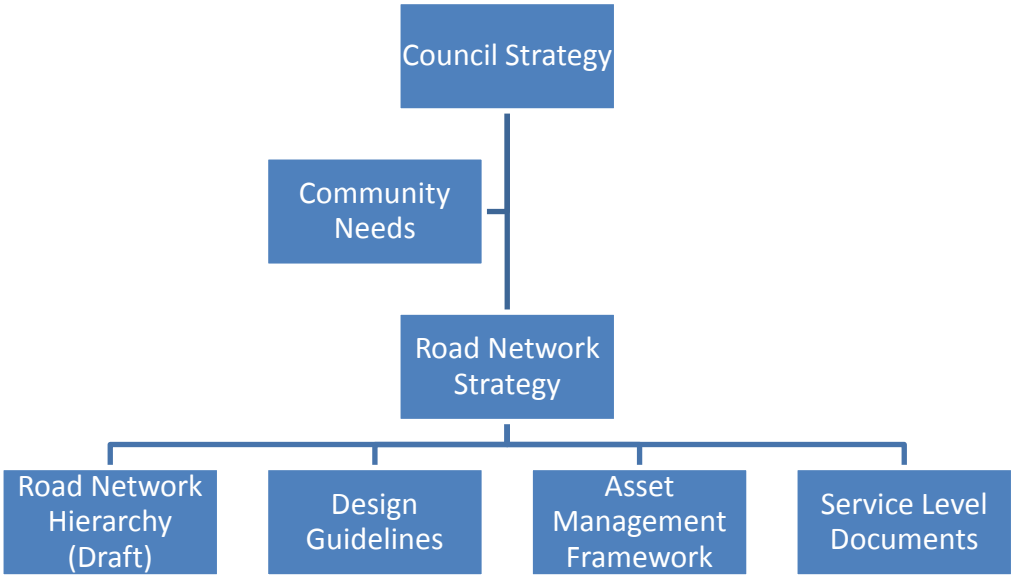
Facilitate access opportunities to the local road network for a range of heavy vehicles, through the identification of access corridors, supported by informed and timely assessment of access approval requests (NHVR).

Monitor traffic volumes, utilisation patterns and road condition on key rural freight routes, develop an upgrade program to meet needs and include in 10 year works program. Note Oonah Road as an important link for future freight movements and include sealing of the road in the 10 year forward works program (works timing to be determined based on use and maintenance inputs).

5. ROAD MANAGEMENT FRAMEWORK AND INFRASTRUCTURE STANDARDS

To support decision making in the operation, maintenance and development of the road network, it is necessary to have in place management frameworks and guidelines.

The graphic below depicts the connection between these documents:



Key tools for Council are:

- BCC Road Network Hierarchy (incorporating the Local Government Road Hierarchy).
- Design guidelines and standards.
- Asset Management framework.
- Service Level Document.

5.1. BCC ROAD HIERARCHY

A road hierarchy is a method of categorising roads into groups based on their function and/or administration and can form the basis of planning to minimise the occurrence of incompatible functions which can lead to operational, safety and maintenance problems in the network.

Maintenance service levels, construction standards and access requirements are established in alignment with the hierarchy.

Council endorsed the adoption of the "Local Government Road Hierarchy" in July 2015.

The Local Government Road Hierarchy is a high level document that provides a framework for classifying the road network based on traffic volume and functional characteristics.

The classification system is noted below. There are different functional criteria applied for Urban and Rural roads.

- Arterial.

- Collector.
- Link.
- Local Access.
- Minor Access.
- Unformed.

Prior to adopting this hierarchy, Council had developed its own Road Network Hierarchy. There is general alignment in the classification of the roads between the two documents. However the Council document is more detailed in that it included design criteria and performance standards.

In developing the BCC Road Hierarchy, an assessment of the local road network occurred, comparing the current function roads perform, against the road characteristics.

Roads operating at a higher function than would be expected by the road characteristics have been identified and this situation highlights potential challenges in the road operation that may need to be addressed through infrastructure improvement.

Within the rural road environment sub arterial and collector roads key issues noted were:

- Deficient pavement width.
- Deficient Shoulder width.
- Deficient line marking.

In the urban environment it was noted that the spacing's between intersections on a number of sub arterial and major collector roads were outside the current standards i.e. in many instances long distances between intersections can lead to higher vehicle speeds.

Within the current land development pattern there is limited opportunity to address such issues.

The upgrade of Futuna Avenue was a major urban improvement project noted.

Adoption of BCC Road Network Hierarchy (incorporating the Local Government Road Hierarchy) is a key action in this strategy.

5.2. DESIGN GUIDELINES AND STANDARDS

Industry (ARRB, Austroads, State Road Authorities) and Standards Australia publications provide guidance in the design and construction of road infrastructure.

Consideration of local circumstances and influences is also required in the setting of design standards. In that regard Council has adopted the following documents:

- Tasmanian Standard Drawings.
- Tasmanian Subdivision Guidelines.

The Tasmanian documents have generally been accepted by the majority of Local Government in Tasmania.

5.3. SERVICE LEVEL DOCUMENTS

Service levels identify the nature, timing and standard of maintenance interventions that may be carried out within the road network.

The service levels inform annual funding and resourcing needs and are an expression to the community as to what Council will do in maintaining the road network and set service expectations.

Action:

Finalise development of a Road Network Hierarchy for BCC, align with the Local Government Road Hierarchy, Service Level Documents, design standards and guidelines and the asset management framework.

Include identified network deficiencies (i.e. Futuna Avenue) noted in the BCC Road Network Hierarchy in the 10 year works program and progressively address operational and functional issues.

6. COMMUNITY AND STAKEHOLDER ENGAGEMENT

In many different forums Council receives feedback from road users on issues or concerns.

More targeted forums include:

- Direct liaison with industry stakeholders.
- Local community feedback: speeding vehicles, safety concerns.
- Community Safety Committee.
- Department of State Growth and Tasmania Police forums.
- School interactions.

The level of feedback at present is sufficient to provide an understanding of the more significant issues and concerns associated with the Road Network.

Forward improvement programs identify planned road network improvements.

This road network Strategy will provides further opportunities to engage with Stakeholders and the Community.

A consultation process was established and key stakeholders and the community invited to provide comment and feedback to Council on the content of the strategy.

Through that process, three submissions were received and where relevant information has been included in the final version of the strategy.

7. ROAD NETWORK MANAGEMENT: DRIVERS AND KEY ISSUES

While the current road network, both local and state, is well integrated, there are opportunities to:

- Support greater utilisation of the network by a range of users.
- Plan for future growth and development opportunities.
- Address known deficiencies or inadequacies within the networks.

An exploration of improvement drivers and key issues follows as a means to identify matters for Council to consider addressing or to lobby for others to address:

7.1. STATE ROAD NETWORK

The Bass Highway and Ridgley Highway provide direct and efficient access into the City, link communities, are important arteries for the movement of freight and support commercial activity. The Bass Highway is a nationally funded highway to its intersection with West Park Grove, Burnie. Further to the west it downgrades to the A2.

A regional priority is to ensure that Government has a focus on the importance of these highways, through lobbying for appropriate funding to maintain infrastructure and reinforcing the regional significance of the linkages.

This action is captured in Council strategic planning documents.

Access to the Burnie Port and key industrial/commercial areas is well provided for by the State Road network.

Mount Street links the two highways and there is on-going community concern as to the condition of this Road. This road is managed by the State Government and limited investment has occurred on this road over the last 15 years, following the completion of the Massy Greene Drive truck route.

Aligned to this is an unresolved concern of Council related to the Massy Greene Drive Truck Route. At present Council is responsible for managing the northern and southern linkages to the truck route, for what is a regional freight route.

Ongoing discussions on the upgrade of Mount Street and in regard to resolving the truck route issue continue.

Congestion occurs on the Bass Highway between Camdale and Cooee during morning and afternoon traffic peaks. While the congestion is over a short duration at present, the time delays impact on transport efficiencies and will worsen over time.

Height restrictions on the Bass Highway (over passes) adjacent to the Burnie CBD require that an Over Dimensional truck route be maintained via the Burnie CBD.

Bridges over Blythe River and Cam River are critical linkages to our community, which highlights the need for contingency plans to be developed (by the State Government) to quickly put in place alternate access arrangements.

Action:

Continue to work with the Department of State Growth on network integration and forward planning.

Advocate the State Government to undertake an upgrade of Mount Street to restore function and ride quality.

Work with the Department of State Growth to mitigate the level of congestion through Cooee.

7.2. FREIGHT TASK

Through organic development, and later through land use planning controls and investment decisions regarding the State Road network, the majority of business and industry has been located in the City to take advantage of a well-integrated State Road network.

The upgrade of the Burnie Port and Rail infrastructure will facilitate improved handling of freight onto and off the Burnie Port and allow for an increase in the freight task to the Port. The increased freight task will require potential impacts within the road network to be monitored.

The Urban Road Network appropriately links the freight task, to the State Road network, in regard to established land use patterns.

In the rural environment the timber plantation industry was a significant user of local roads to move the freight task associated with plantation harvesting. While there has been an industry turndown for a number of years, plans for the reinvigoration of the timber industry in the northwest highlight the need for Council to work with that industry to ensure the network is protected while supporting the industry needs.

The National Heavy Vehicle Regulator manages access to the road network for many heavy vehicle combinations. With the change to harmonised federal regulation, there is significantly less support available through the State Government to manage heavy vehicle permits, appropriate skill and resourcing in Local Government is needed to meet the regulator's and industry expectations in managing the legislative obligations of Council and supporting the freight industry with timely decisions.

Coordinated by LGAT and funded by the State Government there is an active program to support local government in building a better understanding of the local road network and the potential implications of granting pre consent access to a range of Oversize and Over Mass Vehicles to specified local roads. This program is focused predominately on bridge infrastructure.

The benefit of the NHVR is that Council now has the ability to mitigate the potential impacts associated with over mass and over dimensional vehicles using the local road networks, through greater understanding and oversight of the approvals process.

Action :

Provide support where appropriate to facilitate the ongoing development of the Burnie Port and Rail Hub.

Resource and train staff to support the NHVR permit regime.

Develop pre-consent or gazetted routes for OSOM truck and SPV.

Identify deficiencies (load limits, width or height restriction) in the local strategic freight network through engagement with HV operators, develop a prioritised improvement plan and seek funding for identified works.

7.3. ACTIVE TRANSPORT

An active community is a healthy community. Active transport modes include walking and cycling and similar recreational pursuits.

Across the Coast the "North West Coastal Pathway" project aims to develop a recreational, tourism and commuter shared way between Wynyard and Latrobe.

BCC has developed elements of the coastal pathway, linking Cooee to the Emu River. On-road cycle facilities are available west of Cooee.

Opportunities to utilise portions of the Wiltshire railway line (west of the Burnie Port) to provide the platform for the coastal pathway are being explored with the State Government through the Cradle Coast Authority.

Regional cooperation is necessary to secure funding to progress this project and as a region we continue to work cooperatively to implement the plan.

Within the Burnie CBD a concept design for a dedicated cycleway along Marine Terrace, to link the waterfront and Oakleigh Overpass, has been developed, this project is however yet to be funded.

Linking the coastal pathway to the residential suburbs above the escarpment is a challenge given the Burnie topography. There are pedestrian linkages but no dedicated on-road cycling linkages.

Opportunities to establish a cycling network from UTAS (Mooreville Road) to the coastal pathway have been explored and a concept plan developed.

This work supported a sustainable transport strategy, developed by UTAS.

Lack of funding has inhibited progressing this project.

A well-established network of off road cycling and pedestrian pathways provides access through and link open spaces throughout the City. These are documented in Council's trails strategy. However, there are gaps in the network, which have been identified for consideration in future works programs.

Informing users of the linkages via signage and other forms of communication need to occur, utilising the design concepts contained in a signage strategy developed for Parks and Reserves.

Developing linkages between the open spaces and destinations/points of interest, which are suitable for cycling requires further work by Council.

Metro buses have trialled bike racks on some bus routes in Burnie and other locations. Feedback from Metro indicates that based on the trial, providing bike racks on buses in Burnie was not a viable proposition at this point in time.

Action:

Develop a cycle strategy identifying potential cycling routes, infrastructure requirements and project costs, to link the coastal pathway to the residential escarpment and other destination points.

Contribute to regional processes to secure funding for the progressing the coastal pathway project.

7.4. PUBLIC TRANSPORT

The City is serviced by Metro Tasmania, which provides public bus services within the city, linking to Wynyard and Ulverstone.

Redline buses operate a cross regional bus service.

Council has developed a central CBD bus stop for Metro Buses, with a similar facility (but smaller) provided for the Redline bus stop.

There has been discussion in the community as to whether the CBD bus interchange is in the most appropriate location. Council will consider this matter further when a CBD Strategy is developed in the near future.

There is a close working relationship between Council and Metro buses, further consolidated with the signing of an MOU in September 2013.

A point of debate between Councils and Metro buses (and other public bus operators) is where responsibility rests for the provision of bus stop infrastructure in the urban environs, including DDA compliant access. Views on this issue vary, but it is clear that a shared understanding on roles and responsibilities is required.

Within the broader community there is a view that existing public transport systems do not meet the needs of many member of the community, related to breadth of service, frequency of service and cost.

While Council has no role in the provision of public transport, as a community advocate we can put a united voice to Government to encourage the delivery of services that meet the needs of the local community.

Action:

Review MOU with Metro Buses and seek to clarify roles and responsibilities for bus stop infrastructure and DDA access.

Council to lobby the State Government, on behalf of the community, on matters related to the delivery of a cost effective and appropriate public transport services.

7.5. SCHOOL PRECINCTS AND SCHOOL BUSES

In many locations schools have developed to meet the needs of the local community. With changing transport patterns and community attitudes related to unaccompanied children walking to school, road networks in close proximity to schools experience significant peak traffic volumes at the beginning and end of the school day, with attendant parking issues and conflict with abutting residential traffic.

While traffic flows can be quite heavy in all school precincts, the current locations of concern, associated with peak demand time, are in Futuna Avenue and Van Diemen's Crescent.

These sites were identified in the Road Network Hierarchy as requiring upgrading to address capacity limitations at peak periods.

While road upgrade works may address some of these challenges, school based programs such as "The Walking School Bus" provides opportunities to encourage physical activity in children and reduce traffic demands around schools.

An allied concern is the management of school bus access and egress from school sites and school bus routes. The Department of State Growth have responsibility for managing school bus services in Tasmania.

Mechanisms are in place to facilitate discussion between Council, schools and the Department of State Growth on such matters; however this is more adhoc and an ongoing forum for dialogue between the parties as to implementing system improvements may be useful to consider.

Action:

Review school precinct traffic operation and develop (in consultation with the school community and other stake holders) traffic schemes (e.g. parking schemes, access controls, speed zoning, traffic calming measures) to address peak congestion and provide for equity of access for all.

Establish an ongoing relationship with the Department of State Growth for the purpose of considering and addressing school bus route issues as they arise.

7.6. CBD AND COMMERCIAL AREA TRAFFIC MANAGEMENT

The Burnie CBD precinct is located adjacent to the Burnie Port and is framed by the Bass Highway. Easy access is available to the CBD via a number of entry points, including three direct accesses from the Bass Highway.

Commercial areas are also located in Upper Burnie, South Burnie, Wivenhoe and Cooee, with smaller precincts in Shorewell Park and Terrylands.

The management of traffic associated with new development with in these areas needs careful consideration to ensure that no detrimental impacts occur within the network as a result of development or appropriate mitigation measures are implemented to minimise potential impacts.

Generally there are limited traffic management concerns in the satellite commercial areas.

A significant change to traffic patterns was introduced in the Burnie CBD in 2008 with a period of some community concern following the major changes in traffic flows.

As part of this process, extensive analysis and reporting on the operation of CBD traffic flows and the impacts of traffic growth was carried out and a detailed understanding of the CBD traffic scheme was developed.

On current knowledge the CBD will be able to cater for a 20 year growth horizon, with some modification to traffic signage schemes, without major redevelopment works.

Improved directional signage in the CBD was found to be needed following a review of CBD signage.

Action:

Implement CBD signage review recommendations including road name signage.

7.7. ROAD SAFETY

The application of appropriate design and construction standards and managing the network in accordance with the agreed service levels, will support appropriate road safety outcomes.

There are legacy issues in the road network that need to be addressed and new concerns arise with changes in driver behaviours, new technologies and the like.

Tools used to consider road safety issues include:

- Community feedback and audit of sites.
- Interrogation of accident data.
- Road safety audits – rural environment September 2005.

Collating and recording network knowledge in regard to potential safety matters is necessary to support proposed actions aimed at addressing a concern.

Council works with industry groups such as the RACT and the Burnie Community Safety Committee to building that knowledge base.

More significant road safety oriented projects that have been identified for assessment include:

- Intersection of Mount Street and Three Mile Line.
- Intersection of Mount Street and Thorne Street.
- Mount Street: Bass Highway to Aileen Crescent.
- Rural roads (higher volume) pavement width upgrade.

Action:

Develop a road safety issue register including accident data, in the GIS to support project bids and co-ordinate road safety initiatives.

Undertake road safety audits of sub arterial, major collector and minor collector roads.

7.8. PARKING

Vibrant business or commercial areas require parking provision of a suitable standard and quantum to meet the needs of users, in a cost effective and equitable manner.

Council has in place well established on road and off road paid parking infrastructure in its CBD and controlled parking schemes throughout the City, where demand warrants such controls.

Parking facilities are also provided by the private sector and supplement the CBD parking demand.

Parking controls and management regimes are guided by Council's parking policy CP07, which was reviewed in 2015.

No significant increases in parking provision are envisaged in the next five years.

In recent years more stringent design criteria have been established for parking bays and associated infrastructure in respect to parking provision for persons with a disability. Over time Council will need to consider implementing a program to progressively upgrade existing parking provision in compliance with relevant standards.

Action:

Develop a prioritised program for upgrading existing DDA parking spaces with reference to relevant standards and guidelines.

7.9. ASSET PRESERVATION

Ongoing investment in the road network to maintain and renew infrastructure is critical for the network to operate in an efficient and safe manner.

At the highest level infrastructure management is guided by Councils asset management plans and policy, annual budgets and Service Level Documents.

The management systems in place enable council to demonstrate a sustainable approach to managing it road network.

Collecting information about the road network: traffic volumes, physical dimensions, condition etc, informs decision making through the application of tools such as the Road Network Hierarchy, design and construction standards etc.

8. SUMMARY AND STRATEGY ACTIONS

The purpose of this strategy is to provide guidance to Council in the forward management of the road network, identify key issues and drivers influencing the use of or which impact on the road network and set a position for Council on various issues.

Proposed actions are noted within the strategy.

A summary of these actions is noted below. The actions have been prioritized on the availability of resources to implement and alignment with existing Council strategies as noted in the annual plan and other planning documents.

The priority rating used is:

- Ongoing : undertake within available resources.
- Low : within 5 years.
- Medium : within 2 to 4 years.
- High : within 1 to 2 years.

Action	Priority
Finalise development of a Road Network Hierarchy for BCC, align with the Local Government Road Hierarchy, Service Level Documents, Design Standards and Guidelines and the Asset Management Framework.	High
Include identified network deficiencies (i.e. Futuna Avenue) noted in the BCC Road Network Hierarchy in the 10 year works program and progressively address operational and functional issues.	High
Resource and train staff to support the NHVR permit regime.	High
Develop pre-consent or gazetted routes for OSOM truck and SPV.	High
Contribute to regional processes to secure funding for the progressing the coastal pathway project.	High
Monitor traffic volumes, utilisation patterns and road condition on key rural freight routes, develop an upgrade program to meet needs and include in 10 year works program. Note Oonah Road as an important link for future freight movements and include sealing of the road in the 10 year forward works program (works timing to be determined based on use and maintenance inputs).	Medium
Identify deficiencies (load limits, width or height restriction) in the local strategic freight network through engagement with HV operators, develop a prioritised improvement plan and seek funding for identified works.	Medium
Develop a cycle strategy identifying potential cycling routes, infrastructure requirements and project costs, to link the coastal pathway to the residential escarpment and other destination points.	Medium
Review school precinct traffic operation and develop (in consultation with the school community and other stake holders) traffic schemes (e.g. parking schemes, access controls, speed zoning, traffic calming measures) to address peak congestion and provide for equity of access for all.	Medium
Establish an on ongoing relationship with the Department of State Growth for the purpose of considering and addressing school bus route issues as they arise.	Medium
Implement CBD signage review recommendations including road name signage.	Medium
Develop a road safety issue register including accident data, in the GIS to support project bids and co-ordinate road safety initiatives.	Medium
Develop a prioritised program for upgrading existing DDA parking spaces with reference to relevant standards and guidelines.	Medium
Review MOU with Metro Buses and seek to clarify roles and responsibilities for bus stop infrastructure and DDA access.	Low

Action	Priority
Undertake road safety audits of sub arterial, major collector and minor collector roads.	Low
Facilitate access opportunities to the local road network for a range of heavy vehicles, through the identification of access corridors, supported by informed and timely assessment of access approval requests (NHVR).	Ongoing
Continue to work with the Department of State Growth on network integration and forward planning.	Ongoing
Council to lobby the State Government, on behalf of the community, on matters related to the delivery of a cost effective and appropriate public transport services.	Ongoing
Work with the Department of State Growth to mitigate the level of congestion through Cooee.	Ongoing

9. IMPLEMENTATION AND REVIEW OF STRATEGY

This strategy will be used to inform Council's strategic and annual planning processes, define service delivery outcomes, input in to annual and forward operational expenditure and capital expenditure budget planning cycles.

The Road Network Strategy will be reviewed every three years.

Document Endorsement	
Responsibility:	It is the responsibility of the Director Works and Services to implement this strategy and review its content with Council. It is the responsibility of the Governance Unit to maintain this document in the corporate document framework.
Minute Reference:	Item AO145-16
Council Meeting Date:	21 June 2016
Strategic Plan Reference:	1.7 A road transport system that meets the needs of the community and supports the wider region. 5.4 A region that is energy, water and waste efficient. 6.2 Effective, efficient and integrated transport linkages service and connect Burnie with the state, region and world. 6.3 The City provides leadership and works collaboratively on regional strategic issues. 7.5 A sustainable long term future is planned through the management of Council's infrastructure and assets.
Previous Strategies Replaced:	This is the first Road Network Strategy.
Date of Commencement:	22 June 2016
Publication of strategy:	This strategy is publically available on Council's website (www.burnie.net)

Appendix A

Urban Road Network

Rural Road Network