Traffic Management

Plan

TasNetworks – NWTD Project

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TASMANIAN
PLANNING COMMISSION

Endorsed

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Table of Contents

1. Introduction 4
2. Document History 4
2.1 Current Document Authoriser 4
2.2 Revision History 4
2.3 Abbreviations & Definitions 4
Heavy Vehicle Access Management System 4
2.4 Related Genus Documents 5
2.5 Related TasNetworks documents 5
3. Site Location 6
4. Purpose and Scope 6
5. Traffic Hazard Management 7
5.1 Risk Assessment 7
5.2 Potential Hazards 7
5.3 Safe Vehicular Parking 8
5.4 Adverse Weather Conditions 8
5.5 TasNetworks Traffic Management Procedure 9
5.6 Safe Limits of Approach to electrical Apparatus 11
5.7 Work Planning 12
5.8 Risk Management 12
5.9 Construction Areas 12
5.10 Competency Evaluation, Inductions & Training 13
5.11 Inductions 13
5.12 Communications and Meetings 13
5.13 Inspections and Audits 13
5.14 Hazard and Incident Reporting 14
5.15 Personal Protective Equipment 14
5.16 Vehicle Warning Devices 14
6. Traffic Control Measures - General 14
6.1 Traffic Flow 14
6.2 Heavy Vehicles 14
6.3 Overtaking 14
6.4 Speed Control Measures 15
6.5 Spotters, Traffic Controllers 15

6.6 Designated Pedestrian Areas 15
6.7 Mobile Plant and Equipment and Pedestrian Interface 15
6.8 Vehicle Lighting 15
6.9 Heavy Equipment 15
7. Roles & Responsibilities 15
7.1 Construction Manager, HSE Advisor and Supervisors 15
7.2 Road Quality Auditor 16
7.3 All Workers & Visitors 16
7.4 Transport Groups & Delivery Drivers or Couriers 16
8. Traffic Control Diagram (TCD) 16
9. Site Layout and Designated Operational Areas 17
10. Transport Routes 17
10.1 Roads 17
10.2 Bridges 18
10.3 Vehicle access points and intersections 18
10.4 Road Safety Risk Assessment 20
10.5 Traffic Volumes and Vehicle classes 21
10.5.1 Special Permit Vehicles 21
10.5.2 HVAMS (Heavy Vehicle Access Management System) 22
11. Road Condition Surveys 22
12. Road Quality Auditor Terms of Reference 23
13. Transport Strategy, Road Upgrades and Rehabilitation 24

Appendices

Appendix A Examples of a Traffic Control Diagram
Appendix B Safe Loading & Unloading Exclusion Zones
Safety Non-Negotiables: Working around Live Traffic & Mobile Plant
Appendix C Traffic Management Flowchart
Appendix D Road Safety Risk Assessment
Appendix E Roads Combined
Appendix F Avoidance Methodology
Appendix G Bridges
Appendix H Access Combined
Appendix I Intersections
Appendix J Traffic Volumes
Appendix K Road Condition Combined

1. Introduction

This North West Transmission Development (NWTD) Project Traffic Management Plan (TMP) has been developed specifically for the construction and operational phases of the NWTD Project. This TMP forms part of the NWTD Construction Environmental Management Plan (CEMP).

2. Document History

2.1 Current Document Authoriser

Title	Name
General Manager – Major Projects Transmission	Craig Gosney

2.2 Revision History

Rev	Date	Author	Authoriser	Details of Amendment
0.1	29/04/2025	Genus	Craig Gosney	First draft for 30% Review by TasNetworks
0.2	25/3/26	Pitt & Sherry & Genus	Craig Gosney	Addressing MIDA Act permit conditions
0.3	26/4/26	Pitt & Sherry & Genus	Craig Gosney	Addressing TasNetworks comments on 100% plan based on Tasmanian Planning Commission feedback on expected TMP detail
0.4	04/06/2026	Pitt & Sherry & Genus	Craig Gosney	Addressing TasNetworks comments
0.5	30/07/2026	Pitt & Sherry & Genus	Craig Gosney	Addressing TPC comments
0.6	07/08/2026	Pitt & Sherry & Genus	Craig Gosney	Addressing TPC comments to include operational phase
0.7	14/08/2026	Graeme Ervin	Craig Gosney	Appendix A updated to reflect Tasmanian conditions
0.8	18/8/2026	Genus and TasNetworks	Craig Gosney	Addressing TPC comments: Updating Section 10.3 and 10.5 to include use of access points during operational phase, addressing typographical errors in Appendices.
0.9	20/8/2026	Genus and TasNetworks	Craig Gosney	Addressing TPC comments: Updating Section 10.3 to refine access point management during operation and include an audit.

2.3 Abbreviations & Definitions

A description of Terms used specific to this document appear in the table below.

Term	Definitions
CEMP	NWTD Genus Construction Environmental Management Plan
GNI	Genus Infrastructure
NWTD	North West Transmission Developments
TMP	Traffic Management Plan
TCD	Traffic Control Diagram
LOS	Level of service for roads - as identified in **Traffic and Transport Assessment Report**
OHTL	Overhead transmission line
HVAMS	Heavy Vehicle Access Management System
the Project	The NWTD Project as described in Section 1 of the CEMP

2.4 Related Genus Documents

Document No	Document Title
PRO-SHEQ-GNP-0013	SHEQ Risk and Opportunity Management Procedure
PRO-SHEQ-CMS-0004	Adverse Conditions Procedure
PRO-SHEQ-GNP-0030	Auditing Procedure
PRO-SHEQ-GNP-0008	Incident & Event Management Procedure
FRM-SHEQ-GNP-0044	Traffic Management Risk Assessment
NWTD-EP-PL-102	NWTD - Genus Construction Environmental Management Plan
NWTD-EP-PL-103	NWTD - Genus Roadkill Management Plan
NWTD-CE-PL-100	NWTD - Genus Stakeholder Engagement Plan
NWTD-SF-PL-100	Safety and Health Management Plan
NWTD-SF-PL-103	Emergency Response and Management Plan
NWTD-PM-PL-106	Risk Management Plan
NWTD-PM-PL-103	Construction Management Plan

2.5 Related TasNetworks documents

Document No	Document Title
NWTD-EP-DA-505	Traffic and Transport Assessment Report (Risk Assessment Report)
IMS-OPR-00-03 V2.0	Traffic Management Procedure
	Power System Safety Rules Ver 2 June 2013

3. Site Location

Refer to Section 1 of the Main CEMP

4. Purpose and Scope

The purpose of this Traffic Management Plan (TMP) is to

- describe how traffic will be managed safely on the Project
- describe how impacts on other road users will be considered and minimised where appropriate
- comply with conditions of approval 47, 48, 49 and 50 in the permit issued under the *Major Infrastructure Development Approvals Act 1999* (MIA Act) MIPP-2026-01, 10 March 2026
- address DA/EIS commitments CM035, CM036, CM091, CM093, CM094, CM095, CM105.
- provide a systematic process for the management and movement of plant, equipment, vehicles, and pedestrians on the Project construction sites, laydowns and/or offices, and on public roads and private tracks
- provide the means of planning and implementing a road work operation that will ensure that, first and foremost, road workers and road users are safe during construction works
- minimise risk to workers and members of the general public where Project traffic mixes / interfaces with public roads and private tracks
- provide guidance for drivers through or around a construction site, advises drivers of changing conditions, ensures that the performance of the road network is not unduly impacted and that inconvenience to road users is minimised
- detail the methods and tools that will be applied in the form of traffic management to minimise risk to all road users as a result of Project construction activities.

The Project will involve construction activities within the defined construction corridor and the Project will also generate traffic that will travel on public roads and private tracks. This TMP applies to the corridor on which construction occurs and also on the public road and private accesses that will be used to access the site.

This TMP considers:

- Construction vehicles and personnel
- All other road users using public and private roads, including motorcycles, cyclists and pedestrians that interact and interface with the construction site

This TMP applies to all employees of Genus Infrastructure (GNI), its subsidiaries, contractors, and visitors who attend or use the construction sites and/or offices.

For each activity requiring traffic management, Genus will implement a detailed traffic management plan prepared in accordance with the requirements of *Traffic Controls for Works on Roads – Tasmanian Guide 2021*, *Australian Standard 1742.3:2019* and the relevant *Austroads Guides to Temporary Traffic Management*. This will be required to manage safety risks, particularly at access points to construction sites and within construction sites. **The activity specific traffic management plans will be endorsed by the relevant road authorities prior to implementation.**

Activity specific traffic management plans will include information regarding:

- Proposed vehicle routes

- Works times
- Traffic volumes
- Signage (speed and regulatory)
- Delineation (bollards, cones, markers)
- Pavement markings
- Detours
- Traffic control (electronic devices, human controllers, controlled site entry)
- Driver training
- Consideration for vulnerable road users (pedestrians, bicycles, motorcycles)
- Lighting.

Where access tracks intersect with public roads, construction traffic management signage (i.e. give-way signs on minor roads, warnings of construction traffic signage on major roads) will be deployed. Give-way signs assign priority to the existing public road, and construction traffic signage advises the public of the new access track and that it carries heavy vehicles.

Mitigation measures and ongoing monitoring are proposed in response to the level of risk.

5. Traffic Hazard Management

5.1 Risk Assessment

Traffic Hazards shall be managed via the Construction CRAW and in accordance with the requirements of the **PRO-SHEQ-GNP-0013 SHEQ Risk and Opportunity Management Procedure, FRM-SHEQ-GNP-0044 Traffic Management Risk Assessment** and the **NWTD-PM-PL-106_0.1_IFR5_Risk Management Plan.**

- The data from the **Traffic and Transport Assessment Report NWTD-EP-DA-505** will be utilised to complete additional TMP risk assessments for TMP's associates with each of the construction sites or activities
- Mitigation measures and ongoing monitoring are proposed in response to the level of risk
- Australian Standards and Austroads Guidelines are used for assessing risks associated with additional traffic generated by the Project
- While the Project is proposing traffic management in many circumstances, which is considered appropriate given the temporary nature of the works, consultation with and approval from the relevant road authority on the proposed mitigations will occur prior to commencement of construction activities.
- Refer to Appendix C for the traffic management flowchart outlining process.

5.2 Potential Hazards

The major traffic hazards identified include but are not limited to the following:

- Local traffic, schools related transport, cycle/bus lanes
- Parking and pedestrian access/walkways
- Access control and Light vehicle movements
- Road width Capacity
- Traffic Congestion /Volume

- Traffic distribution
- Road condition – potholes/rutting/cracking or damage to road surface.
- Road geometry difficult to negotiate with large / heavy vehicles and large sized loads
- Poor sight distance
- Road Maintenance and Repair
- Weather Events
- Drainage of Roadways and Associated Areas
- Access roads and intersections
- Suitability for construction access
- Crash history for individual transport routes/roads
- Load and offloading Activities
- Operation of forklifts, cranes and other plant
- Safe approach distances to Electrical Apparatus.

5.3 Safe Vehicular Parking

Vehicles will be parked in a manner to prevent uncontrolled vehicle movement leading to injury or damage. The table below is to provide guidance for most vehicle types when parking on flat ground, during maintenance and construction activities or on a slope.

Situation	Controls	Wheel Checks
Parking on Flat Ground Vehicle is fundamentally stable meaning a test is conducted by the operator to verify the vehicle does not roll if in neutral and no brakes are applied.	Must engage park brake and one additional control, preferably: 1. Transmission in Park/First/Reverse gear Or if not appropriate 1. Parked in a v-drain 2. Parked against a wheel stop in designated car park bay or 3. Implements grounded (bucket, blade, forks etc.)	Windrow in the event of a control (i.e. Brake) failure.
Parking a Vehicle for Maintenance There is potential for any uncontrolled movement and proximity to people, and possible disengaged controls.	Defined controls to prevent uncontrolled movement in a JHA or similar SWP / SWMS / SWI	Required only if vehicle cannot be confirmed as fundamentally stable.
Parking on Slopes Potential for roll away.	Engage vehicle controls to prevent roll away. Wheels should be turned so the vehicle will roll into a wall or windrow in the event of a control (i.e. Brake) failure	Mandatory -unless parked against a wheel stop or windrow to prevent vehicle movement.

5.4 Adverse Weather Conditions

Inclement weather incidents could create hazards to normal operations, the Construction / Project Manager must ensure Supervisors are authorised to stop activities if road or site conditions are unsafe. All road users and personnel operating mobile plant must drive to / operate to conditions. All roadways and mobile plant operating areas must be inspected daily and more frequently during and after heavy rain events for any signs of cracking, sinking or slippage.

All vehicles' operations must cease immediately when steering, braking, or accelerating operations become uncontrolled during rain events or when instructed by site supervision.

Impacts of high winds, lightning, heavy rain and associated weather conditions to be assessed continuously during construction, critical lifts, transport and general operation of the site. Activities to be adjusted to suit these conditions in accordance with **PRO-SHEQ-CMS-0004 - GSR - Adverse Conditions Procedure**

Supervisors will:

- Assess affected areas and determine if it is safe to continue all or part of the operations
- If applicable, implement additional controls or restriction to areas and/or activities
- If work is stopped or restricted, assess affected areas to determine if it is safe to restart or change restrictions
- Communicate hazards, restrictions, and/or additional controls to all affected parties.

5.5 TasNetworks Traffic Management Procedure

Genus will implement the requirements of TasNetworks **Traffic Management Procedure IMS-OPR-00-03** and will be complying with related TasNetworks requirements.

All TasNetworks employees and, Contractor employees working for or on behalf of TasNetworks, are required to have a current **Identification Card**, issued by TasNetworks, when accessing private property.

Contact the TasNetworks Energy Training Centre early to obtain an Identification Card, by phoning the Business Support Officer on 62716111.

Licensed Drivers will operate plant, vehicles and machinery at posted speeds.

The use of mobile phones, or any other personal electronic device whilst operating equipment is strictly prohibited at all times. The use of mobile phones or electronic devices whilst driving a light vehicle is also prohibited, unless a fully operational hands-free kit is installed and approved by Construction Manager.

To use a mobile device, other recording data or obtaining information, the user is required to:

- Select a safe position
- Ensure the position will not cause a distraction to others
- Notify the Supervisor and make arrangements in advance where urgent phone calls of a personal nature need to be taken
- Do not use the device near flammable and hazardous materials.

The use of mobile phones is strictly prohibited when operating any plant or equipment within the construction or work areas.

Drivers must adhere to posted speed limits in car parks, around crib rooms and in administration areas. If there is a likelihood of pedestrian traffic, speed is restricted to a maximum of 20km/h, unless otherwise signposted.

If an offence occurs at a TasNetworks worksite, such as a vehicle failing to stop at a displayed stop sign or, causing an accident at the site through failure to comply with the traffic management rules in place, comply with the following instructions:

- Do not attempt to stop the vehicle
- Write down the vehicle registration number and other relevant details
- If the vehicle has stopped because of an accident at the site, if you have a camera with you, take pictures as well
- Provide this information to the TasNetworks Team Leader
- The Team Leader shall report the offence to the police.

5.6 Safe Limits of Approach to electrical Apparatus

This section is based on the National Guidelines for Safe Approach Distances to Electrical Apparatus but excluding High Voltage Live line work covered by TasNetworks Approved procedures.

Employees, when planning work or making deliveries requiring approach to Energised Electrical Apparatus, shall give careful consideration to the potential of inadvertently breaching the TasNetworks Safe Approach Distances and shall adjust the planned work methods or delivery locations accordingly. This may also necessitate adjustment to protection settings or de-energisation of adjacent Energised Apparatus.

The following TasNetworks diagram and Tables will apply :

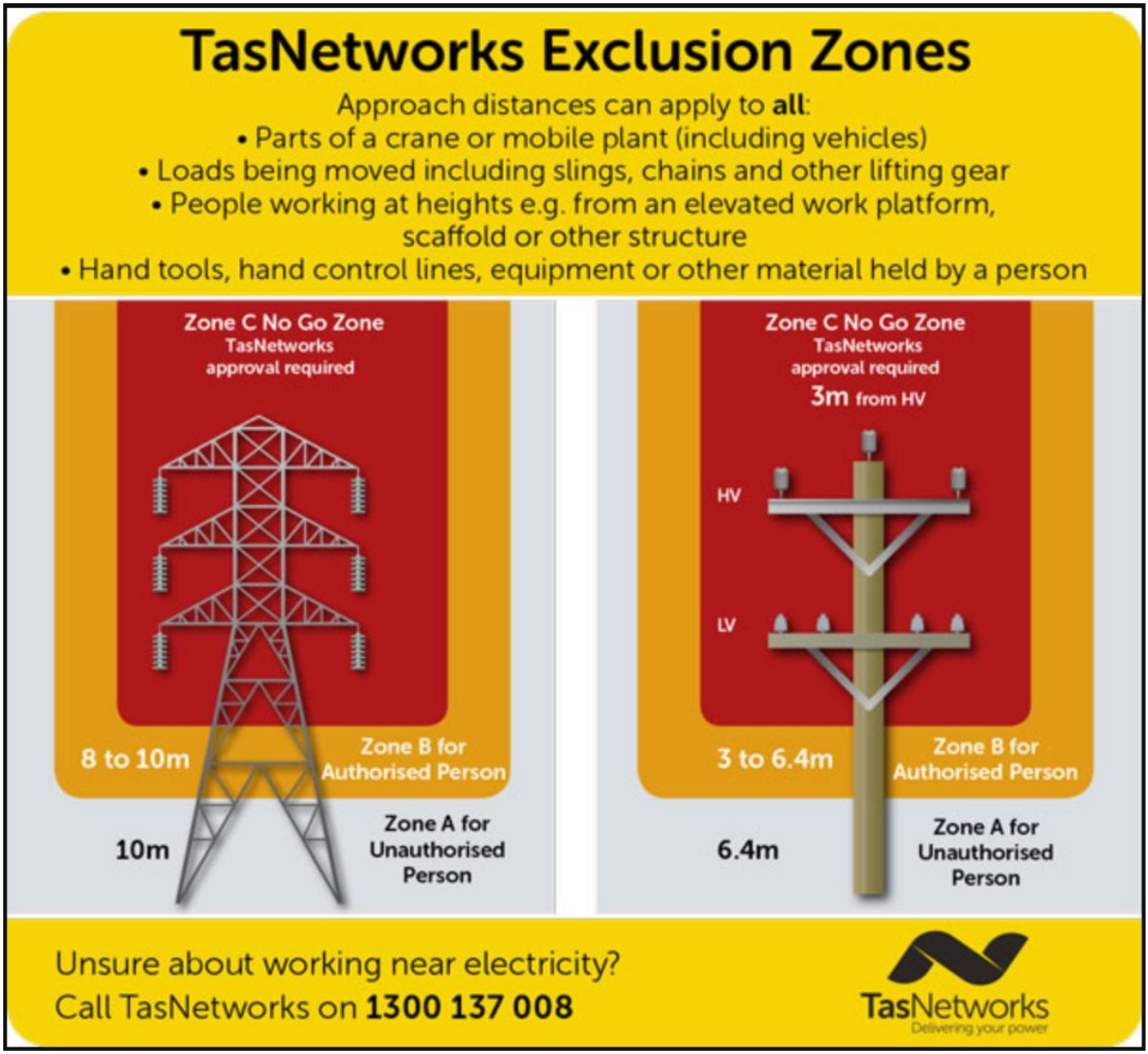


TABLE 3
Safe Approach Distances for Mobile Plant Operated by Ordinary Persons

Nominal Phase to Phase AC Voltage (kV)	Safe Approach Distance (mm)
Up to and including 132kV	3,000 mm (3 Meters)
Above 132kV , up to and including 330kV	6,000 mm (6 Meters)
Above 330kV up to and including 500kV	8,000 mm (8 Meters)
Nominal Pole to Earth DC Voltage (kV)	**Safe Approach Distance (mm)**
Up to and including +/- 150	3,000 mm (3 Meters)
Above +/- 150 and up to and including +/- 400	6,000 mm (6 meters)

Reference "*PSSR, Table 3 SAD for Mobile Plant Operated by Ordinary Persons*".

5.7 Work Planning

When planning the sequence of work, Genus Construction Manager, HSE Advisor and Supervisors will consider potential traffic management hazards and develop a Traffic Management Control Plan to:

- Clearly identify location of access points
- Show directions of travel
- Indicate speed limits
- Show out of bound areas and other constraints
- Allow traffic to be guided through, around, or past the work area safely and with the least amount of disruption.
- Enable the availability of escort vehicles (if required), and
- Keep traffic delays and disruption to a minimum.

Traffic management changes and impacts shall be communicated to all personnel at the daily prestart meeting prior to the work commencing. In addition, the updated TMP will be posted on noticeboards, within the crib facilities, pre-start and other appropriate locations.

5.8 Risk Management

Work groups conducting and documenting risk assessments shall consider and include any hazards arising from traffic around the task being performed, during both initial preparation and subsequent review of the risk assessment. Control measures shall be reviewed by the work groups to ensure they are effective and that new hazards are not created. The identified hazards and associated risks shall be reduced to as low as reasonably practicable. The risk assessment process will be documented.

5.9 Construction Areas

Refer to Appendix A for-site plans showing the construction area for substations or lines which will be clearly defined and marked. Non- Construction personnel entering construction areas shall be controlled to minimize the interaction with mobile plant and equipment, heavy and light vehicles. Refer to Appendix B for people, vehicle, plant interface zones.

Each site will ensure traffic signage standards are defined and meet the requirements for the largest vehicle configuration on site and be appropriate for the type of road rules in place.

Where there is risk of high traffic and personnel, barriers, walkways and signs will be implemented to warn both traffic and pedestrians and to help guide through interface zones.

5.10 Competency Evaluation, Inductions & Training

Traffic Control Personnel performing traffic control will have nationally recognised certification.

Personnel undertaking traffic management activities in the road reserve must have satisfactorily completed the Australian Qualifications Framework Resources and Infrastructure Industry training package unit **RIIOHS302A – 'Implement Traffic Management Plan'** or equivalent.

All persons undertaking traffic management for work associated with TasNetworks infrastructure shall be trained in **UETTDREL16A Working Safely Near Live Electrical Apparatus** or **UETTDREL14A Working Safely Near Live Electrical Apparatus as a Non-Electrical Worker** within the last five (5) years.

The associated TMP will be a part of the site induction package. The Supervisor and HSE officer will ensure the appropriate Induction has been completed by every person working on site. An exemption may be required by Genus Plus Group for breakdown or emergency contractors to work without a completed induction. On those occasions the contractor is still required to sign in as a visitor and shall always be fully escorted by an inducted company employee. Risk assessments will also be required as standard practice prior to commencing work.

5.11 Inductions

The site induction shall contain the requirements for all identified hazards associated with the operation of vehicles, plant and mobile equipment on site. This will include but is not limited to:

- Site layout, laydown areas, and internal road and traffic flow system
- Inspection and maintenance requirements
- Site traffic rules and speed limits
- Parking requirements for light vehicle and mobile equipment
- Emergency procedure
- Requirements for plant and pedestrian separation
- Incident management and reporting.

5.12 Communications and Meetings

Traffic safety and management issues or concerns shall be addressed immediately if there is imminent risk to the safety or health of any company employees, sub-contractors, or visitors. Alternatively, prestart and toolbox meetings provide an opportunity for all employees to raise any concerns or issues or continuous improvement ideas. Meeting shall also be used to communicate information on:

- Changes to traffic flow
- Restrictions or access to operational areas
- High risk activities - including large loads involving cranes and lifting.
- Review of traffic incidents.

All changes shall be communicated formally to operational affected personnel prior to the shift commencing as well as posted on Notice boards.

5.13 Inspections and Audits

SHEQ inspections and audits shall be conducted to identify and report on any traffic safety hazards, in accordance with the Genus **Auditing Procedure PRO-SHEQ-GNP-0030.**

5.14 Hazard and Incident Reporting

All incidents and potential hazards should be managed in accordance with **PRO-SHEQ-GNP-0013 SHEQ Risk and Opportunity Management Procedure** and **PRO-SHEQ-GNP-0008 Incident & Event Management Procedure**.

5.15 Personal Protective Equipment

Personnel in construction and laydown areas must wear the necessary PPE. The PPE must comply with Australian Standards. Personnel visiting or transiting any operational area must wear as a minimum:

- Hi-visibility Clothing
- Long pants and long-sleeved shirt buttoned up
- Fully enclosed footwear with dedicated toe protection
- Hardhats, eye wear, hearing and Hand protection (where required).

5.16 Vehicle Warning Devices

The minimum requirement for vehicle warning devices is:

Device	Mobile Plant	Light Vehicles
Turn on the low beam headlights on mobile plant while driving, day or night	Mandatory	Mandatory
A reversing alarm	Mandatory	Optional (recommended)
An audible warning system (horn)	Mandatory	Mandatory
A flashing, amber light Mandatory	Mandatory	Mandatory for vehicles used in roadside works
Proximity sensors	Optional	Optional

6. Traffic Control Measures - General

6.1 Traffic Flow

All traffic shall enter and exit the sites in accordance with their latest TMP and site-specific Traffic Control Diagrams.

These will be populated once site establishment commences, and a site-specific traffic risk assessment has been conducted.

6.2 Heavy Vehicles

Heavy vehicles may require changes to the TMP. Any changes will be updated and communicated to all parties in a timely manner.

6.3 Overtaking

Vehicles must adhere to the overtaking policy which will be cascaded to all teams prior to commencing works and frequently at toolbox talks:

- No overtaking of any vehicle or plant unless the front vehicle / plant has come to a full stop and positive radio communication is achieved
- Vehicles must maintain a minimum separation distance of at least 30 metres
- Vehicles under escort may only be overtaken with the permission of the pilot vehicle operator
- Overtaking vehicles must not enter the space between the escorted and the escorting vehicle.

6.4 Speed Control Measures

- Vehicles must drive to working conditions and hazards and in accordance with all sign posted speed limits
- The site operational speed limit is as posted.

6.5 Spotters, Traffic Controllers

Where a risk assessment has identified the need for dedicated traffic controlling the following conditions apply:

- Spotters and Traffic Controllers will receive the appropriate training prior to fulfilling their duties as required in item 4.9 of this document
- Spotters and Traffic Controllers will be used where required to control traffic movements
- Traffic controllers shall wear high visibility vests or jackets
- Traffic controllers will be competent for controlling traffic
- Traffic controllers will be positioned with a good line of sight of oncoming traffic
- A planned escape route for the traffic controllers will be defined during the task risk assessment preparation
- Radio communication may be provided as necessary
- Traffic controller duties will be rotated with other duties after a reasonable period to avoid fatigue or hydration related hazards.

6.6 Designated Pedestrian Areas

Refer to the site Traffic Control Diagram for designated pedestrian walkways and vehicle movement areas.

6.7 Mobile Plant and Equipment and Pedestrian Interface

At all times there shall be consideration for potential interaction between mobile plant, equipment and pedestrians. As a general rule pedestrians shall have priority / right of way in and around the workshop, ablution and office facility. Pedestrians and operators of plant and equipment shall maintain high levels of vigilance and situational awareness for each other. This situational awareness (including hearing) may be impacted by environmental factors such as ambient noise, use of hearing protection, simultaneous operations etc. Where a potential hazard exists control measures shall be incorporated into the risk assessment and implemented to remove or reduce the risk to as low as reasonably practicable.

6.8 Vehicle Lighting

All vehicles and mobile plant and equipment shall operate with headlights on at all times to increase visibility and awareness for the drivers/operators and also personnel working in and around the equipment.

6.9 Heavy Equipment

Whenever heavy equipment (prime movers and semi-trailers) are about to be reversed it should first be established as to whether a spotter is required. If a spotter is required, they must have a direct line of sight with the driver and or maintain positive communication (portable radio or hand signals).

7. Roles & Responsibilities

7.1 Construction Manager, HSE Advisor and Supervisors

The site Construction Manager, HSE Advisor and Supervisors are responsible for:

- Understanding and demonstrating commitment to this TMP and the associated requirements
- Allocating traffic management responsibilities to persons employed at the workplace (as required)
- Identifying any education and training needs
- Ensuring traffic - pedestrian interaction is considered when preparing risk assessments to ensure ongoing awareness of potentially changing circumstances

- Incident reporting
- Escalation of reported traffic issues as required
- Identify traffic requirements and changes, update the TMD regularly and post / communicate changes appropriately to the team.

7.2 Road Quality Auditor

- Refer to section 12 for more detail on Road Quality Auditor.

7.3 All Workers & Visitors

All employees, its subsidiaries, contractors, and visitors are to comply with their responsibilities set out in current legislation relating to Workplace Health and Safety and also with any procedures or guidelines specific to the laydown and construction areas.

Visitors are required to:

- Report directly to reception / site office where they will be introduced to the company representative / escort, be BAC tested and receive a visitor induction
- Be escorted at all times whilst on site
- Comply with all rules including all signs (Stop, Barrier, directions etc.), speed restrictions, car parking arrangements
- Follow the direction / instruction of any company employee – including during loading and unloading activities – while attending the site.

7.4 Transport Groups & Delivery Drivers or Couriers

The company representative or Supervisor is responsible for ensuring trucking, delivery drivers or couriers are aware of and comply with the following:

- Delivery drivers to wear appropriate PPE
- Delivery drivers are not climb on trailers or vehicles without appropriate safety measures in place.
- Delivery drivers / couriers shall report to the site office and receive a delivery driver induction if they are not fully site inducted.
- Delivery/trucking personnel are NOT allowed to operate company equipment i.e. forklifts, cranes or overhead cranes etc. or conduct rigging activities
- Drivers shall remain within the vehicle or designated safe loading area for delivery drivers / couriers unless advised otherwise
- A loading and unloading inspection shall be completed for each load/unload performed
- Management, Supervision, HSE , logistics and procurement personnel shall ensure that details of the traffic management plan are communicated to supply chain companies
- Loading and Unloading Inspection checklist to be completed to ensure stability of loads prior to unloading or transport.

8. Traffic Control Diagram (TCD)

Genus will develop and Traffic Control Diagram (TCD) - which shall be implemented for the construction site and any high volume/high traffic areas. This may include:

- Service and refuelling areas.
- Infrastructure areas.
- Intersection with public roads.

- Workshops.
- Complex intersections
- Intersections with railway lines, public roads, and third-party operations.

While developing the TCD, the process will:

- Identify via the **Traffic Management Procedure IMS-OPR-00-03** the traffic, roads, vehicle operating areas and pedestrian and plant interface locations.
- Include illustrations of the layout of barriers, walkways, signs, and general arrangements to warn and guide traffic around, past, or through high traffic volume Development of Traffic Control Diagrams (TCD). If a specific work area requires alternative arrangements to be made regarding the right of way rules, these rules must be developed as special protocols and subject to a risk assessment.
- The TCD will be posted and distributed to ensure all team members and delivery personnel are aware of the local traffic requirements.
- **PLEASE NOTE** – **The Traffic Control Diagram can only be confirmed when the team mobilise site and can confirm the layout, routes, hazards and mitigation measures.**

Please refer to Appendix A for an example.

9. Site Layout and Designated Operational Areas

An overall view for a specific site including existing/new infrastructure, office/laydown areas, construction areas and access roads will be posted at the entry point of the Project Site, entry to the Construction area, pre-start location, crib rooms and notice boards.

10. Transport Routes

This Traffic Management Plan covers Roads, Bridges, Intersections and Access that will be used during construction and operation of the Project

10.1 Roads

The road network to be used is shown on the maps and tables attached at **Appendix E**.

The safety of the road network used during construction has considered and the risk and mitigation measures for the safety of each road has been assessed in accordance with the *Avoidance, Mitigation and Management Measures* methodology as detailed in Section 4.5, Table 22 of the **Traffic and Transport Assessment Report NWTD-EP-DA-505**. This methodology is attached at **Appendix F.** The assessment includes consideration of the following aspects:

- road width
- traffic congestion
- road condition

Roads with higher volumes and longer construction periods may benefit from temporary widening, whilst roads with lesser volumes, shorter construction periods and constrained topography may be more suited to a specialised traffic management strategy. The preferred mitigation measure will be to provide traffic management instead of modifying or upgrading roads.

A copy of the risk assessment and mitigation measures is attached at Appendix D.

The following widths are considered suitable for flows during construction:

- Two-way movements:
    - o Minimum 6m wide carriageway; or
    - o Minimum 5.5m wide carriageway with 0.5m shoulders.
- One-way movements:
    - o Minimum 3.5m wide carriageway; or
    - o Minimum 3.0m wide carriageway with 0.5m shoulders.
- Where suitable, roads which are up to 0.2m deficient of the above.

10.2 Bridges

Bridges on the Project road network will need to carry typical construction vehicles / general access vehicles including cranes with a lifting capacity of up to 160 ton. The bridges on the network have been assessed, and the assessment has identified some bridges are not wide enough or strong enough to support the intended construction vehicles. In these cases, it may be possible to obtain a permit from the bridge owner to use the bridge with conditions.

A list of the bridges on the Project road network are attached at Appendix G.

It is not proposed to modify any bridges. Utilising this information, access routes will be assessed considering the practicality and safety of traversing bridges or taking an alternative route.

There are 13 bridge assets that provide no access for the assessed vehicle configuration. These are highlighted on the list of bridges at Appendix G. Permits will be required for these bridges. Depending on the bridge structure, there are several mitigation options that could be adopted to provide access across or around these bridge assets, which include:

1. Adopting an alternative route to avoid these assets. Each of the detour routes in Table 23 are routes that were assessed in this study or are existing approved 26 m b-double routes. This might require further road / bridge assessments to be undertaken if the new roads are outside of the originally defined road network
2. Use an alternative vehicle configuration. This would require an assessment of these individual bridge structures through HVAMS to confirm access is permitted
3. Run the proposed vehicle configuration in Bare Travel Mode, meaning that all removable items including counterweights and the jib/fly have been removed from the crane prior to crossing the bridge
4. Contact asset owner and seek permission for travel over the bridge, which may require a detailed review of the bridge structure. It should be noted that even with additional assessment works on the bridge structures, there is no guarantee that access will be available across these structures and alternate access may need to be sought.

10.3 Vehicle access points and intersections

The location of intersections to be used for construction is shown on the plans and tables attached at Appendix I. The Approach Sight Distance (ASD) and Safe Intersection Sight Distance (SISD) at intersections was measured and assessed for compliance with the Austroads Guide to Road Design Part 4A. Where intersections have insufficient sight distance mitigation measures have also been identified and these are shown in tables at Appendix I.

The location of access points to be used for construction is shown on the plans and tables attached at Appendix H. The sight distance at each access has been measured and assessed for compliance against AS2890.1. Where accesses have insufficient sight distance, construction mitigation measures have also been identified and these are shown in tables at Appendix H.

Prior to each access / intersection being used for construction activities the risk assessment should be reviewed and mitigations measures be updated as required.

Any new permanent non-compliant access points will be gated to prevent public access. Prior to commencement of operation, the relevant road authority will be consulted to achieve access compliance to the road authority's satisfaction/approval for operational purposes. Options to achieve compliance to the road authority's satisfaction may include establishing a TasNetworks exclusive access with a locked gate, the closure of the access following construction, or the establishment of an alternative compliant access location.

Any existing accesses that are upgraded during construction will be managed in accordance with DA/EIS commitment CM067: *Install locked gates on access tracks to prevent unauthorised public access or use of the transmission line easement, where practicable considering site conditions and in agreement with individual landholders.*

Accessing any non-compliant access points retained for the operational phase of the Project will be in accordance with TasNetworks' health and safety management system. Prior to attending site, a job hazard analysis will be undertaken and if use of an access point for inspections is deemed unsafe, alternative measures will be put in place to avoid or limit safety risks. For example, this could include parking in a designated location and walking in by foot to undertake inspections.

In accordance with Condition 60 of the MIDD Act approval, one year after commencing operation of the transmission line, TasNetworks will undertake an audit to confirm non-complaint access points are being used as indicated in this TMP.

When considering how vehicles will traverse intersections, the following considerations are made:

- The ability for the largest Project vehicle to turn at an intersection or access point, or if minor widening works required
- The safety of an intersection or access point, particularly when considering sight distance.

A swept path assessment was completed for the following roads and it was determined that they, as a minimum, require minor shoulder widening on tight bends as per mitigation measure #10 in the "Avoidance, Mitigation and Management Measures" attached at Appendix F.

- Tylers Road – required to access towers 157 and 158 (Palmerston to Sheffield)
- Browns Lane – required to access towers 66, 113 and 114 (Sheffield to Burnie)
- Maydena Road – required to access towers 186-189 (Sheffield to Burnie)
- Jones Road – required to access tower 31 (Sheffield to Burnie)
- East Cam Road/ Laird Road – required to access towers 11-16 (Burnie to Hampshire Hills).

An example of road widening is shown below.



Utilising the Avoidance, Mitigation and Management Measures methodology detailed in Section 4.5 of the **Traffic and Transport Assessment Report NWTD-EP-DA-505**, the most suitable approach for managing risks at intersections and access points will be determined from the available options on a case-by-case basis. Options include:

- Avoidance in the first instance (alternative route) where intersection size or sight distance is significantly deficient
- Additional loads with smaller vehicles or reconfiguration of vehicles
- Vegetation trimming where it obstructs sight distance
- Installation of warning signage where suitable and safe – acceptable for temporary construction works but should only be used in limited circumstances for any permanent access points/ routes
- Relocation of access points to locations with better sight distance where safe and practical
- Use of temporary traffic management to lower speeds in limited situations where practical and necessary to ensure safety.

Any works in road reserves will be designed and undertaken by suitably qualified professionals in accordance with approvals from the relevant road authority.

10.4 Road Safety Risk Assessment

A road safety risk assessment covering roads, accesses and intersections has been prepared and is attached at Appendix D.

10.5 Traffic Volumes and Vehicle classes

Construction traffic generated by the Project will typically include:

- Light vehicles
- Low loaders with earthmoving equipment
- Trucks delivering materials – e.g. concrete, steel
- Over-length or over-mass vehicles

The potential vehicle types and numbers for different construction activities have been estimated, and these are included at Appendix J.

The potential Project traffic volumes during the busiest periods of each stage and on each road has been estimated and these are attached at Appendix J. These volumes are considered the potential busiest-case scenario for each road, and it would generally be expected that volumes would usually be lower. It is also noted that this generation of traffic will not overlap and that movements will be concentrated to a small number of locations at a time and managed accordingly on a case-by-case basis.

Most roads, intersections and roundabouts assessed in this Project were observed to operate with conditions that align with LOS A (the highest level of performance). The additional traffic expected as a result of the construction will not be expected to reduce the operation of intersections and roundabouts significantly. As such, there is a low risk of the construction activity affecting the available road capacity. For roads and intersections with already high traffic volumes, the additional traffic generated by the construction vehicles will account for a very small percentage of the overall traffic movements.

As a result, the Project is expected to result in a negligible amount of additional congestion at intersections.

In the **Traffic and Transport Assessment Report NWTD-EP-DA-505** it is stated that:

- *the project could generate up to 588 vehicle movements to roads per day on a busiest day on some roads, with up to 50% of all vehicles generated being heavy vehicles. A large number of roads will be required to carry 294 vehicles per day. At this level of traffic volume and vehicle composition allowance for two-way truck movements will be provided in most sections, with small sections of shuttle flow (i.e. at bridges or constrained sections) considered suitable. There are also a large number of roads that only access less than 5 towers and access to these towers is expected to generate a maximum of 62 traffic movements per day. These roads may be suitable for one-way travel and shuttle flows.*

It is anticipated that the actual volume of traffic will be less and assessments will be undertaken to ascertain realistic traffic volumes. This assessment will be carried out for each road during the course of the Project.

For the operational phase of the Project, it is expected light vehicles will access each tower site once per year. Operational use of these access points will be in accordance with TasNetworks' health and safety management system, as outlined in Section 10.3 of this TMP. Any construction activities during the operational phase of the Project will require an activity specific traffic management plan and where necessary, will address any sight distance or design deficiencies.

10.5.1 Special Permit Vehicles

- A single trip using a vehicle which requires a special permit from the National Heavy Vehicle Regulator may be required for a potential control building at the Burnie substation. It is unknown if a control building is required, the size of this vehicle is also currently unknown. If a control building is required, the following is recommended:
- Once the size of the vehicle is known, the exact route of the vehicle is assessed and specified based on road geometry, condition, and safety considerations
- The oversized vehicle travels to site with escort vehicle(s)

- Appropriate traffic management is in place when the vehicle is accessing / egressing the site, in accordance with the requirements of Traffic Controls for Works on Roads – Tasmanian Guide 2011, Australian Standard 1742.3:2019 and the relevant Austroads Guides to Temporary Traffic Management

10.5.2 HVAMS (Heavy Vehicle Access Management System)

- As part of the construction of the new OHTL, a crane will be required on site to lift the components into place for the construction of the new transmission towers. The exact crane is not known, but the expected size requirement is a crane with a 160 tonne lifting capacity. This assessment has been completed for a 160 tonne crane, it would generally be expected that a smaller than 160 tonne crane should be suitable with considerations of the recommendations in this section, however due to differences in axle loads these should be checked if a different crane is proposed to be used.
- When undertaking an assessment of a particular vehicle configuration through the HVAMS web viewer, a Vehicle Network is generated by the HVAMS, which includes conditions of access on roads and across structures as necessary. The web map is located here: https://hvams.stategrowth.tas.gov.au
- It is noted that where the assessment of a bridge does not highlight any restrictions for the vehicle configuration, the structure does not appear on the map, meaning that there is unrestricted access across those structures
- The vehicle being assessed is a 5 axle all-terrain crane with a total mass of 60 tonnes. For the purposes of this assessment, this configuration has a vehicle reference code SPV RV4, with a HVAMS vehicle code 5ATCSPV2
- The mass is spread evenly across all five axles for a 12-tonne axle load.
- For the purposes of this assessment, the vehicle has been assessed in it's as-is configuration. It is noted that there is also an option for the Crane to be run in Bare Travel model. Bare Travel mode assumes that items such as easily removable counterweights, jib/fly or other easily removeable items are removed from the crane prior to the vehicle travelling over the bridge structures.

11. Road Condition Surveys

In 2022 the Project roads were driven over and the defects and condition of the road at that time were recorded. The defects and condition are presented in tables attached at Appendix K. Due to the interval between the 2022 survey and commencement of construction, road condition surveys must be updated to reflect current conditions.

The updated pre-construction road condition surveys will be undertaken progressively to suit the overall construction program and will form an important baseline record of the road condition before construction commences.

Regular condition surveys will be required during construction to ensure the condition of the road is monitored. If any defect arises due to construction activity this will be rectified at TasNetworks' expense in a time frame agreed with and to the satisfaction of the local road authority.

The pre-construction condition survey, together with the periodic surveys, will also be used to inform the extent and scope of rehabilitation works needed at the end of the construction period.

Project roads include major Department of State Growth haulage routes such as the Bass Highway and Sheffield Road as well as higher order Council Roads. These roads are designed to carry heavy vehicles, and their condition is unlikely to be impacted by heavy vehicles generated by the NWTD Project and therefore will not require condition surveys. Lower order roads and gravel roads will need to be inspected regularly and the condition monitored.

Road condition surveys shall be undertaken at the following stages:

- Pre-construction condition surveys before any construction vehicles use a section of road (nominally 2 weeks before).
- At three monthly intervals, or as agreed with the local road authority.
- At the completion of construction.

The pre-construction road condition surveys will include the following:

- Drive through and take a GoPro video (or similar) from a vehicle mounted video camera. The video should include the road name, the section, the date and the name of the person taking the video. The video should film the road corridor and include pavement surface, shoulder, verge, vegetation, fences, paths, furniture and accesses
- A written description of the road condition, key features and defects. The location of defects are to be recorded by distance along the road
- Defects include - cracking, rutting, edge breaks, damaged seals, patching and deformation. Also note the condition of any other assets such as cattle grids, signs, utility pit lids, fences, gates, culverts and headwalls, bridges (where possible and visible) and drainage infrastructure
- The condition survey shall include an inspection of culverts and note any defects inside the pipe.
- Georeferenced photographs will be taken of any more major defects so they can be monitored

The road condition survey results will be provided progressively to the local road authority in a format and at a frequency agreed with local road authority.

12. Road Quality Auditor Terms of Reference

As required by MIDA Act approval condition 50, Genus will engage a Road Quality Auditor. The Road Quality Auditor will be an independent civil engineer with at least 10 years' experience in road design, road construction and temporary traffic management. Ongoing consultation is occurring with local road authorities regarding the Project, including access points onto public roads, use of public roads for Project transport routes and these terms of reference. The Road Quality Auditor terms of reference may be updated as a result of ongoing engagement activities.

Prior to commencement of construction, the Road Quality Auditor will review the TMP and provide a statement confirming that works to public roads associated with the Project

- approved through existing local road authority permit application process,
- constructed by a suitably qualified and experienced contractor in accordance with LGAT standards or another standard as agreed with the local road authority,
- where design is required, the design is carried out by a civil engineer,
- an annual audit (as part of the annual CEMP audit) occurs as detailed in this TMP;

the requirements of the TMP and transport strategy conditions in the MIDA Act permit are satisfied and no further certification is required.

The Road Quality Auditor will undertake an annual audit (as part of the annual CEMP audit) to check that:

- Pre-construction road condition surveys are undertaken
- Regular road condition surveys are undertaken

- Any road upgrade or road rehabilitation works are carried out to standards acceptable to the road authority
- The Traffic Management Plan has been implemented where it affects public roads; and

make any recommendations for implementation of adaptive management measures or continuous improvement.

The Road Quality may consult with local road authorities as part of undertaking the audit and the Road Quality Auditor terms of reference may be adjusted as a result of this process. The Road Quality Auditor's report will be included in the annual CEMP audit report.

13. Transport Strategy, Road Upgrades and Rehabilitation

Construction of the new overhead transmission line will require works at numerous accesses and may require works on some roads and a small number of intersections. The works will be implemented so that risks associated with the site are reduced to a low level. The locations where work is/may require have been identified and are included in the documents attached at Appendix E (roads), Appendix H (accesses) and Appendix I (intersections). Works may include:

- New accesses – construction to LGAT standard
- Existing access – widening, vegetation trimming, extension of culverts
- Roads and intersections - shoulder widening may be required.

As the works are short term in nature the preference will be to minimise roadworks and control movement of vehicles using temporary traffic management.

Before any work on accesses, intersections or roads is carried out, approval will be sought from the local road authority through their existing permit application process. All proposed works will be in accordance with LGAT standards or another standard as agreed with the local road authority. Where design is required, the design will be carried out by a Civil Engineer. All construction works will be carried by a suitably qualified and experienced contractor.

The timing for and extent of repair for any defects identified as part of the pre-construction road condition survey will be negotiated with the local road authority.

During construction regular condition surveys will be carried out and if a defect is observed that is considered reasonably likely to have been caused by construction activities, the local road authority will be notified. Genus will propose a repair method and seek approval from the road authority before works are carried out. Once the repair method is approved, Genus will implement the repair work. The work will be carried out by the local road authority or another suitably qualified and experienced contractor in a time frame agreed with the local road authority.

When construction activities are complete and a road is no longer required for Project related heavy vehicle movements, within a time frame agreed with the local road authority, a final condition survey of the road will be carried out. The local road authority will be notified and requested to attend the final condition survey. If there are defects present that are considered reasonably likely to have been caused by construction activities, the extent of repairs and the repair method will be agree with the road authority. After the repairs are carried out, written approval from the road authority that the repairs have been carried out to a standard acceptable to the road authority will be requested.

Appendices

Appendix A

Examples of a Traffic Control Diagram

TRAFFIC MANAGEMENT PLAN

GENUS COMMUNICATIONS
84 DALWOOD ROAD
20/7/2026

ALTUS GROUP
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

TABLE OF CONTENTS

SHEET 0	MAIN COVER PAGE
SHEET 1	TITLE PAGE
SHEET 2	GENERAL NOTES
SHEET 3	AROUND THROUGH PAST ANALYSIS
SHEET 4 & 5	RISK ASSESSMENT
SHEET 6	VMP
SHEET 7 TO 11	TGS
SHEET 13	COMPLETE TGS OVERVIEW

LOCATION OVERVIEW



SIGNS MANIFEST

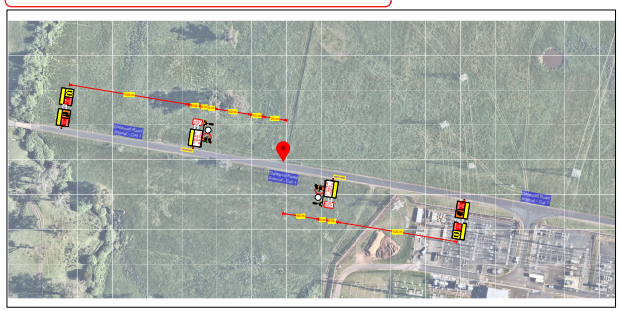
- 8 x TC1332 Worker Symbolic
- 24 x Multi-message frame
- 4 x TM1-V100-2 (Y) Blank Yellow
- 8 x TM1-V100-1 (Y) Blank Yellow
- 4 x Drive Safely
- 8 x R4-1M (40) Speed 40
- 12 x Sign Post
- 4 x TC1169 Road Work Ahead
- 4 x Speed 100
- 16 x TC1174 Do Not Overtake
- 8 x R4-1M (60) Speed 60
- 4 x R4-1M (80) Speed 80
- 4 x End Road Work

WHEN PRINTING ENSURE SITE SETUP & RISK ASSESSMENT IS PRINTED WITH THIS TGS

TGS OVERVIEW



NOTE: FOR EXAMPLE TCs SETUP IF REQUIRED



TYPE OF CONTROL: SPEED REDUCTION
REQUIRED WORK: CONSTRUCT GRAVEL ACCESS

ALTUS GROUP
Call Altus Group
Toll Free (Australia)
1300TRAFFIC (872 334)
ABN 84 102 768 061

ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A			
B			
C			

DATE OF DESIGN: 20/7/2026
SITE SETUP TGS AND SETUP RISK ASSESSMENT
TSU01-SS
ESTIMATED JOB DATE :
ESTIMATED JOB TIME :

ALTUS DESIGN NUMBER: 1466352-04 ARS: 3.12
W/O: 0000000 P/O: 0000000
WORKS LOCATION : 84 DALWOOD ROAD
BETWEEN ROADS : SHEFFIELD ROAD AND WEST NOOK ROAD
GARBAGE COLLECTION DAY : TBC
WORKSITE ROAD AUTHORITY : KENTISH COUNCIL

BEST VIEWED DIGITALLY
NOT TO SCALE
PRINT A3

People Requirements:
ROAD CATEGORY : 1
TOTAL CONTROLLERS : 2
TC1 : 1
TC2 : 0
TMI 1 : 1 TMI 1 DRIVER : 1
TMI 2 : 0 TMI 2 DRIVER : 0
TMI 3 : 0 TMI 3 DRIVER : 0

Vehicle Requirements:
TRAFFIC CONTROL UTE : 1
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

Equipment/Device Requirements
TOTAL CONES : 19
TOTAL SIGNS : 24
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 0
CHEVRONS : 2

APPROVAL DATE: 21/07/2026
APPROVED BY - DESIGNER : POOJA RAVAL - 111523

REVIEW OR DEPATURE APPROVED BY: JAN THORPE

ALTUS NOMINATED CONTACT : 24HR CONTACT - 1300 872 334

CLIENT CONTACT :
GENUS COMMUNICATIONS
JOHN LETTEY
0418 547 909

GENUS CONNECTING THE FUTURE

SHEET NO : 1 OF 13

SITE MARKER COMMON LEGEND

- WORK AREA
- SPECIFIC WORKS LOCATION
- SAFETY BUFFER
- ESTIMATED QUE LENGTH (EQL)
- ISOLATION/NO GO ZONE
- PLANT/ EQUIPMENT LAYDOWN
- TEMPORARY BUS STOP ZONE
- PEDESTRIAN PATH

DEVICE COMMON LEGEND

- TRAFFIC CONTROLLER
- POLICE OFFICER
- WORKER / SPOTTER / MARSHALL
- CONES - 700MM OR HIGHER
- BARRIER BOARD
- PORTABLE TRAFFIC LIGHT
- BOX EDGE / MMS - SIGN FRAME/STAND
- VMS TRAILER / PTAB - PORATABLE TRAILER ARROW BOARD
- THM - TEMPORARY HAZARD MARKER

COMMON VEHICLE LEGEND

- UTE *(SIGNAGE VEHICLE)*
- VMS UTE *(VARIABLE MESSAGING SYSTEM VEHICLE)*
- POLICE SERVICES *(POLICE VEHICLE)*
- DDV *(DROP DECK VEHICLE)*
- TMA/IPV *(TRUCK MOUNTED ATTENUATOR/ IMPACT PROTECTION VEHICLE)*

CLIENT VEHICLES

- WV UTE *(WORK VEHICLE)*
- *(ELEVATED WORKING PLATFORM)*

ALTUS GENERAL NOTES - LIMITED TO NECESSARY NOTATIONS

GENERAL

- TTM MEASURES SHALL BE INSTALLED, MAINTAINED AND REMOVED IN A PLANNED AND SAFE MANNER. BEFORE COMMENCING, THE IMPLEMENTER SHALL CHECK AND REVIEW THE APPROVED TMP/TGS, THE WORKSITE AND THE PROPOSED ACTIVITIES TO ENSURE THEY ARE COMPLEMENTARY AND ARE APPROPRIATE.
- THE TMI SHALL CHECK THE ROAD ENVIRONMENT, ESPECIALLY THE "ON THE DAY" TRAFFIC FLOWS, TO ENSURE THAT IT IS AT AN APPROPRIATE LEVEL FOR THE TTM INTENDED.
- A 5-MINUTE COUNT OF TRAFFIC SHOULD PROVIDE AN APPROPRIATE ESTIMATE OF VOLUMES TO REFERENCE AGAINST VALUES RECORDED IN THE TMP/TGS.
- IF THE WORKSITE AND THE APPROVED TMP ARE NOT COMPLEMENTARY, BEFORE OCCUPYING THE WORKSITE, THE IMPLEMENTER SHALL DETERMINE WHETHER THEY CAN:
  - MAKE COMPLIANT ADJUSTMENTS (E.G., LENGTHEN TAPER WITHIN TOLERANCES) TO THE TMP/TGS
  - CONTACT PERSONS WITH THE RELEVANT ACCREDITATION TO APPROVE MODIFICATIONS TO THE TMP/TGS (E.G., ADDITIONAL SIGNS OR DISTANCES OUTSIDE OF TOLERANCES)
  - CONTACT THE RELEVANT ROAD INFRASTRUCTURE MANAGER TRAFFIC CONTROL FACILITY TO INITIATE ACTIONS IDENTIFIED ON THE TMP/TGS TO BE TAKEN (E.G., CHANGE IN THE VMS, VARIABLE SPEED LIMIT SIGNS OR LANE USAGE SIGNAGE).
- WHERE THE TMP/TGS CANNOT BE SUITABLY ADJUSTED OR MODIFIED, THE IMPLEMENTER SHOULD ADVISE $1.4Contractor_Company$ THAT THEY ARE NOT APPROPRIATE, AND THE WORKS SHOULD BE POSTPONED.
- ALL SITE INFORMATION WORK HOURS, INSTALLATIONS, ADJUSTMENTS AND AUTHORISED MODIFICATIONS ARE TO BE DOCUMENTED ON THE TMP AND TGS AS WELL AS AN APPROVED ON-SITE/WORKS RECORD.
- A COPY OF THE APPROVED TMP/TGS SHALL BE KEPT ON-SITE AT ALL TIMES.

PRE-START REQUIREMENT/S

- ALL PERSONS INVOLVED WITH TTM ACTIVITIES SHALL BE BRIEFED/INDUCTED BY THE TMI AND HAVE THIS DOCUMENTED ON THE SITE RECORDS.
- THE TOOLBOX TALK FOR TTM STAFF IS USED TO EXPLAIN THE:
  - *KEY ASPECTS OF THE TGS/TMP
  - *IDENTIFIED HAZARDS
  - *TTM REQUIREMENTS FOR THE WORKSITE
  - *SAFETY ZONE REQUIREMENTS AND LIMITS
  - *COMMUNICATION PROCESSES

INCIDENT MANAGEMENT

- IF A DRIVER DISOBEYS A TRAFFIC CONTROL INSTRUCTION:
  - PRIORITISE PERSONAL SAFETY.
  - USE THE PREDETERMINED ESCAPE ROUTE, IF NECESSARY.
  - WARN OTHER MEMBERS OF THE CREW AS EARLY AS POSSIBLE. A WARNING SYSTEM MUST BE AGREED UPON BEFOREHAND, SUCH AS RADIOS, WHISTLES, SHOUTING ETC.
- THE FIRST PREFERENCE IS TO USE THE TWO-WAY RADIO TO COMMUNICATE WHERE AVAILABLE.

- TAKE THE FOLLOWING ACTIONS IF AN INCIDENT OCCURS WITHIN THE TRAFFIC CONTROLLER'S DESIGNATED WORKSITE OR TRAFFIC CONTROL OPERATIONAL AREA:
  - FIRST AID RESPONSE (WHERE POSSIBLE).
  - CALL FOR ASSISTANCE (IF NEEDED).
  - EMERGENCY SERVICES CONTACT (IF REQUIRED)
  - NOTIFY THE WORKSITE SUPERVISOR OR TEAM LEADER AND ALTUS OFFICE/SUPERVISOR
  - MAINTAIN EFFECTIVE TRAFFIC CONTROL.
  - MOVE THE TRAFFIC CONTROL STATION TO A SUITABLE LOCATION THAT INCLUDES THE ACCIDENT SITE WITHIN THE TRAFFIC CONTROL (IF NECESSARY)
  - OPERATIONAL AREA.
  - RECORD SUFFICIENT NOTES OF THE INCIDENT, INCLUDING THEIR OBSERVATIONS, TO COMPLETE AN INCIDENT REPORT.
  - CLEAR THE INCIDENT AREA OF ANY ITEMS NOT PRESENT PRIOR TO WORKS INSTALLATION

DUTY OF CARE

- GENUS COMMUNICATIONS ENSURES A COMMITMENT TO RESPONSIBILITY OF IMPLEMENTATION AND EXERCISING A DUTY OF CARE TO THE WORKS AND ALL ROAD USERS.
- ALTUS COMMITMENT AND OHS PROCEESES CONTAINED WITHIN THIS LINK : HSEQ-SODC LINK AND SWMS
- RESPONSIBILITIES SHALL BE HELD IN ACCORDANCE WITH THE AS1742.3 & AGTTM & TAS GUIDE TO ROADWORKS

TRAFFIC CONTROLLERS

- ONLY COMPETENT PERSONS WITH APPROPRIATE CERTIFICATION SHALL BE APPOINTED AS TRAFFIC CONTROLLERS.
- SPEED SHALL BE 60 KM/H MAXIMUM. PROVIDE A TEMPORARY SPEED LIMIT OF 60 KM/H OR LESS ON THE APPROACH TO A TRAFFIC CONTROLLER IF THE SPEED IS HIGHER (SEE SECTION 5.5.1).
- AN ESCAPE ROUTE SHALL BE IDENTIFIED FOR EACH TRAFFIC CONTROLLER FROM THEIR TRAFFIC CONTROL POSITION.
- TRAFFIC CONTROLLERS SHALL CONDUCT DUTIES WITH A CLEAR SIGHT DISTANCE FROM APPROACHING ROAD USERS.
- ENSURE A WORK VEHICLE IS NOT PARKED IN A WAY THAT IMPACTS THE VISIBILITY OF THE SITE OR TRAFFIC CONTROLLER OR LIMITS THE TRAFFIC CONTROLLER'S ESCAPE ROUTE.
- ENSURE THAT TRAFFIC CONTROLLERS ARE VISIBLE AT ALL TIMES OF THE DAY, PARTICULARLY AT DAWN, DUSK, AGAINST LOW MORNING OR EVENING SUN, WHEN IN THE SHADE ON A SUNNY DAY OR WORKING IN DUSTY CONDITIONS.
- ENSURE THAT TRAFFIC CONTROLLERS ARE WELL ILLUMINATED AT NIGHT. WHERE CONTROL POINTS IDENTIFY LIMITED VISIBILITY, PCBU IS TO BE ENGAGED TO PROVIDE ADDITIONAL LIGHTING.
- RELIEVE TRAFFIC CONTROLLERS FROM TRAFFIC CONTROLLER DUTIES AT LEAST EVERY 2 HOURS FOR AT LEAST 15 MINUTES.
- WHERE CONE TAPERS ARE USED DURING SHUTTLE FLOW OPERATIONS, POSITION THE TRAFFIC CONTROLLER 6 M IN FRONT OF THE TAPER ON THE LEFT-HAND SHOULDER OR EDGE OF THE ROAD AND FACING APPROACHING TRAFFIC.
- PLACE FOUR TRAFFIC CONES SPACED 4 M APART, ON THE CENTER-LINE 6 M IN FRONT OF THE TRAFFIC CONTROLLER POSITION WHERE RISK MANAGEMENT ALLOWS INSTALLATION TO OCCUR.
- IF THERE IS A QUEUE OF 2 OR MORE VEHICLES, WHEN SAFE TO DO SO, TRAFFIC CONTROLLERS CAN MOVE INTO THE CENTER OF THE ROAD AND INLINE WITH THE DRIVER'S SIDE OF THE FIRST VEHICLE TO REMAIN VISIBLE TO ALL ROAD USERS AND AVOID OVERTAKING MANEUVERS OCCURRING IN ONCOMING TRAFFIC.
- UNDER NO CIRCUMSTANCES ARE TRAFFIC CONTROLLERS TO STAND OR OPERATE UNPROTECTED IN A LANE CARRYING TRAFFIC.
- TRAFFIC CONTROLLERS ARE TO ONLY COMMUNICATE WITH A ROAD USER ONCE THE VEHICLE HAS STOPPED AND IS SAFE TO DO SO.
- ENSURE A SINGLE TRAFFIC CONTROLLER NEVER CONTROLS MORE THAN ONE LANE OF TRAFFIC OR MORE THAN ONE APPROACH. A SINGLE TRAFFIC CONTROLLER CAN OPERATE TWO PTSS AT ONE TIME WHERE TRAINED TO DO SO, AND TGS IDENTIFIES THE REQUIREMENT TO OCCUR.
- SOME INTERSECTIONS REQUIRE THREE OR MORE TRAFFIC CONTROLLERS. WHERE MULTIPLE TRAFFIC CONTROLLERS ARE USED, THEY ARE REQUIRED TO:
  - *ENSURE THAT ROAD USERS DO NOT SEE CONFLICTING MESSAGES
  - *BE IN CONTINUOUS RADIO CONTACT WITH EACH OTHER WHEN THEY ARE NOT VISIBLE TO EACH OTHER.
- TRAFFIC CONTROLLERS ARE TO MONITOR END OF QUE SUITABILITY BY PLACING TRAFFIC CONES AT THE ESTIMATED END OF QUE SHOWN ON THE PLAN; WHERE QUES EXCEED THIS PLACEMENT, THEY ARE THEN REQUIRED TO CONTACT TMD TO RE-EVALUATE SIGNAGE POSITIONS.

VULNERABLE ROAD USERS

- SITE-SPECIFIC RISK ASSESSMENT SHALL BE PERFORMED ON SITE BEFORE IMPLEMENTATION TO HELP IDENTIFY TGS COMPLIANCE AND VALUE TO THE PROTECTION OF WORKS, CONTROLLERS AND VULNERABLE ROAD USERS.
- SPECIFIC CONTROLS IDENTIFIED FOR PEDESTRIANS AND CYCLISTS AT THE DESIGN STAGE AND SHOWN ON ATP ANALYSIS.

- MOTORCYCLISTS POSE A UNIQUE PROBLEM TO THE DESIGN PHASE OF WORKS AS THERE IS NO IDENTIFIABLE DIFFERENCE IN FREQUENCY OF USE ON ROAD NETWORKS.
- VULNERABLE ROAD USER CONFIRMATION OF INSTALLATION ISSUES TO CONSIDER REGARDING THE IMPACT OF WORKS ON MOTORCYCLISTS AND THEIR SAFETY INCLUDE:
  - *HAS THE LOCATION OF TRAFFIC CONTROL DEVICES THAT MIGHT DESTABILISE A MOTORCYCLE BEEN AVOIDED ON THEIR TRAVEL PATH?
  - *IS THERE SUFFICIENT CLEARANCE OF OBSTRUCTIONS (E.G., SIGNS, DELINEATION) SO THAT MOTORCYCLISTS CAN LEAN INTO CURVES?
  - *IS THE ADVANCE WARNING AND DELINEATION ADEQUATE FOR MOTORCYCLISTS?
  - *IS THE ROAD SURFACE SAFE FOR MOTORCYCLISTS?

ORIENTATION OF SIGNS AND DEVICES

- SIGNS ARE TO FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER.
- AT CURVED RIGHT ALIGNMENTS, THE SIGN SHOULD BE PLACED APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT OF A MOTORIST 50M IN ADVANCE OF THE SIGN

PURPOSE:

THE PURPOSE OF THIS DOCUMENT IS TO OUTLINE A DESIRABLE TEMPORARY TRAFFIC MANAGEMENT ARRANGEMENT APPLICABLE TO THE FOLLOWING SCOPE, ENSURING ALL IDENTIFIED VULNERABLE ROAD USERS ARE CONSIDERED AND THE HIGHEST POSSIBLE LEVEL OF SAFETY OUTCOMES FOR ALL INVOLVED ARE ACHIEVED.

POSITIONING OF SIGNS AND DEVICES

- SIGNS AND DEVICES ARE TO BE POSITIONED AND ERECTED SO THAT:
  - *THEY ARE PROPERLY DISPLAYED AND SECURELY MOUNTED.
  - *THEY ARE WITHIN THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY CAN NOT BE OBSCURED FROM VIEW (E.G., BY VEGETATION OR PARKED CARS).
  - *THEY DO NOT OBSCURE OTHER DEVICES FROM THE LINE OF SIGHT OF THE INTENDED ROAD USER.
  - *THEY DO NOT BECOME A POSSIBLE HAZARD TO WORKERS, PEDESTRIANS, CYCLISTS OR VEHICLES.
  - *THEY DO NOT DEFLECT TRAFFIC OR VULNERABLE ROAD USERS INTO AN UNDESIRABLE PATH.
  - *THEY DO NOT RESTRICT SIGHT DISTANCE FOR DRIVERS ENTERING FROM SIDE ROADS, STREETS OR PRIVATE DRIVEWAYS.
  - *THEY ARE NOT INSTALLED USING SUPPORTS THAT COULD BE A HAZARD IF STRUCK BY A VEHICLE.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE FITTED WITH RETRO-REFLECTIVE BANDS BE STABLE TO REDUCE THE RISK OF DISPLACEMENT FROM AIR TURBULENCE FROM PASSING TRAFFIC OR MINOR IMPACT.
  - *TRAFFIC CONES AND BOLLARDS SHALL BE SECURELY FIXED OR WEIGHED DOWN WHEN ROAD WORKERS ARE NOT PRESENT ON SITE.
  - *STANDARD TRAFFIC CONES/BOLLARDS (700 MM OR HIGHER) SHALL BE USED FOR ALL OTHER ROAD APPLICATIONS WHERE THE SPEED IS MORE THAN 70 KM/H.
- EDGE OF TRAFFIC LANE TO LINE OF TRAFFIC CONES, BOLLARDS OR LONGITUDINAL CHANNELISING DEVICES:
  - *0.5M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS UP TO AND INCLUDING 60 KM/H.
  - *1.0M OFFSET FOR POSTED SPEED LIMIT DURING ROADWORKS OVER 60 KM/H.
- EDGE OF TRAFFIC LANE TO ROAD WORK DELINEATORS OR TEMPORARY HAZARD MARKERS – 1.0m

EMERGENCY ARRANGEMENTS

- ALL EMERGENCY SERVICES VEHICLES SHALL BE GIVEN PRIORITY ACCESS.
- * CEASE ALL WORK IMMEDIATELY, TURN MACHINERY AND VEHICLES OFF AND CLEAR THE AREA OF PERSONNEL.
- * NOTIFY EMERGENCY SERVICES OF THE PROPOSED WORKS NATURE, LOCATION, DATE AND TIMES, AS WELL AS CONTACT DETAILS FOR THE SITE SUPERVISOR
- * TMI TO INSTALL A SITE-SPECIFIC DETOUR ROUTE AND/OR ROAD CLOSURE POINT, IN A MANNER WHICH CATERS FOR ALL TYPES OF VEHICLES REQUIRED TO USE THEM (WHERE INCIDENTS ARE SERIOUS ENOUGH TO WARRANT CLOSURE AND DIVERSION OF ROADWAYS)

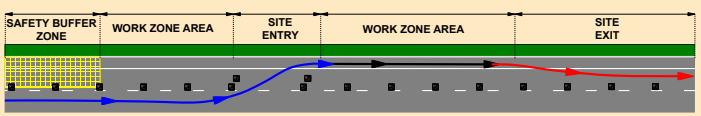
TOLERANCES

- IF SIGNS AND DEVICES ARE REQUIRED TO BE MOVED DUE TO OBSTRUCTIONS AND RELOCATION EXCEEDS TOLERANCES, THE INSTALLER SHALL CONTACT THE DESIGNER FOR INSTRUCTION ON ALTERNATE INSTALLATION METHODS OR OPTIONS.
- JUDGEMENT WILL BE NECESSARY TO PLACE SIGNS AND DEVICES AS CLOSE AS POSSIBLE TO THE LOCATIONS / SPACINGS INDICATED.
- SHOULD VARIATIONS TO THE RECOMMENDED SPACING BE REQUIRED, THEN IT IS GENERALLY PREFERABLE TO INCREASE THE SPACING WITHIN TOLERANCES.
- TOLERANCES FOR PLACEMENT OF SIGNS AND DEVICES ARE:
  - * UP TO 10% LESS THAN THE DISTANCES GIVEN FOR SIGNS AND DEVICES WITH NO MINIMUM DISTANCE FOR CONES/ BOLLARD INSTALLATION.
  - * UP TO 25% MORE THAN THE DISTANCES GIVEN.
- ADJUSTMENTS TO A TTM INSTALLATION:
  - * ANY CHANGES THAT EXCEED TOLERANCES ARE CLASSED AS A MODIFICATION/VERIATION AND SHALL BE AUTHORISED AND ENDORSED BY AN APPROPRIATELY QUALIFIED INDIVIDUAL.

DESIGN FACTORS/OUTCOMES

- NATIONAL COMPLIANCE: AS1742.3
- LOCAL COMPLIANCE: AGTTM & TAS GUIDE TO ROADWORKS
- LOCAL ROAD INFRASTRUCTURE REQUIREMENTS: KENTISH COUNCIL
- SITE IMPACT / TRAVEL TIME:
- INNOVATIVE TREATMENTS:
- REVIEW PERFORMED: JAN THORPE
- OH&S ITEMS ARE HELD IN THE ALTUS SWMS.
- REGISTERS: KEY PERSONNEL - HELD ON TITLEBLOCK, INCIDENTS/VARIATIONS/COMPLIANCE/DAILY INSPECTIONS REGISTERS - HELD IN ALTUS DAILY RECORDS AND INCIDENT MANAGEMENT PROCESSES.
  CONSULTATION REGISTER - CONTAINS PRIVATE CONTACT DETAILS AND IS HELD SEPARATE FROM GENERAL-USE DOCUMENTS.
- CONTINGENCY PLANNING: RESTORATION OF THE ROUTE IN EXISTENCE BEFORE IMPLEMENTATION OF THE TEMPORARY TRAFFIC ROUTE ALTERATION UNTIL SUCH TIME THAT ALTERNATIVE ARRANGEMENTS CAN BE DEVELOPED/DESIGNED.

PREFERRED SITE ENTRY AND EXIT PROCESS



- HIGHLIGHT SITE ENTRY POINT WITH DOUBLE CONES AND LEAVING A SMALL BREAK TO PULL IN SAFELY.
- PRIOR ENTERING WORKSITE:
  TURN ON THE FLASHING LIGHTS
  RADIO THE TRAFFIC CONTROLLER A MINIMUM 100M PRIOR
- IF MISS OR FAIL ABOVE PROCEDURES, TRAFFIC CONTROLLERS ARE TO DIRECT THE VEHICLE TO LOOP AROUND AND ATTEMPT REENTRY.
- TRAFFIC CONTROLLERS ARE TO ENSURE THAT NO LOCAL TRAFFIC FOLLOWS WORK VEHICLES IN THE WORK AREA
- FLIP THE SETUP FOR FAST LANE CLOSURES

SIGN COVERS

ALTUS TRAFFIC

- ALL PERMENANT SPEED SIGNS SHOULD BE SHOWN ON TGS WITH NOTE COVERING WHEN REQUIRED

TOLERANCES IN DISTANCES - (ALL VALUES ARE IN METERS)

MEASUREMENT	- 10%	+ 25%
15	13	18
20	18	25
30	27	37
45	41	56
60	54	75
90	81	112

GENERAL DISCLAIMER:

- TECHNICAL DUE CARE HAS BEEN APPLIED IN THE COLLATION OF THE RELEVANT INFORMATION ON WHICH THIS TGS/TMP IS BASED. TRAFFIC AND SITE CONDITIONS AT THE TIME OF THE WORKS MAY VARY FROM THOSE ESTABLISHED AT THE POINT OF DESIGN. DAILY RECORD KEEPING SHALL BE PERFORMED, INCLUDING RELEVANT SITE INSPECTIONS, DURING WORKS.
- GENUS COMMUNICATIONS IS RESPONSIBLE FOR UNDERTAKING AN EVALUATION OF THE SITE AND TRAFFIC CONDITIONS AGAINST THE 'ON-SITE APPLICATION CONSTRAINTS' OUTLINED WITHIN THE TGS/TMP. WHERE CONDITIONS VARY FROM THOSE DOCUMENTED, ADDITIONAL INPUT FROM TM DESIGN QUALIFIED INDIVIDUAL/S SHALL BE SOUGHT PRIOR TO IMPLEMENTATION.
- THIS TGS/TMP SHALL REMAIN VALID FOR 12 MONTHS FROM THE DESIGN APPROVAL DATE OR WHERE STATE-SPECIFIC GOVERNANCE IS CHANGED. AT THIS POINT, THE TGS/TMP WILL NEED TO BE REVIEWED ON CURRENCY OF COMPLIANCE.

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ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A			
B			
C			

DATE OF DESIGN: 20/7/2026	SITE SETUP TGS AND SETUP RISK ASSESSMENT	TSU01-SS	
ESTIMATED JOB DATE :			
ESTIMATED JOB TIME :			

ALTUS DESIGN NUMBER:	1466352-04	ARS:	3.12
W/O: 0000000		P/O: 0000000	
WORKS LOCATION :	84 DALWOOD ROAD		
BETWEEN ROADS :	SHEFFIELD ROAD AND WEST NOOK ROAD		
GARBAGE COLLECTION DAY :	TBC		
WORKSITE ROAD AUTHORITY :	KENTISH COUNCIL		

BEST VIEWED DIGITALLY

NOT TO SCALE
PRINT A3

People Requirements:
ROAD CATEGORY : 1
TOTAL CONTROLLERS : 2
TC1 : 1
TC2 : 0
TMI 1 : 1 — TMI 1 DRIVER : 1
TMI 2 : 0 — TMI 2 DRIVER : 0
TMI 3 : 0 — TMI 3 DRIVER : 0

Vehicle Requirements:
TRAFFIC CONTROL UTE : 1
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

Equipment/Device Requirements
TOTAL CONES : 19
TOTAL SIGNS : 24
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 0
CHEVRONS : 2

APPROVAL DATE: 21/07/2026
APPROVED BY - DESIGNER :
POOJA RAVAL - 111523

REVIEW OR DEPATURE APPROVED BY:
JAN THORPE

ALTUS NOMINATED CONTACT :
24HR CONTACT - 1300 872 334

CLIENT CONTACT :
GENUS COMMUNICATIONS
JOHN LETTEY
0418 547 909

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SHEET NO : 2 OF 13

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AROUND THROUGH PAST ANALYSIS & RISK ASSESSMENT

Assessment of:	1466352-04 at 84 DALWOOD ROAD

		ROAD TRAFFIC		PEDESTRIAN TRAFFIC		CYCLE PATH TRAFFIC	
Option Type	**Option Treatment**	**Comment**	**Adoption**	**Comment**	**Adoption**	**Comment**	**Adoption**
Around the Work Area	Detour	No traffic detour needed.	Not Suitable	No pedestrian detour needed.	Not Suitable	No cycle path detour needed.	Not Suitable
	Side Track	No sidetrack needed.	Not Suitable	No sidetrack needed.	Not Suitable	No sidetrack needed.	Not Suitable
Through Work Area	Occupy Roadway	Traffic will not be able to travel through the work area as it will be closed off.	Not Suitable	Pedestrian path remains accessible past the work area.	Not Suitable	No cyclist shall travel through the work area.	Not Suitable
Past Work Area	Work Within 6m	Shoulder Closure - Works including passing the work area by diverting traffic on adjacent lane via lateral shift taper.	Adopted	There is no dedicated pedestrian path along the work area.	Adopted	There is no dedicated cycle path along the work area.	Adopted

RISK MATRIX

LIKELIHOOD \ CONSEQUENCE	1. Insignificant	2. Minor	3. Major	4. Severe	5. Catastrophic
A. Almost Certain	Medium (1A)	High (2A)	Extreme (3A)	Extreme (4A)	Extreme (5A)
B. Likely	Medium (1B)	High (2B)	High (3B)	Extreme (4B)	Extreme (5B)
C. Possible	Low (1C)	Medium (2C)	High (3C)	High (4C)	Extreme (5C)
D. Unlikely	Low (1D)	Low (2D)	Medium (3D)	High (4D)	High (5D)
E. Rare	Low (1E)	Low (2E)	Low (3E)	Medium (4E)	High (5E)

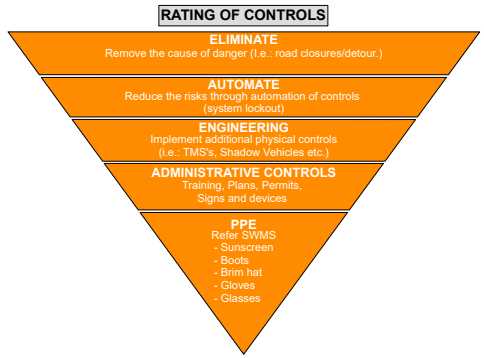
LIKELIHOOD DESCRIPTOR TABLE

Likelihood	Description	Frequency	Probability
A. Almost Certain	The threat is a common or frequent occurrence.	One or more events per month	>95% probability
B. Likely	The threat is known to occur, or "It has happened from time to time".	One event every 6 months	80-95% probability
C. Possible	The threat could occur sometime, or "I've heard of it happening".	One event every 6-12 months	20-80% probability
D. Unlikely	The threat is improbabl	One event every 1-5 years	5-20% probability
E. Rare	The threat is conceivable but only in exceptional circumstances.	Less than 1 event every 5-10 years	<5% probability

CONSEQUENCE DESCRIPTOR TABLE

	HEALTH, SAFETY & ENVIRONMENT
5. CATASTROPHIC	Fatality or multiple fatalities. Catastrophic Environmental harm with long term serious impact or is not rectifiable.
4. SEVERE	Permanent Injury – damage which permanently alters a person's future. Significant Environmental harm with medium to long term impact before rectificatio
3. MAJOR	Lost Time Injury (LTI) – damage which temporarily alters a person future Major Environmental harm that can be rectified in the medium term (1-3 months)
2. MINOR	Medical Treatment Injury (MTI) – damage which temporarily inconveniences a person. Localised reversable environmental harm that can be rectified <1 mont
1. INSIGNIFICANT	First Aid Injury (FAI) – an actual injury which requires either no treatment or simple first aid. Minimal environmental harm that can be quickly rectified

RATING OF CONTROLS



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ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A			
B			
C			

DATE OF DESIGN: 20/7/2026

SITE SETUP TGS AND SETUP RISK ASSESSMENT

TSU01-SS

ESTIMATED JOB DATE :

ESTIMATED JOB TIME :

ALTUS DESIGN NUMBER: 1466352-04 ARS: 3.12

CLIENT REFERENCE NUMBER: GEN700

WORKS LOCATION : 84 DALWOOD ROAD

BETWEEN ROADS : SHEFFIELD ROAD AND WEST NOOK ROAD

GARBAGE COLLECTION DAY : TBC

WORKSITE ROAD AUTHORITY : KENTISH COUNCIL

BEST VIEWED DIGITALLY

NOT TO SCALE
PRINT A3

People Requirements:
ROAD CATEGORY : 1
TOTAL CONTROLLERS : 2
TC1 : 1
TC2 : 0
TMI 1 : 1 TMI 1 DRIVER : 1
TMI 2 : 0 TMI 2 DRIVER : 0
TMI 3 : 0 TMI 3 DRIVER : 0

APPROVAL DATE: 21/07/2026
APPROVED BY - DESIGNER :
POOJA RAVAL - 111523

Vehicle Requirements:
TRAFFIC CONTROL UTE : 1
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

REVIEW OR DEPATURE APPROVED BY:
JAN THORPE

Equipment/Device Requirements
TOTAL CONES : 19
TOTAL SIGNS : 24
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 0
CHEVRONS : 2

ALTUS NOMINATED CONTACT :
24HR CONTACT - 1300 872 334

CLIENT CONTACT :
GENUS COMMUNICATIONS
JOHN LETTEY
0418 547 909

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Assessment of:	1466352-04 at 84 DALWOOD ROAD

Task	Hazard Type	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Risk Assessment - Environment					
Are works being undertaken on roads with speeds of 70km/h or above?	- Exposure to traffic - Signage installations - Shortened response times	- Distracted by mobile phone usage - being struck by vehicle or plant or causing vehicle incident - High speed road networks typically include driver error or poor visibility	High (4B)	Design includes appropriate equipment, resources and traffic management treatments to mitigate risk.	Medium (4E)
Are any environmental or manufactured hazards at risk of impacting works?	No further action is required	No further action is required	N/A	No further action is required	N/A
Are works impacting any existing parking or restricted areas?	No further action is required	No further action is required	N/A	No further action is required	N/A
Will signs be required to be installed on both sides of the road? (Speed restrictions or multilane roads)	- Vegitation prohibits duplicated installation - Barriers prohibit duplicated installation - installation areas is less than 2.2m wide - installation area is not .5m from travel paths	- Installation areas are not long or wide enough to support full display sign installation - obstructions are present limiting the ability to place signs at desired locations.	High (4C)	Duplicate hazard identification signage by priority or control in pairs on left hand shoulder for extended advance notice of the works area. If needed, close lane to allow better signage placements. Slow lane Closures should be installed with a shadow vehicle acting as a buffer.	Medium (3D)
Can road enviroment and TC points suitably utilise 4 cones in advance of control position/s?	- Oncoming vehicles hitting cones - Cones becoming projectiles - Cones becoming hazards to other motorists	- Centerline cones being struck and shooting from the installed position - Centerline cones being stuck and entering into the path of other road users	Medium (3C)	Permanent removal of 4 cones in advance of the control position to eliminate hazard	Low (1E)
Risk Assessment - Road Use					
Will there be any excavated area with a depth of more than 500mm?	- Excavations are not occurring on site.	No further action is required	N/A	Works do not involve any excavation activities. Delineation to be implemented based on State regulations. No further action is required.	N/A
Are works likely to negatively impact other parts of the road network? (Side Roads, Ramps or Crossings)	- Queing/delays - Collisions - Increased volume	- Adverse impact to the road network sue to queuing or limited visibility at unctontrolled points	Medium (3D)	Add TGS Notes to mandate continual monitoring of traffic impacts and to escalate if additional controls are required.	Low (3E)
Are any driveways affected by the works? (i.e. residential, commercial,public)	- Collisions - Visability - Incursions - Accessibility	- Poor line of site - Blocking Driveways / Public entry or exits	Medium (3C)	Design notes to incorporate local notification requirements. Resourcing will be sufficient to maintain safe entry/egress requirements.	Medium (3D)
Do works at ALL THE WORK LOCATION impact existing public transport services or infrastructure near ALL THE WORK LOCATION?	No further action is required	No further action is required	N/A	No further action is required	N/A
Do works impact the heavy vehicle networks?	No further action is required	No further action is required	N/A	No further action is required	N/A
Are works performed on High Speed and/or High volume roads that cause delays or require stopping, merging creating non-standard road operations?	- High Speed or High Volume road environments - abrupt stopping or unusual vehicle movements	- Works are located in higher than usual risk environments - Road users can become confused and perform illegal or contradictory vehicle movements	High (4B)	For Longer term, High-Volume high-speed works, consider the use of a VMS as work notifications. Vehicle mounted VMS may also be a suitable solution for short-term works. Signs, Devices, clear delineation are all to be shown on plan.	Medium (4E)
Will VMS be optionally used during these works	No further action is required	No further action is required	N/A	No further action is required	N/A

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ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A			
B			
C			

DATE OF DESIGN: 20/7/2026

SITE SETUP TGS AND SETUP RISK ASSESSMENT

TSU01-SS

ESTIMATED JOB DATE :

ESTIMATED JOB TIME :

ALTUS DESIGN NUMBER: 1466352-04 ARS: 3.12

CLIENT REFERENCE NUMBER: GEN700

WORKS LOCATION : 84 DALWOOD ROAD

BETWEEN ROADS : SHEFFIELD ROAD AND WEST NOOK ROAD

GARBAGE COLLECTION DAY : TBC

WORKSITE ROAD AUTHORITY : KENTISH COUNCIL

BEST VIEWED DIGITALLY

NOT TO SCALE
PRINT A3

People Requirements:
ROAD CATEGORY : 1
TOTAL CONTROLLERS : 2
TC1 : 1
TC2 : 0
TMI 1 : 1 TMI 1 DRIVER : 1
TMI 2 : 0 TMI 2 DRIVER : 0
TMI 3 : 0 TMI 3 DRIVER : 0

APPROVAL DATE: 21/07/2026
APPROVED BY - DESIGNER :
POOJA RAVAL - 111523

Vehicle Requirements:
TRAFFIC CONTROL UTE : 1
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

REVIEW OR DEPATURE APPROVED BY:
JAN THORPE

Equipment/Device Requirements
TOTAL CONES : 19
TOTAL SIGNS : 24
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 0
CHEVRONS : 2

ALTUS NOMINATED CONTACT :
24HR CONTACT - 1300 872 334

CLIENT CONTACT :
GENUS COMMUNICATIONS
JOHN LETTEY
0418 547 909

GENUS CONNECTING THE FUTURE

SHEET NO : 4 OF 13

	Assessment of:	1466352-04 at 84 DALWOOD ROAD		

Task	Hazard Type	Description (Describe the Hazard and any possible consequences)	Inherent Risk	Control Measures	Residual Risk
Risk Assessment - Members of Public					
Will works have an impact on the existing footpaths/Pedestrian crossings at or near ALL THE WORK LOCATION?	No impact to existing Footpaths/Pedestrian crossings. No further action is required	No further action is required	N/A	Work will have no impact on the footpath or other pedestrian facilities. No further action is required.	N/A
Will works at ALL THE WORK LOCATION Impact existing Principal Shared Path & Cycle Lanes on?	No further action is required	No further action is required	N/A	Work will have no impact on the footpath or other pedestrian facilities. No further action is required.	N/A
Risk Assessment - Works					
Will works on be completed at ALL THE WORK LOCATION in a single shift?	- Traffic/Pedestrians exposure to danger - Impact to road users - Visibility of Site	- Worksite presence and post works road network changes - Pedestrian/Motorest confusion with long term alterations to verge or road networks.	High (4B)	Aftercare TGS must be designed and installed afterhours or between shifts.	Medium (3D)
Are variations at the design stage required outside of Standards?	- Changes not required resulting in conflicts to standards	No further action is required	N/A	TGS is designed to State regulations. No further action is required.	N/A
Will the works involve overhead operations?	- Drop/Swing hazards - Bounce/Roll Zones - Exposure to road users	- Lifting of overhead objects leading to crush opportunities.	Medium (3C)	Design an exclusion zone/hold point to effectively separate traffic and pedestrians from overhead works.	Medium (3D)
Are works undertaken at night time?	No further action is required	No further action is required	N/A	No further action is required	N/A
Will heavy vehicles or plant equipment enter/exit the worksite?	No further action is required	No further action is required	N/A	No further action is required	N/A
Will Traffic Controllers be required to hold traffic continuously?	- Stopping vehicles at higher speeds - less driver compliance - Less reaction time	- Motorist not following speed restrictions - Motorists not stopping when directed - Higher speeds and limited visability leading to less reaction time	Extreme (5B)	No further signs or traffic movements to be installed between PTS signs and TC control point. Install/Use Portable traffic control devices (when available) with "Stop Here When Directed" signage to clearly instruct motorists of the control required.	High (3B)
Do works require changed traffic conditions (closures or detours) or changes in Alignment (Surface conditions, road widths, traffic delays or congestion)	- Motorist confusion - Increased volumes on uncontrolled roads.	- Motorists may be confused where abnormal delays to usual routes occur. - delays can occur where abnormal volumes of traffic are using roads not suitable for use.	Medium (3D)	Qued traffic signage to be installed at points where increased travel times may lead to delays. Considerations should be given to using VMS to educate motorists or heavy vehicle detours where heavy vehicles are an increased presence.	Low (3E)
Will temporary speed zones below 70km/h be required at ALL THE WORK LOCATION? during works operations?	- Offsets speed zones - Proximity to workers - Increased exposure to traffic - Workers on foot within 1.5m	- Unusual travel speeds for motorists along work zones. - Vehicles travelling in opposite directions at conflicting speeds - Slower speeds give false belief to motorists of how much room they have. - Slower speeds increases time traffic spends adjacent to the work area per vehicle.	Medium (2B)	The installed limit shall not be so low road users do not adhere to it Narrow lane widths to be shown on cross section (minimum widths) Temporary zones shall be minimum of 100m long and a maximum 500m long	Medium (2C)
Will works at ALL THE WORK LOCATION occur on the same day as Garbage is collected?	No further action is required	No further action is required	N/A	No further action is required	N/A
Measures in place in case of power or other failures affecting LUMS which could occur at any time and result in signs going blank?	No further action is required	No further action is required	N/A	No further action is required	N/A

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ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A			
B			
C			

DATE OF DESIGN: 20/7/2026

SITE SETUP TGS AND SETUP RISK ASSESSMENT

TSU01-SS

ESTIMATED JOB DATE :

ESTIMATED JOB TIME :

ALTUS DESIGN NUMBER: 1466352-04 ARS: 3.12

W/O: 0000000 P/O: 0000000

WORKS LOCATION : 84 DALWOOD ROAD

BETWEEN ROADS : SHEFFIELD ROAD AND WEST NOOK ROAD

GARBAGE COLLECTION DAY : TBC

WORKSITE ROAD AUTHORITY : KENTISH COUNCIL

BEST VIEWED DIGITALLY

NOT TO SCALE
PRINT A3

People Requirements:
ROAD CATEGORY : 1
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TC1 : 1
TC2 : 0
TMI 1 : 1 TMI 1 DRIVER : 1
TMI 2 : 0 TMI 2 DRIVER : 0
TMI 3 : 0 TMI 3 DRIVER : 0

APPROVAL DATE: 21/07/2026
APPROVED BY - DESIGNER :
POOJA RAVAL - 111523

Vehicle Requirements:
TRAFFIC CONTROL UTE : 1
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

REVIEW OR DEPATURE APPROVED BY:
JAN THORPE

Equipment/Device Requirements
TOTAL CONES : 19
TOTAL SIGNS : 24
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 0
CHEVRONS : 2

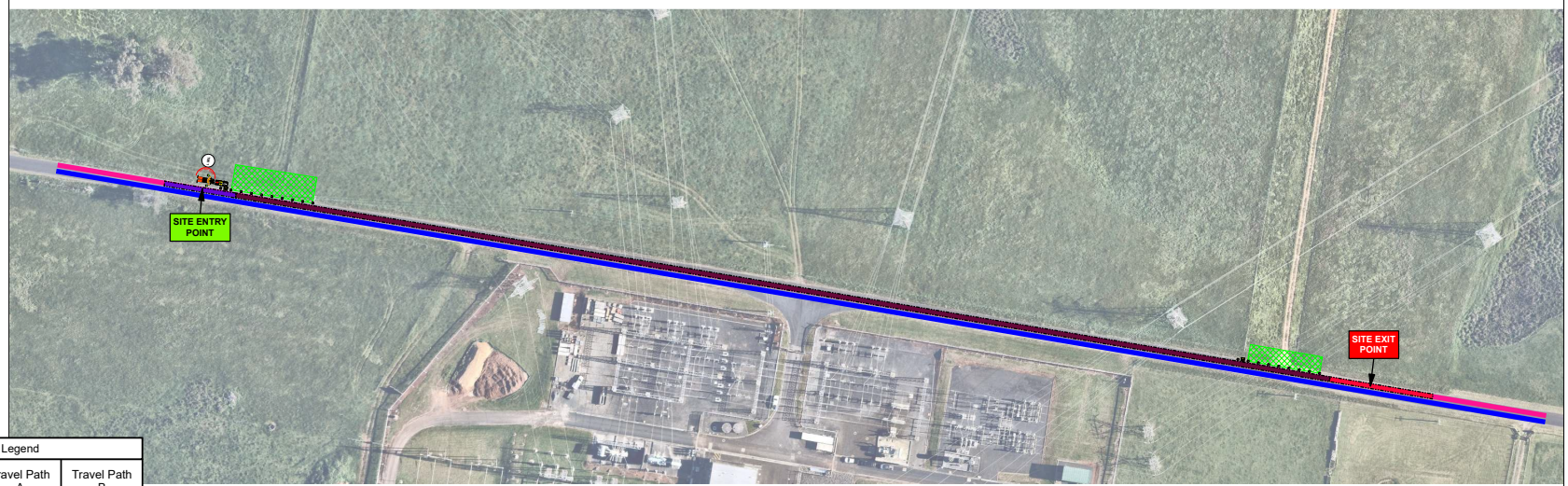
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0418 547 909

GENUS CONNECTING THE FUTURE

Vehicle Movement Plan

Assessment of:	1466352-04 at 84 DALWOOD ROAD



Legend		
Travel Path	Travel Path 3m	Travel Path A
		Travel Path B
Site Entry/Exit Point	Entry	
	Exit	
Internal Movements		

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DATE OF DESIGN:		SITE SETUP TGS AND SETUP RISK ASSESSMENT	TSU01-SS
20/7/2026			
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ISSUE	DESG	DATE	AMENDMENT DESCRIPTION
A			
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ALTUS DESIGN NUMBER:	1466352-04	ARS:	3.12
W/O: 0000000		P/O: 0000000	
WORKS LOCATION :	84 DALWOOD ROAD		
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GARBAGE COLLECTION DAY :	TBC		
WORKSITE ROAD AUTHORITY :	KENTISH COUNCIL		

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People Requirements:
ROAD CATEGORY : 1
TOTAL CONTROLLERS : 2
TC1 : 1
TC2 : 0
TMI 1 : 1 TMI 1 DRIVER : 1
TMI 2 : 0 TMI 2 DRIVER : 0
TMI 3 : 0 TMI 3 DRIVER : 0

APPROVAL DATE: 21/07/2026
APPROVED BY - DESIGNER :
POOJA RAVAL - 111523

Vehicle Requirements:
TRAFFIC CONTROL UTE : 1
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

REVIEW OR DEPATURE APPROVED BY:
JAN THORPE

Equipment/Device Requirements
TOTAL CONES : 19
TOTAL SIGNS : 24
PTCD : 0
1.8m STOP BAT/S : 0
ARROWBOARD : 0
BARRIER BOARDS : 0
CHEVRONS : 2

ALTUS NOMINATED CONTACT :
24HR CONTACT - 1300 872 334

CLIENT CONTACT :
GENUS COMMUNICATIONS
JOHN LETTEY
0418 547 909

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SHEET NO : 6 OF 13

CLIENT CONTACT:
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JOHN LETTEY
0418 547 909

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DATE OF DESIGN:	ARS:
20/7/2026	3.12

CLIENT REFERENCE NUMBER:
GEN700

ALTUS DESIGN NUMBER:
1466352-04

APPROVED FOR IMPLEMENTATION
WHEN USED WITH ROAD AUTHORITY APPROVAL

APPROVED BY - DESIGNER :
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REVIEW OR DEPARTURE APPROVED BY:
JAN THORPE

APPROVAL DATE:
21/07/2026

ALTUS NOMINATED CONTACT:
24Hr Contact - 1800 872 334

SHEET NO: 7 OF 13

WORKS LOCATION :
84 DALWOOD ROAD

BETWEEN ROADS :
SHEFFIELD ROAD AND WEST NOOK

GARBAGE COLLECTION DAY :
TBC

WORKSITE ROAD AUTHORITY :
KENTISH COUNCIL

People Requirements:

ROAD CATEGORY : 1

TOTAL CONTROLLERS : 2
TC1 : 1
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Vehicle Requirements:

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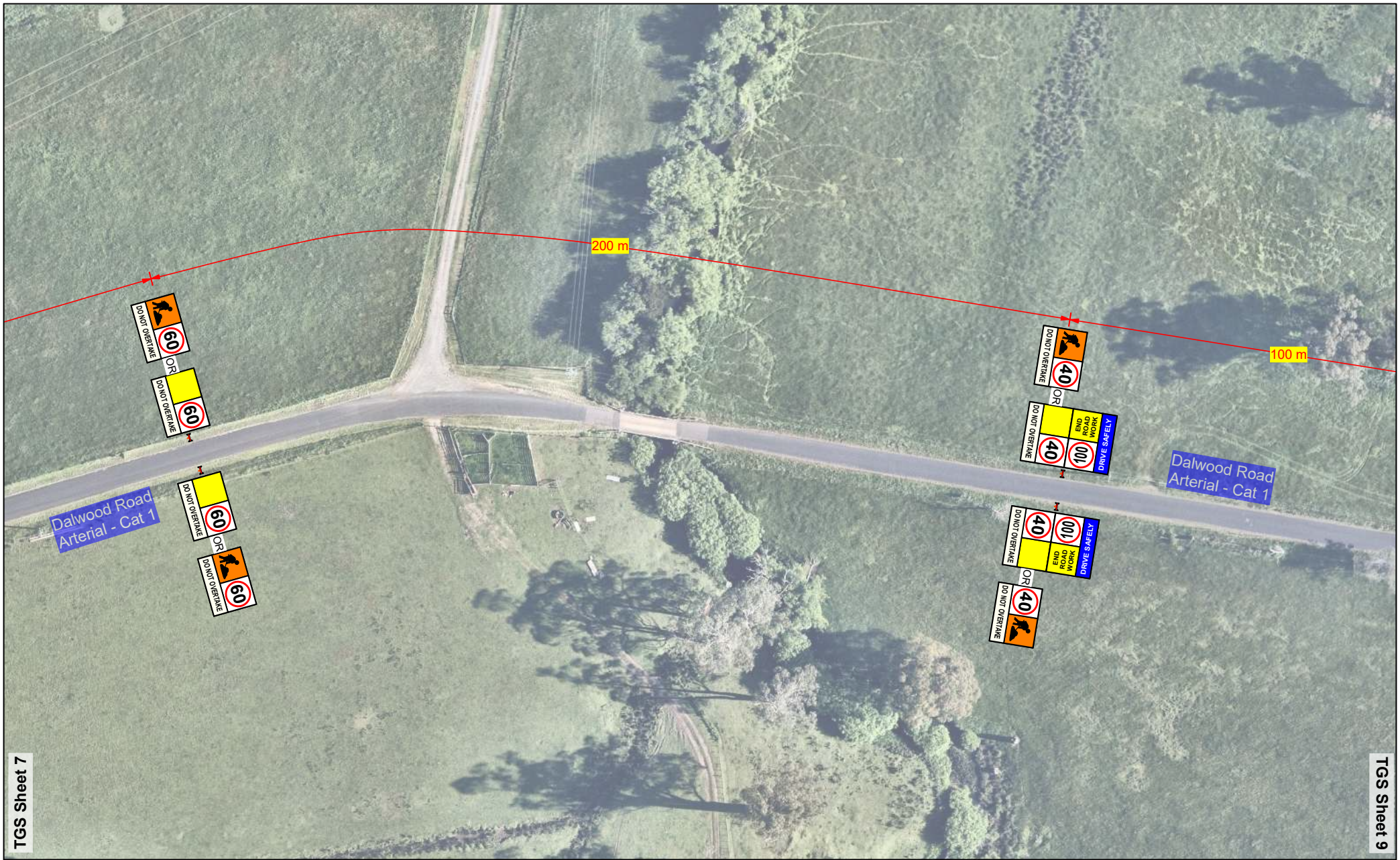
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20/7/2026			
ESTIMATED JOB DATE :			
ESTIMATED JOB TIME :			

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W/O: 0000000		P/O: 0000000	
WORKS LOCATION :	84 DALWOOD ROAD		
BETWEEN ROADS :	SHEFFIELD ROAD AND WEST NOOK ROAD		
GARBAGE COLLECTION DAY :	TBC		
WORKSITE ROAD AUTHORITY :	KENTISH COUNCIL		

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APPROVAL DATE: 21/07/2026
APPROVED BY - DESIGNER :
POOJA RAVAL - 111523

Vehicle Requirements:
TRAFFIC CONTROL UTE : 1
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

REVIEW OR DEPATURE APPROVED BY:
JAN THORPE

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DATE OF DESIGN: 20/7/2026

SITE SETUP TGS AND SETUP RISK ASSESSMENT

TSU01-SS

ESTIMATED JOB DATE :

ESTIMATED JOB TIME :

ALTUS DESIGN NUMBER: 1466352-04 ARS: 3.12

W/O: 0000000 P/O: 0000000

WORKS LOCATION : 84 DALWOOD ROAD

BETWEEN ROADS : SHEFFIELD ROAD AND WEST NOOK ROAD

GARBAGE COLLECTION DAY : TBC

WORKSITE ROAD AUTHORITY : KENTISH COUNCIL

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APPROVAL DATE: 21/07/2026
APPROVED BY - DESIGNER :
POOJA RAVAL - 111523

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TMA REQUIRED : 0
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REVIEW OR DEPATURE APPROVED BY:
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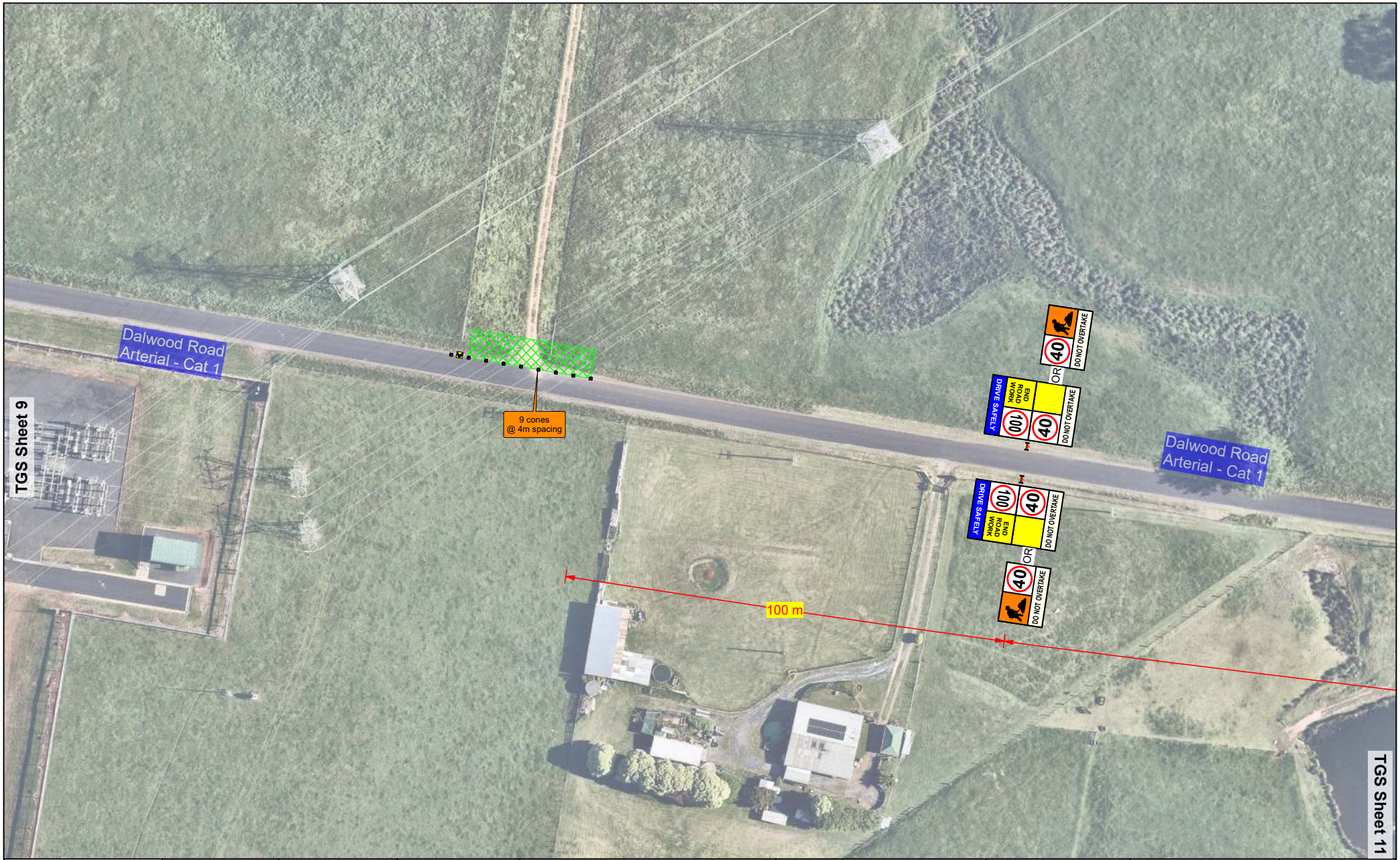
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DATE OF DESIGN: 20/7/2026

SITE SETUP TGS AND SETUP RISK ASSESSMENT

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ESTIMATED JOB DATE :

ESTIMATED JOB TIME :

ALTUS DESIGN NUMBER: 1466352-04 ARS: 3.12

W/O: 0000000 P/O: 0000000

WORKS LOCATION : 84 DALWOOD ROAD

BETWEEN ROADS : SHEFFIELD ROAD AND WEST NOOK ROAD

GARBAGE COLLECTION DAY : TBC

WORKSITE ROAD AUTHORITY : KENTISH COUNCIL

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APPROVAL DATE: 21/07/2026
APPROVED BY - DESIGNER :
POOJA RAVAL - 111523

Vehicle Requirements:
TRAFFIC CONTROL UTE : 1
VMS UTE : 0
TMA REQUIRED : 0
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REVIEW OR DEPATURE APPROVED BY:
JAN THORPE

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20/7/2026			
ESTIMATED JOB DATE :			
ESTIMATED JOB TIME :			

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C			

ALTUS DESIGN NUMBER: 1466352-04	ARS: 3.12
W/O: 0000000	P/O: 0000000
WORKS LOCATION :	84 DALWOOD ROAD
BETWEEN ROADS :	SHEFFIELD ROAD AND WEST NOOK ROAD
GARBAGE COLLECTION DAY :	TBC
WORKSITE ROAD AUTHORITY :	KENTISH COUNCIL

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APPROVAL DATE: 21/07/2026
APPROVED BY - DESIGNER :
POOJA RAVAL - 111523

Vehicle Requirements:
TRAFFIC CONTROL UTE : 1
VMS UTE : 0
TMA REQUIRED : 0
DDV REQUIRED : 0
VMS BOARDS : 0

REVIEW OR DEPATURE APPROVED BY:
JAN THORPE

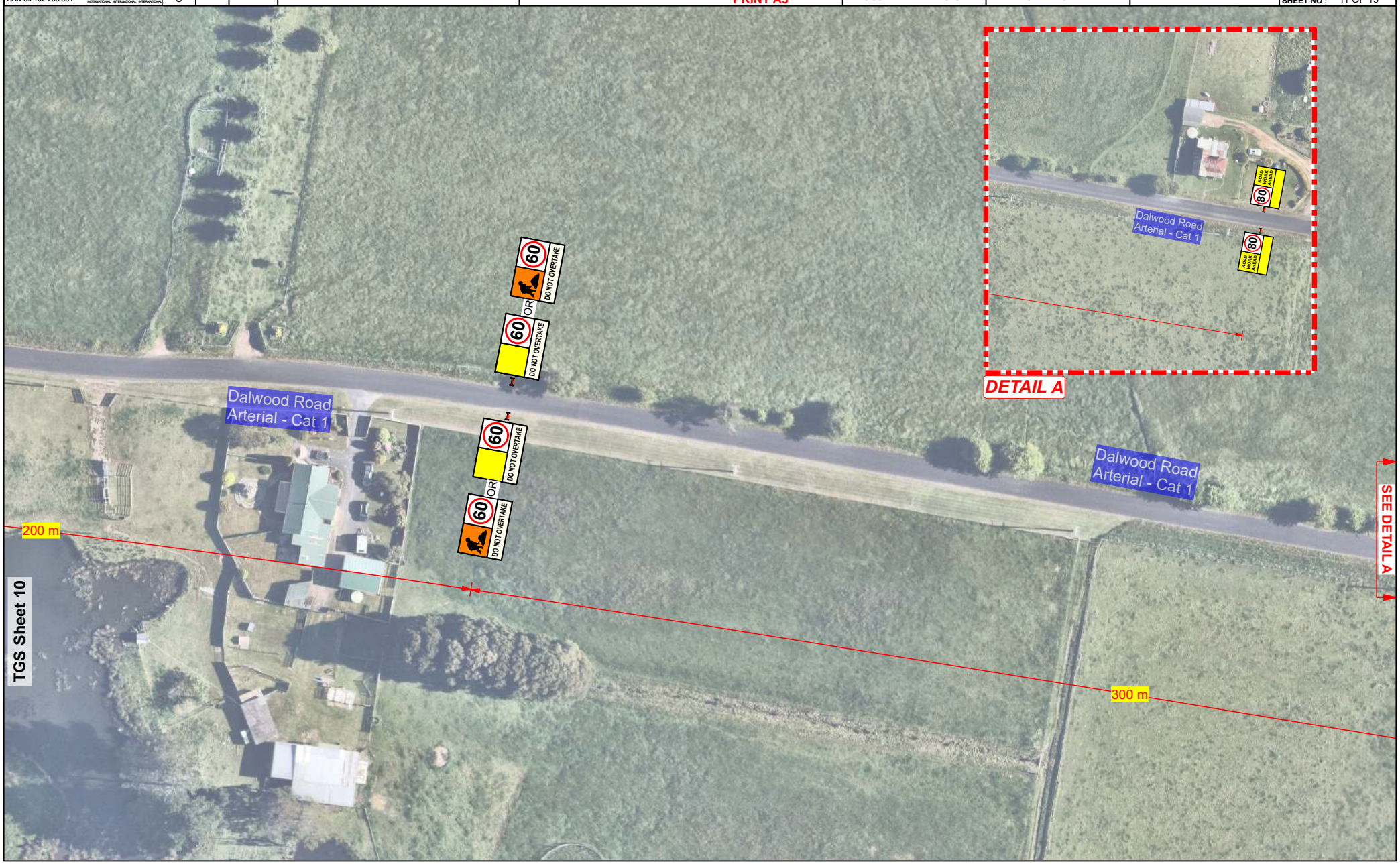
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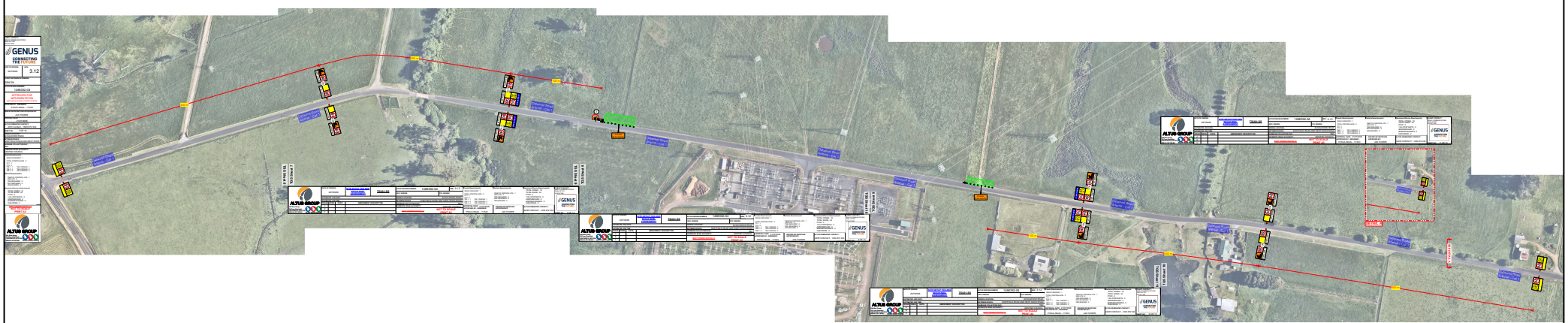
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CLIENT CONTACT :
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NOTE: FOR EXAMPLE TCs SETUP IF REQUIRED



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	ESTIMATED JOB DATE :			W/O: 0000000	P/O: 0000000				
	ESTIMATED JOB TIME :			WORKS LOCATION : 84 DALWOOD ROAD					
	ISSUE / DESG / DATE / AMENDMENT DESCRIPTION			BETWEEN ROADS : SHEFFIELD ROAD AND WEST NOOK ROAD					
	A			GARBAGE COLLECTION DAY : TBC					
	B			WORKSITE ROAD AUTHORITY : KENTISH COUNCIL		APPROVAL DATE: 21/07/2026 APPROVED BY - DESIGNER : POOJA RAVAL - 111523	REVIEW OR DEPATURE APPROVED BY: JAN THORPE	ALTUS NOMINATED CONTACT : 24HR CONTACT - 1300 872 334	SHEET NO : 13 OF 13
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Appendix B

Safe Loading & Unloading Exclusion Zones

Safety Non-Negotiables: Working around Live Traffic & Mobile Plant

Working around Traffic and Mobile Plant

Procedure

PRO-SHEQ-GNP-0024

Table of Contents

1. About this Procedure 3
2. Training 3
3. Minimum Requirements 4
4. Working around Live Traffic 5
4.1 Traffic Management Plan (TMP) and Traffic Guidance Scheme (TGS) 5
4.2 On-Site Monitoring and Checks (Daily Records) 7
4.3 Permanent Depots 7
4.4 Review of TMP for Adequacy 8
5. Working around Mobile Plant 8
6. Warning Devices 9
6.1 Flashing, Amber Lights 9
7. Emergency Response 10
8. Roles and Responsibilities 10
9. Document history 11
9.1 Current document authoriser 11
9.2 Revision history 11
9.3 Abbreviations & Definitions 11
9.4 Related internal documents 12
9.5 Related external documents 13
Appendix A – Traffic Management Flow Chart 14
Appendix B – Safety Non-Negotiables - Working around Live Traffic & Mobile Plant 15
Appendix C – People and Plant Interface Zones 16

1. About this Procedure

Purpose

This Procedure outlines the processes for eliminating or reducing the risks related to persons on foot interacting with traffic and mobile plant.

Scope

Traffic includes all categories of road and footpath users (e.g. motorist, pedestrian, cyclist, etc.).

This Procedure does not consider aspects of mobile plant and vehicle management that do not directly relate to interaction between people and plant. For more information, refer to **section 9.4 Related Internal Documents** of this procedure**.**

This Procedure applies to all GenusPlus Group (GNP) Sites and Operations, including operating Subsidiary Companies.

Safety Non-Negotiables Requirements

This Procedure has been designed to identify and raise awareness regarding the minimum mandatory requirements related to GNP's critical risks identified as the Safety Non-Negotiables. Safety Non-Negotiables are mandatory and apply to all operations, team members and contractors.

Ref: Appendix B – Safety Non-Negotiables

2. Training

Training requirements must be met as follows:

Roles / Activities	WA	SA	QLD	NSW	TAS	VIC
Workers who are required to: • Set out or directly supervise the setting out of traffic control devices as per a Traffic Management Plan (TMP). • Maintain traffic management while work is in progress. • Remove, or direct supervision of removal of traffic control devices when work is completed or suspended.	Basic Worksite Traffic Management (BWTM)	Workzone Traffic Management (WZTM)	Traffic Management Implementation (TMI)	Implement Traffic Control Plans	RIIWHS302D Implement Traffic Management Plan	RIIWHS302E Implement Traffic Management Plan

Roles / Activities	WA	SA	QLD	NSW	TAS	VIC
Workers who perform on-site manual traffic control using a stop/slow bat.	Traffic Control (TC)	Workzone Traffic Management (WZTM)	Traffic Controller (TC)	Traffic Controller (TC)	RIIWHS205D (Control traffic with stop-slow bat) for basic control	RIIWHS205E Control Traffic with Stop-Slow Bat
Workers who are required to design new TMPs and TGS for road works or produce major upgrades of standard plans	Advanced Worksite Traffic Management (AWTM)	Workzone Traffic Management (WZTM)	Traffic Management Design (TMD)	Prepare a Work Zone Traffic Management Plan	RIISS00063 Traffic Management Designer Skill Set	RIICWD503E Prepare traffic management plans and traffic guidance schemes
Mobile Plant Operator		High-Risk Work Licence for the equipment that they will be required to operate (per local jurisdiction requirements). Note: A combination of licences, formal training through an RTO and a verification of competency process may be required to operate some pieces of plant				
Mobile Plant Spotters	Work as a Safety Observer Spotter (internal) Training. • GNP Spotter Awareness training, and • VOC-SHEQ-GNP-0017 Spotter Awareness - Verification of Competency.					
TMP & TGS/TCP approvers		Must be approved or authorised by a road infrastructure manager (RIM), such as a State Road Authority of Council.				

Table 1

For states and territories not listed, refer to the relevant state / territory legislation.

3. Minimum Requirements

The Minimum Requirements should be determined using the decision flow chart in Appendix A – Traffic Management Flow Chart, which covers common scenarios while undertaking work within the road reserve.

Risk Management

A risk assessment must be conducted in accordance with PRO-SHEQ-GNP-0013 SHEQ Risk and Opportunity Management Procedure. Before any work commences a JHA must be conducted. Additionally, a SWMS is mandatory for all work:

- On, in or adjacent to a road, railway, shipping lane or other traffic corridor in use by traffic other than pedestrians; and
- In an area with movement of powered mobile plant.

FRM-SHEQ-GNP-0044 Traffic Management Risk Assessment shall be completed for all permanent (company) depots and should be considered for use when establishing temporary (project) depots.

The Hierarchy of Control must be considered when developing control measures for hazards identified in the risk assessment. Elimination of the need to work around traffic and mobile plant must always be considered first.



NOTE: The requirement to have traffic management in place when working around live traffic and mobile plant is a Working Around Live Traffic & Mobile Plant Safety Non-Negotiable.

Legal and Other Requirements

All traffic management practices must be in accordance with the relevant state and territory legislative requirements, codes of practice, Australian Standards, or other requirements. This includes the requirements for:

- Traffic Management Plan (TMP);
- Traffic Guidance Scheme (TGS);
- Training; and
- Notifications to Authorities (e.g., road authorities, local councils, emergency services).

4. Working around Live Traffic

4.1 Traffic Management Plan (TMP) and Traffic Guidance Scheme (TGS)

The Project Manager must coordinate the preparation and implementation of a TMP, where work within the road reserve is required.



NOTE: The requirement to only start works near live traffic with an approved **Traffic Management Plan (TMP)** is a Working Around Live Traffic & Mobile Plant Safety Non-Negotiable.

Design & Selection

The TMP and TGS shall be prepared by a Registered Company (if required by the local road authority) and a suitably qualified person, in accordance with Section 2 of this Procedure.

The TMP and TGS shall be developed in accordance with the relevant legislation, codes of practice, Australian Standards, and other legal requirements, as listed in section 9.5 of this document and in the Legal Compliance Register.

The following inputs should be considered in preparation of the TMP / TGS:

- Project parameters i.e., scope of works to be completed;
- Results of site visit / scoping inspections (mandatory for complex TMPs);
- Traffic volume data;
- Traffic risk assessment; and
- Work area classification (complex vs non-complex), as per local legislation and Codes (e.g., Code of Practice for Works on Roads (WA).

The TMP shall be designed as per the requirements of the Austroads Guide to Temporary Traffic Management (AGTTM) Part 2.

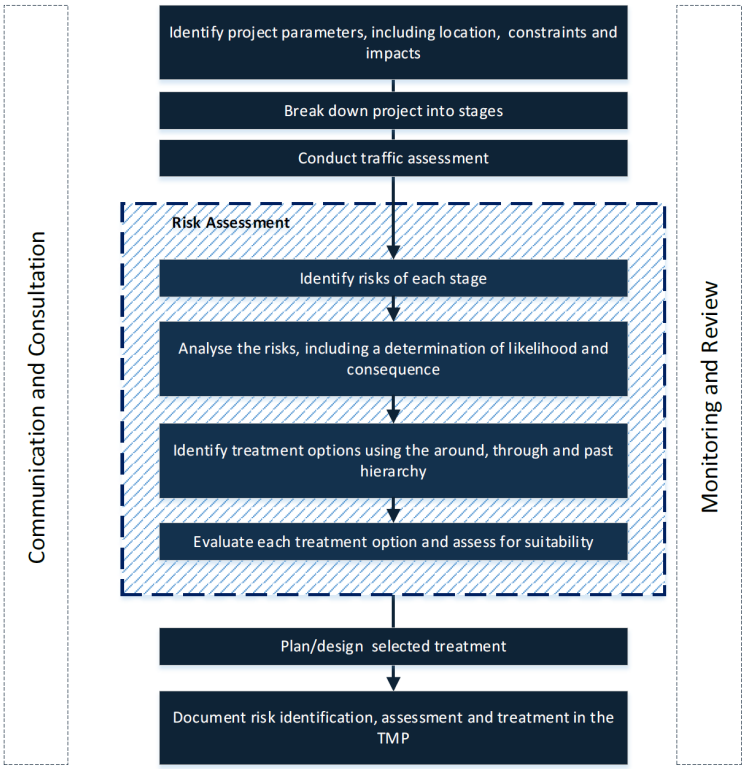


Figure 1

Review & Approval

The TMP shall be reviewed and approved by an appropriately competent and qualified person (per Section 2) other than the person who prepared the TMP and submitted to the appropriate road authority.

The Approver shall review the TMP / TGS for effectiveness, technical accuracy, legislative compliance, site specificity, and currency prior to approval. The TMP shall:

- Outline how works are to be integrated into the operation of the road network;
- Identify and consider foreseeable risks;
- Stipulate control measures; and
- Assess the impact on all categories of road users, adjacent properties, and other stakeholders.

Generic TMP & Generic TGS

A Generic TMP is suitable for work that is low risk, short/medium term (no more than one shift) and where there is an existing TGS applicable to the traffic management scenario.

Review and approval of the Generic TGS shall be as per local legislative requirements. At minimum, the Generic TMP and TGS shall be reviewed annually, and sooner in response to any relevant traffic incidents or changes that occur.

Where a Generic TMP is applicable, however a suitable TGS does not exist, the Project Manager must engage an accredited Traffic Management Provider to develop a unique TGS and review the Generic TMP.

When the Generic TMP is not applicable to the traffic management scenario, the Project Manager must engage a registered traffic management provider to develop a unique TMP and TGS.

Implementation

Where a TMP is required, it must be verified prior to undertaking any on-site work. Verification must include confirmation that the TMP has been approved by all applicable authorities in accordance with relevant legislation.

All traffic management signs and devices must be established on the worksite in accordance with the approved TMP prior to any work commencing on-site.

The methodology for implementing and dismantling traffic control devices shall be considered in the JHA / SWMS.



NOTE: The requirement to set up with **traffic control devices** as per the approved Traffic Guidance Scheme (TGS) diagram is a Working Around Live Traffic & Mobile Plant Safety Non-Negotiable.

4.2 On-Site Monitoring and Checks (Daily Records)

Supervisors must ensure that trained persons:

- Check that traffic control devices are effective and set out in accordance with the TGS, prior to commencement of works.
- Monitor traffic control devices for of tampering and vandalism; any tampering or vandalism should be reported and rectified immediately.
- Operational Checks of control measures:
  - At least every two hours, or as risk assessed and detailed in the 'minimum inspection frequency' within the TMP;
  - At the end of day (if traffic control devices are to be left in place);
  - After hours (subject to risk assessment, during task planning or JHA); and
  - Prior to resuming work on subsequent days
- Remove signs and devices from a worksite as soon as all work has been completed.

The trained person must record the above checks on a Traffic Management Work Sheet or Daily Diary (template available from local road authority). The completed Work Sheets must be available on-site during the works.



NOTE: Formal (recorded) checks are not required where traffic management only involves the use of vehicles with rotating flashing beacons and/or spotters (lookout person).

4.3 Permanent Depots

The following shall be prepared for permanent depot locations:

- FRM-SHEQ-GNP-0044 Traffic Management Risk Assessment; and
- A depot TMP (using TEM-SHEQ-GNP-0024 Traffic Management Plan Template – Depots).

The Depot TMP should be prepared by a person competent in assessing and managing traffic hazards and approved by the facility SHEQ Manager. For shared facilities occupied by more than one operating company, the appropriate approver(s) shall be determined by the Group General Manager – SHEQ.

NOTE: Depot TMPs are exempt from the design and approval requirements set out in Section 4.1 of this Procedure, as their scope is limited to private land (and does not include public / gazetted road reserve).

4.4 Review of TMP for Adequacy

The TMP should be reviewed via SHEQ Inspection (Myosh), as a monitoring tool to ensure its effectiveness.
Any required variations to the TMP e.g. due to safety concerns or a change in the scope of work, should be amended by a suitably qualified person, in accordance with Section 2 of this Procedure.

5. Working around Mobile Plant

Exclusion Zones

The Operator must prevent unauthorised access to the mobile plant operating area. Barricading requirements (hard or soft) shall be determined and recorded in the JHA / SWMS, with due consideration to operating zones (e.g. swing radius) and blind spots.

NOTE: The requirement to set up **exclusion zones** around mobile plant is a Working Around Live Traffic & Mobile Plant Safety Non-Negotiable.

Refer to Appendix C – People and Plant Interface Zones for Mobile Plant Exclusion Zone guidelines. Note: these are a guide only and may vary between specific makes and models of mobile plant.

Vehicle Movement Plan (VMP)

A Vehicle Movement Plan (VMP) is required for any work involving interaction between pedestrians, vehicles, or mobile plant, or where site layout, traffic complexity, or risk cannot be effectively managed through standard controls alone. Where required based on the following criteria, risk and/or a client requirement, a Vehicle Movement Plan (VMP) will be developed for mobile plant or equipment work areas where there is multiple plant, vehicles, or interaction with people (public or workers).

A VMP may include (but not limited to) the following:

- Site layout/sketch outlining:
  - Entry and exit points
  - Traffic flow directions
  - Pedestrian walkways
  - Exclusion zones
- Speed limits and signage requirements
- Parking and laydown areas
- Delivery and loading/unloading zones
- Working Group Locations & Activities being performed (SIMOPS)
- Emergency access

NOTE: A VMP may **not** be required where:

- Single vehicle or plant activity
- No pedestrian interaction
- Simple, open work area
- No reversing required
- Risks can be fully controlled via SWMS/JHA

Where a VMP is identified as a project requirement, it will be recorded in the Project Risk Register.

The VMP must be reviewed to reflect any changes to the work environment and communicated to all relevant workers via onboarding/orientation induction requirements. The VMP may be a sketch / drawing or documented Plan.

Communication

Before entering an exclusion zone or approaching mobile plant, workers must make verbal or visual contact with the Operator. The Operator must give the worker permission to enter. Workers must not assume that the Operator has seen them.



NOTE: The requirement to always establish **positive contact** with the mobile plant operator and gain their approval before approaching is a Working Around Live Traffic & Mobile Plant Safety Non-Negotiable.

The Operator and other workers such as the Spotter must agree on a reliable method of communication before commencing work.

Spotter

Spotters will be used based on risk assessment of the task and the working environment. The Supervisor is to ensure that where required and as per the risk assessment, a designated spotter who is competent for the task is nominated.

Spotters must maintain a clear line of sight and visual contact with the Operator and keep out of blind spots. Spotters must not proceed towards the mobile plant until the Operator stops the activity and confirms that the Spotter may move forward. Spotters are to be dedicated to the task of observing, especially during set-up and movement of plant.

Safety Observer

A safety observer must be appointed when personnel are working on or operating mobile plant near live electrical apparatus, in accordance with the relevant electrical utility provider requirements.
Their sole function is to observe and warn against unsafe approach to live electrical apparatus and other unsafe conditions. Work must cease if the safety observer's view of the work is impaired.

Workers, Pedestrian on foot required to access a Mobile Plant Operation Zone (POZ)

Workers are not to enter the mobile plant operation zone until the following controls have been implemented:

- Mobile plant operators have placed ground engagement tools on the ground;
- Mobile Plant operators' hands have been removed from mobile plant controls;
- Operator of mobile plant has signaled to workers to approach; and
- Positive communications are established and maintained for the duration that workers are within mobile plant exclusion zones.

Mobile plant passengers

Passengers are only permitted to ride on mobile plant if adequate safety devices are fitted.

6. Warning Devices

The minimum requirement for warning devices is:

Device	Mobile Plant	Light Vehicles
Turn on the low beam headlights on mobile plant while driving, day or night	Mandatory	Mandatory
A reversing alarm	Mandatory	Optional (recommended)
An audible warning system (horn)	Mandatory	Mandatory
A flashing, amber light	Mandatory	Mandatory for vehicles used in roadside works
Proximity sensors	Optional	Optional

6.1 Flashing, Amber Lights

Vehicles used as part of roadside work shall be equipped with a vehicle mounted flashing amber light. The installation and operation of any such warning devices must be in accordance with relevant local legislation and / or regulations. Vehicles working on roads with volumes up to 1500vpd (vehicles per day) require two beacons.

Vehicle mounted flashing amber lights must only be used while directly involved in roadside work activity.

7. Emergency Response

Emergency response for activities involving working around traffic and mobile plant shall be documented in accordance with PRO-SHEQ-GNP-0006 Emergency Response and Management Procedure.

8. Roles and Responsibilities

Responsibilities apply to nominated roles as follows:

Mobile Plant Operator	• Ensure an exclusion zone is established that prevents unauthorised access. • Establish an agreed method of communication with the Spotter and other workers and test it before commencing the work activity.
Spotter	• Understand what you are observing to prevent contact between people and plant. • Be aware of the pathway in which the load, plant or material will travel and ensure there is nothing in the way. • Establish an agreed method of communication with the Operator and test it before commencing the work activity. • Stand clear of the pathway to be travelled. • Stop the work if the agreed method of communication with the operator is lost.
Executive General Manager	• Providing adequate resources for the implementation of this procedure. • Communicating the importance of conformance to this Procedure.
Group General Manager - SHEQ	• Maintaining this procedure and ensuring that all updates and changes are communicated to the workforce. • Liaising with Executive/General Managers to provide guidance and support on this procedure.

National / SHEQ Managers	• Implementing this procedure and ensuring that all updates and changes are communicated to GNP workforce. • Managing compliance with this procedure. • Liaising with the General Managers and Project/Construction Managers to provide guidance and support on this procedure. • Coordinate the preparation (design) and implementation of a TMP for company depots.
Project Managers	• Supporting Supervisors and the SHEQ team in the implementation of this procedure. • Ensuring workers comply with this procedure on their site. • Coordinate the preparation (design) and implementation TMPs for projects
Supervisors	• Communication of this procedure to the workers they are responsible for. • Implementing this procedure within their area of responsibility. • Ensuring workers comply with this procedure within their area of responsibility.
All Workers	• Fully adhere to this procedure.

9. Document history

9.1 Current document authoriser

Title	Name
Group General Manager - SHEQ	Kira McNeill

9.2 Revision history

Rev	Date	Author	Authoriser	Details of Amendment
0	09/07/2021	Caitlin Purcell	NA	Initial document – draft. Supersedes legacy documents: • PRO-SHEQ-DIA-010
1	29/03/2022	Caitlin Purcell	Kira McNeill	Approved for use.
2	13/02/2023	Claire McCloskey	Kira McNeill	Section 4.4 Review of TMP for Adequacy included to address OFSC Audit Finding.
3	28/03/2024	Claire McCloskey	Kira McNeill	Additions to address OFSC findings: Section 2 -Role of TMP & TGS/TCP approvers, Section 4- Requirements for TMP/TGS to be developed in accordance with legislative requirements (standards, CoPs etc.), Section 4.2 – requirement to ensure that traffic control devices are free from signs of vandalism or tampering.
4	15/08/2025	Claire McCloskey / Dawn Marshall	Kira McNeill	Update made to section 2 – Training, to include the requirement to have completed the following training when undertaking the role of spotter “Work as a Safety Observer Spotter (internal) Training”. Updated Appendix B – Safety Non-negotiable image.
5	22/09/2025	Caitlin Purcell	Kira McNeill	Section 5 updated to include: Passengers are only permitted to ride on mobile plant if adequate safety devices are fitted.
6	03/10/2025	Dawn Marshall	Kira McNeill	Updated section 2 of this document to include Tasmania, in the training table.

Rev	Date	Author	Authoriser	Details of Amendment
7	05/03/2026	Kira McNeill	Kira McNeill	Section 2 Training Table updated to include newly developed internal Spotter Awareness VOC and GNP Spotter Awareness Training.
8	06/07/2026	Jason Whelehan / Kira McNeill	Kira McNeill	Section 5 Vehicle Movement Plan (VMP) updated to address GNI OFSC CAR 007. Providing additional information on the criteria to be included in the VMP. Appendix C – People and Plant Interface Zones updated to include safe working zone images for Frana's and Mobile Cranes.

9.3 Abbreviations & Definitions

A description of Terms used specific to this document appear in the table below.

Term	Definitions
Clearance to Traffic	Clearance to traffic indicates the distance in metres between the closest moving traffic lane and workers at the worksite. The traffic lane is defined by the gutter edge, white line, asphalt edge, grass verge or worn tyre marks where there is no other edge visible.
Company	GenusPlus Group of companies or GNP
Employee	Any person directly employed to conduct work for, or on behalf of GNP.
GNP	GenusPlus Group or the Company.
JHA	Job Hazard Analysis
Long Term	Work requiring traffic management to operate both day and night and may be left unattended. Works which will continue for more than one shift. Works that involve partial road closure.
Medium Term	Works identified in the planning stage as requiring minimal 'Aftercare' traffic guidance due to the works. Some aftereffects of the work can be expected. Works which may take longer than one day, but traffic management is removed, and the site restored to a point or where there is no risk, impact, on passing vehicles or pedestrians.
Registered Company	A company that has registered with the state or territory road authority (e.g. Main Roads WA) and is authorised to prepare Traffic Management Plans.
Road Reserve	Land set aside for roads, verges, traffic islands, median strips, footpaths, bike paths etc.
Shall / Must	Signifies mandatory requirements.
SHEQ	Safety, Health, Environment and Quality
Short Term	Works which require a traffic guidance system while work personnel are in attendance and is limited to the duration of a single shift or lesser period. Where road conditions are returned to normal when the shift or lesser period, ends.
Should	Signifies that the primary intent is to comply with the full requirements as if they were mandatory. However, there will be circumstances where the requirement is either not applicable or an alternative approach is necessary.
SWMS	Safe Work Method Statement
Traffic Guidance Scheme (TGS) / Traffic Control Scheme (TCS)	An arrangement of temporary signs and devices to warn traffic and guide them through, around or past a work area.

Term	Definitions
Traffic Management Plan (TMP)	A Plan that details the planning, implementation, and monitoring of traffic control measures required to maintain a safe roadwork site (this may include a Traffic Guidance Scheme). This plan must reference and meet regulatory, code of practice obligations and road authority permits, as appropriate to the state or territory jurisdiction.
Worker	The term Worker includes any person who conducts work for GNP including work as (employees, contractors, labour hire, trainees, full time, or part time etc.)

9.4 Related internal documents

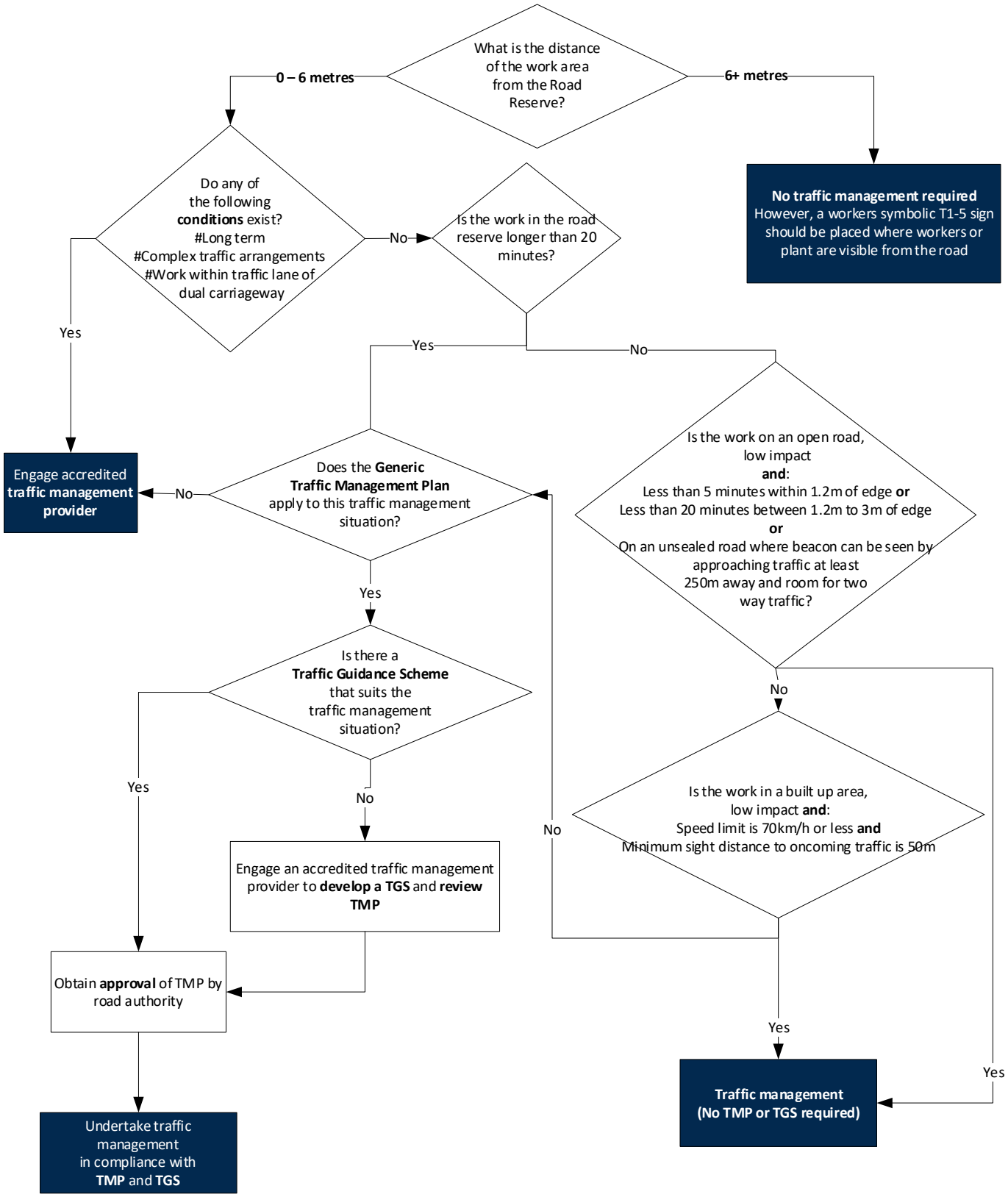
Document ID	Document Title
Group-Wide Documents	
PRO-SHEQ-GNP-0006	Emergency Response and Management Procedure
PRO-SHEQ-GNP-0013	SHEQ Risk and Opportunity Management Procedure
TEM-SHEQ-GNP-0020	Safe Work Method Statement (Template)
TEM-SHEQ-GNP-0024	Traffic Management Plan Template - Depots
FRM-SHEQ-GNP-0044	Traffic Management Risk Assessment
PRO-SHEQ-GNP-0003	Vehicles and Driving Procedure
PRO-SHEQ-GNP-0012	Load and Unloading Trucks Procedure
VOC-SHEQ-GNP-0017	Spotter Awareness – Verification of Competency

Shared Services Documents (Genus Fleet Management)	
PRO-PEV-GFM-0001	Plant, Equipment and Vehicle Management Procedure

9.5 Related external documents

Document ID	Document Title
AGTTM	Austroads Guide to Temporary Traffic Management
Safe Work Australia	Traffic Management: Guide for Construction Work
AS1742	Manual of Uniform Traffic Control Devices
AS1742.3	Traffic Control Devices for Work on Roads
N/A	Model Code of Practice: Managing Risks of Plant in the Workplace
N/A	Office of the Federal Safety Commissioner Audit Criteria Section H15 / H16
N/A	Traffic Management Codes of Practice / Standards: (QLD) Traffic management for construction or maintenance work Code of Practice (SA) SA Standards for Workzone Traffic Management (VIC) Code of Practice for Worksite Safety - Traffic Management (WA) Traffic Management for Works on Roads Code of Practice (TAS) Traffic Control for Works on Roads (NSW) Traffic Control at Work Sites Technical Standard (TS 05492)
Refer local road authority	Traffic Management Work Sheet (Daily Diary) Template

Appendix A – Traffic Management Flow Chart



Appendix B – Safety Non-Negotiables - Working around Live Traffic & Mobile Plant

GenusPlus Group

WORKING AROUND LIVE TRAFFIC AND MOBILE PLANT

I will always have traffic management in place when working around live traffic and mobile plant.

- I will only start works near live traffic with an approved **Traffic Management Plan (TMP).**
- I will set up with **traffic control devices** as per the approved Traffic Guidance Scheme (TGS) diagram.
- I will always establish **positive contact** with the mobile plant operator and gain their approval before approaching.
- I will set up **exclusion zones** around mobile plant.

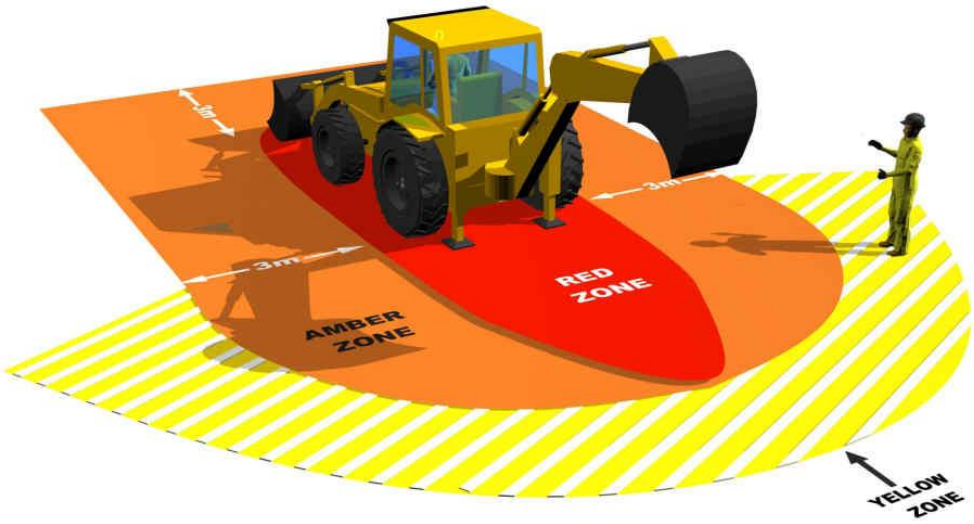


Appendix C – People and Plant Interface Zones

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

180 Excavator



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator, the slew arm/hydraulics grounded and the machine is immobilised using the safety lever.

Red Zone

Entry prohibited unless the machine is completely isolated with the slew arm/attachment/bucket grounded, the machine immobilised using the safety lever and the engine switched off.

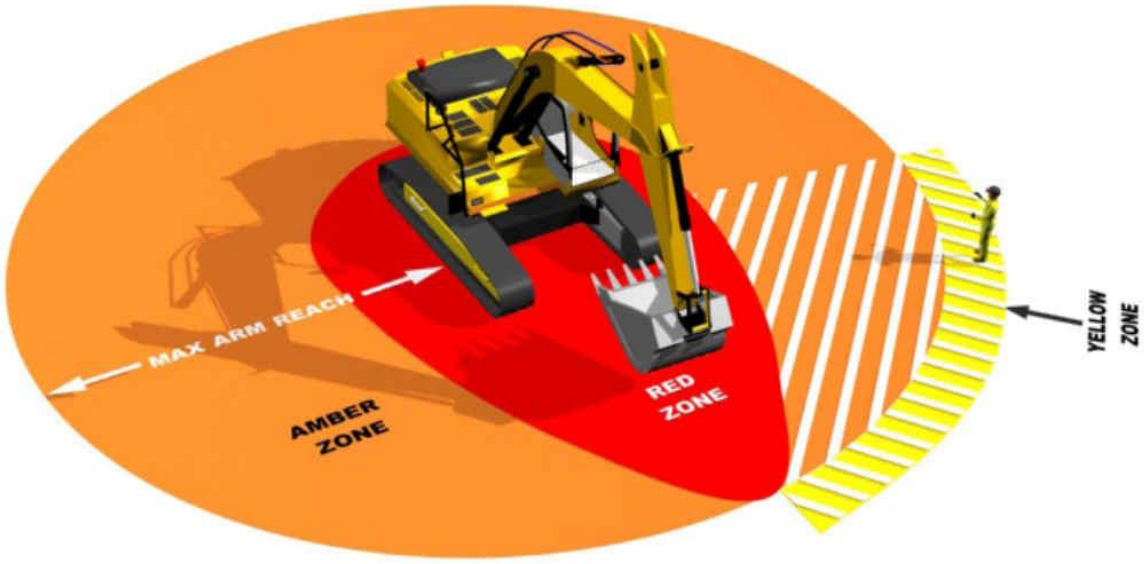
Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

360 Tracked Excavator



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator, the slew arm/hydraulics grounded and the machine is immobilised using the safety lever.

Red Zone

Entry prohibited unless the machine is completely isolated with the slew arm/attachment/bucket grounded, the machine immobilised using the safety lever and the engine switched off.

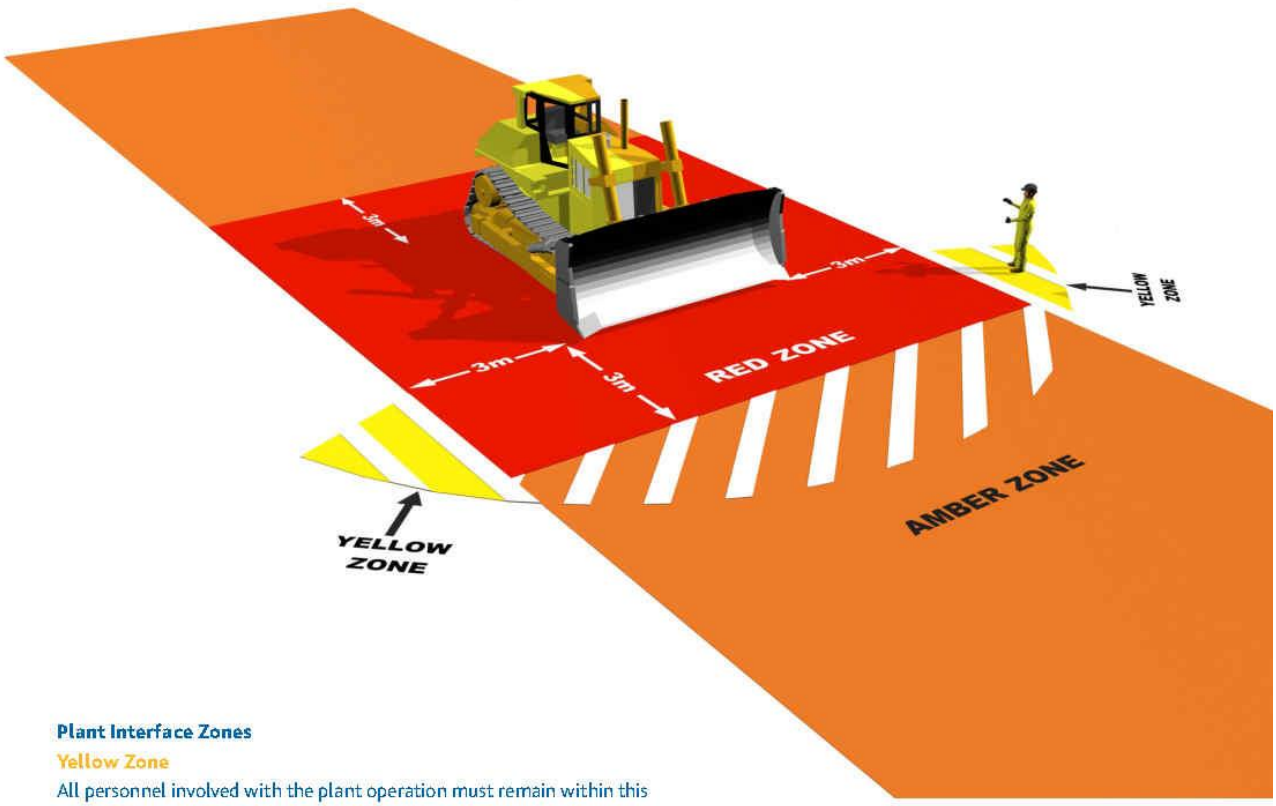
Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

Dozer



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator, the slew arm/hydraulics grounded and the machine is immobilised using the safety lever.

Red Zone

Entry prohibited unless the machine is completely isolated with the slew arm/attachment/bucket grounded, the machine immobilised using the safety lever and the engine switched off.

Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

Forward / Swivel Tipping Dumper



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator and the machine is immobilised.

Red Zone

Entry prohibited unless the machine is completely isolated with the machine immobilised and the engine switched off.

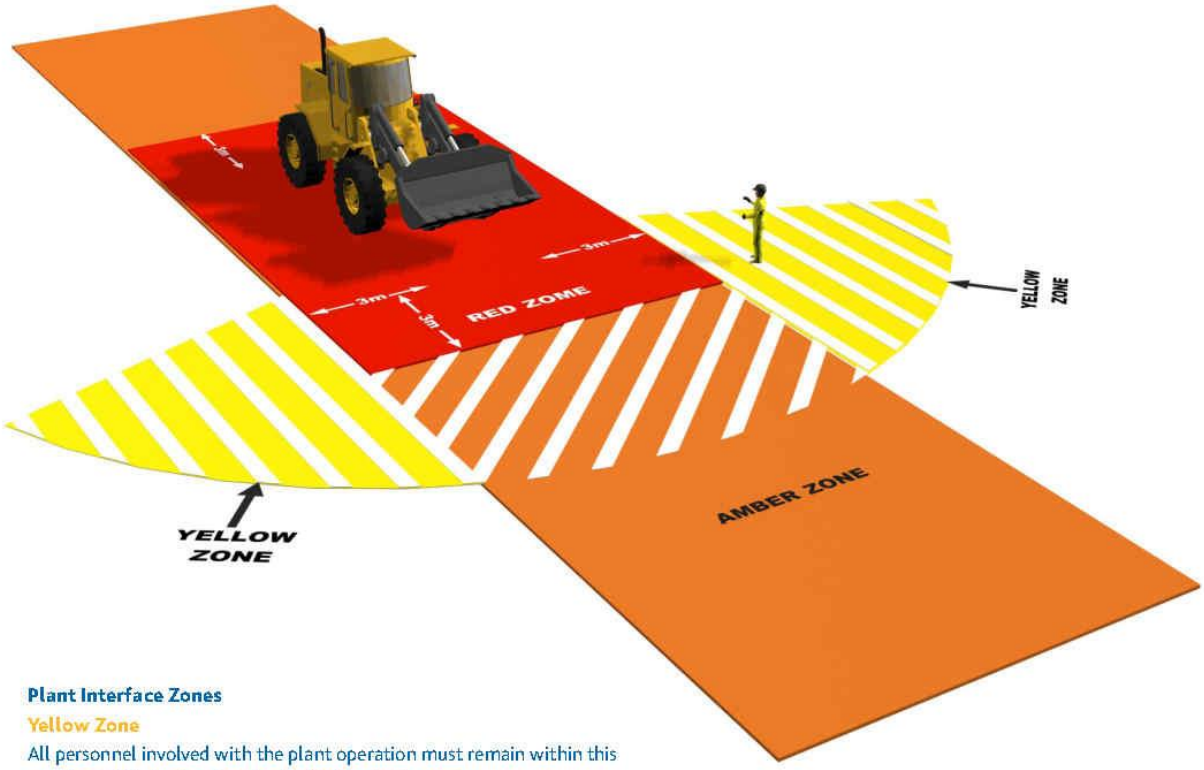
Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

Front Loading Shovel



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator, the slew arm/hydraulics grounded and the machine is immobilised using the safety lever.

Red Zone

Entry prohibited unless the machine is completely isolated with the slew arm/attachment/bucket grounded, the machine immobilised using the safety lever and the engine switched off.

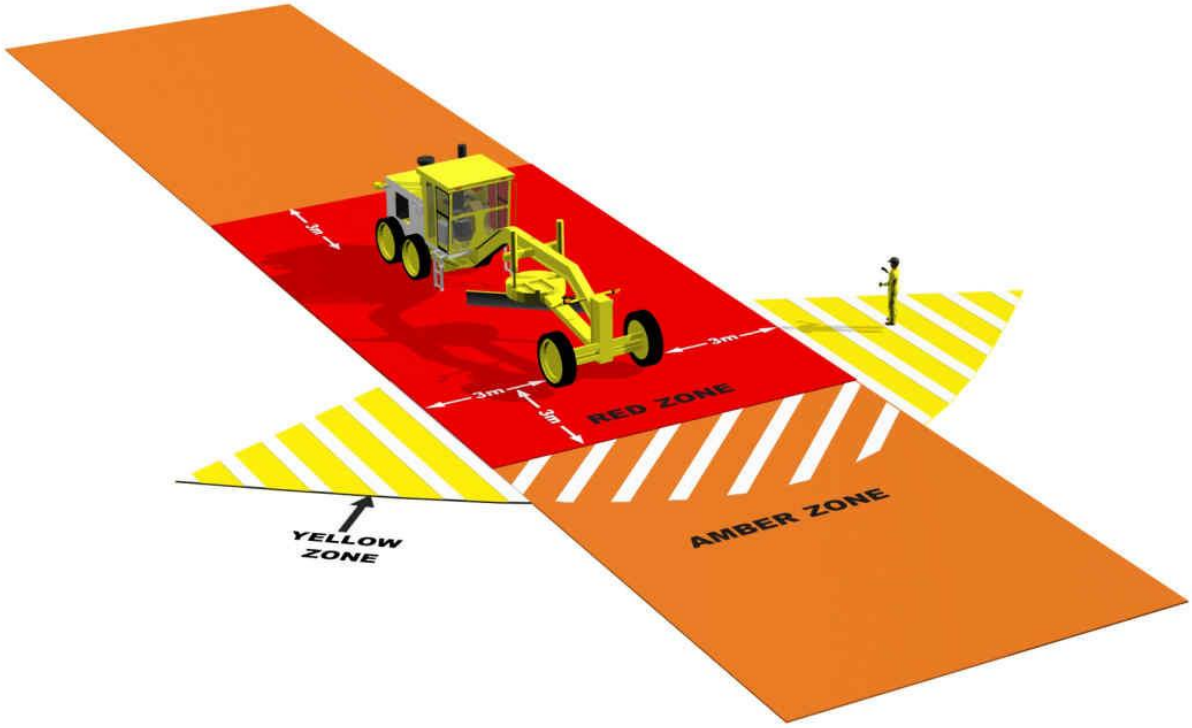
Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

Grader



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator and the machine is immobilised.

Red Zone

Entry prohibited unless the machine is completely isolated with the machine immobilised and the engine switched off.

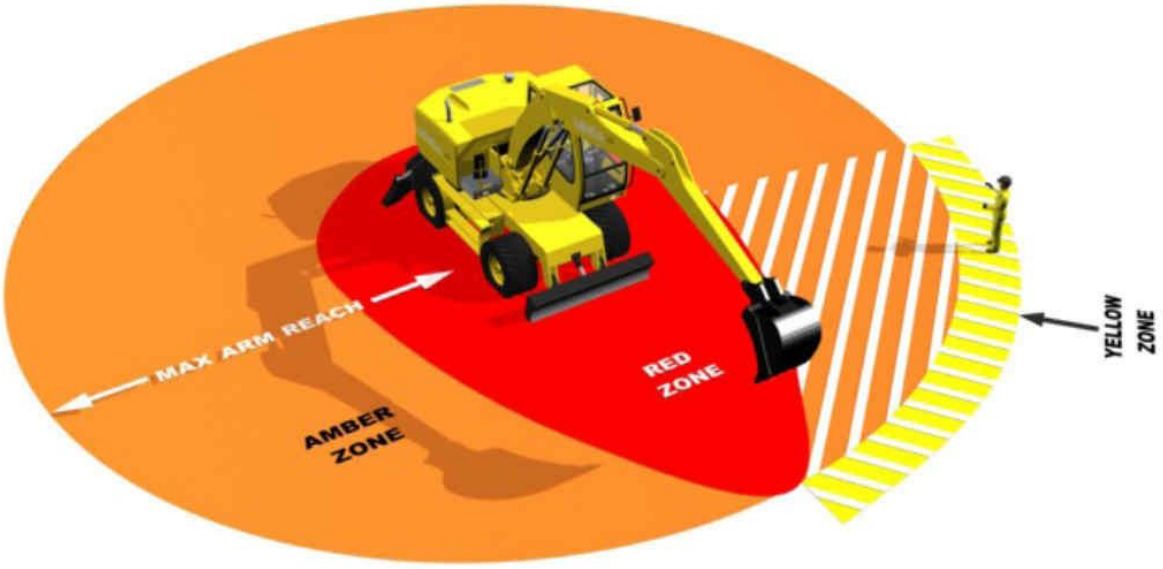
Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

360 Wheeled Excavator



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator, the slew arm/hydraulics grounded and the machine is immobilised using the safety lever.

Red Zone

Entry prohibited unless the machine is completely isolated with the slew arm/attachment/bucket grounded, the machine immobilised using the safety lever and the engine switched off.

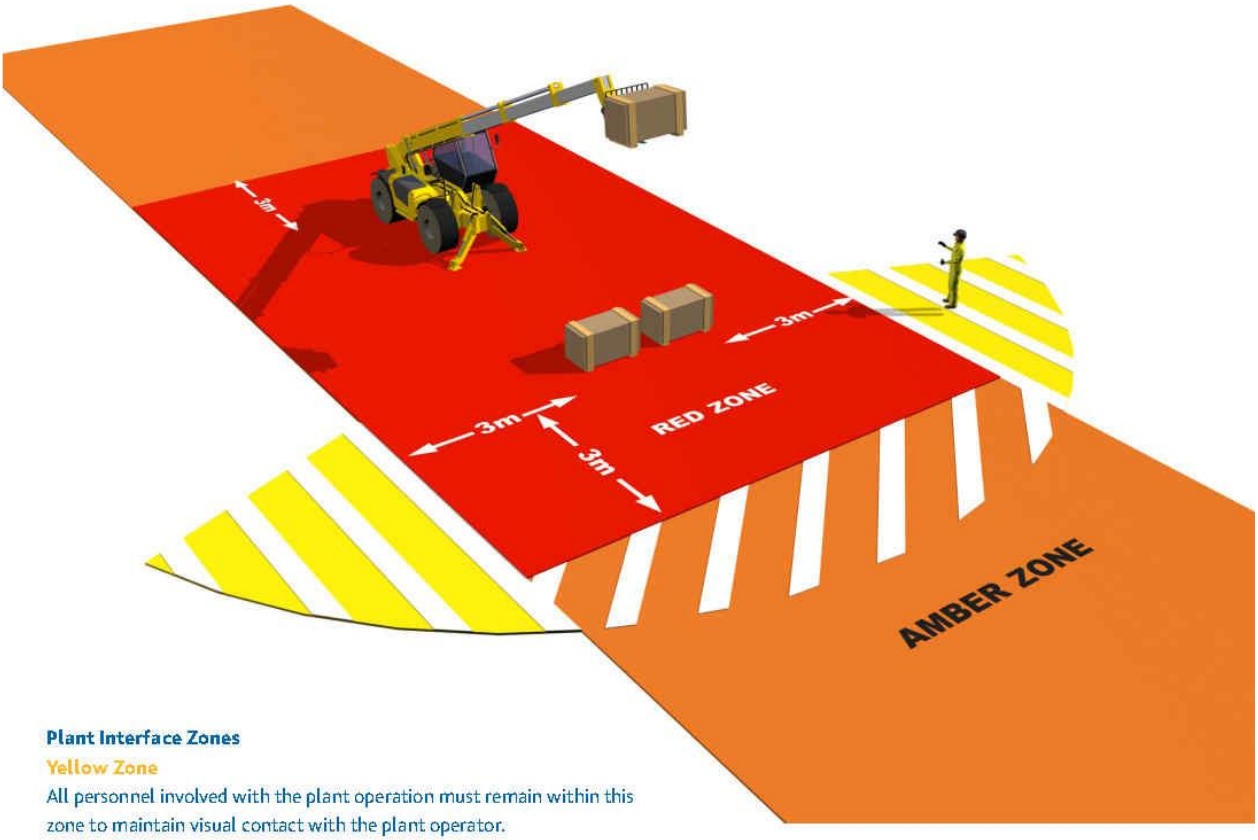
Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

Telehandler



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator, the slew arm/hydraulics grounded and the machine is immobilised using the safety lever.

Red Zone

Entry prohibited unless the machine is completely isolated with the slew arm/attachment/bucket grounded, the machine immobilised using the safety lever and the engine switched off.

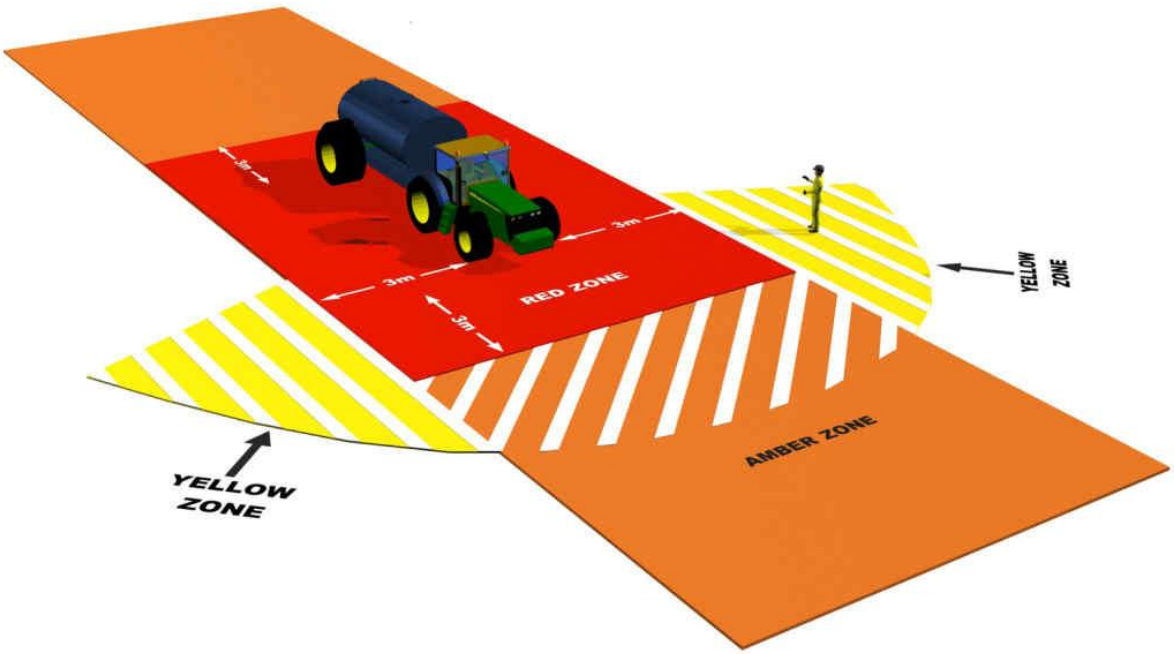
Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

Tractor



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator and the machine is immobilised.

Red Zone

Entry prohibited unless the machine is completely isolated with the machine immobilised and the engine switched off.

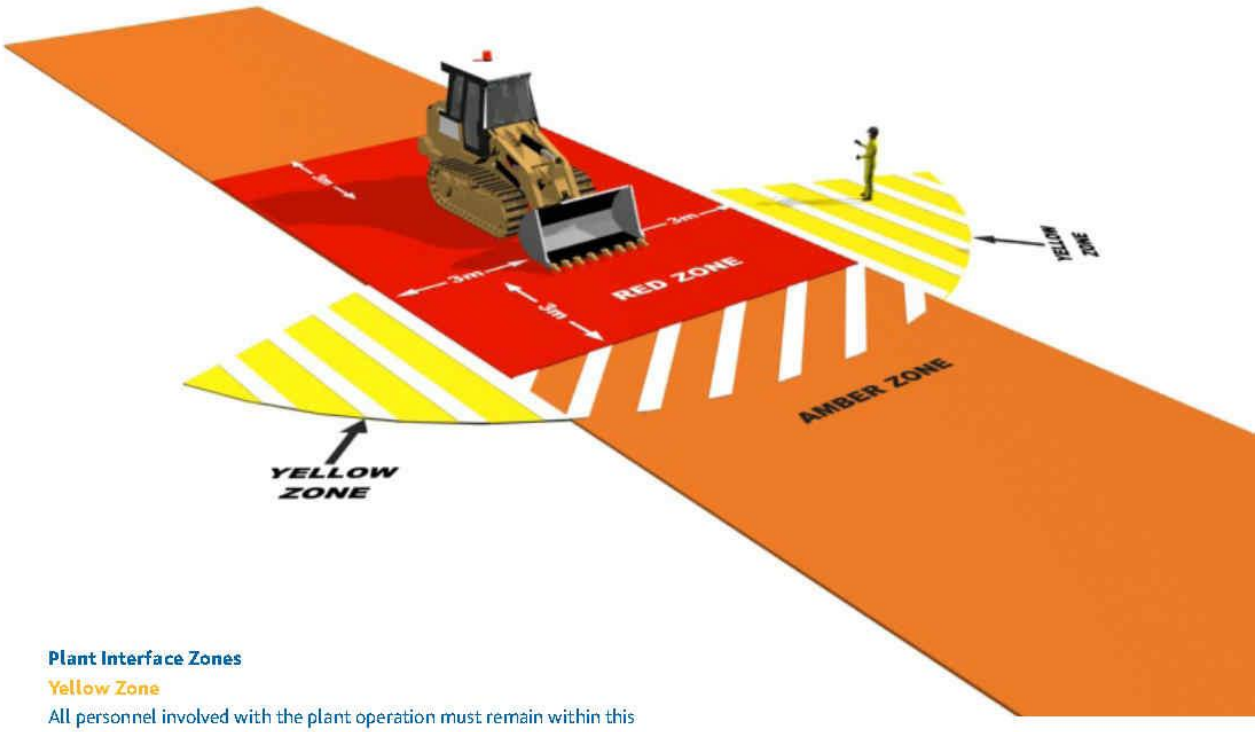
Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

Traxcavator



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator, the slew arm/hydraulics grounded and the machine is immobilised using the safety lever.

Red Zone

Entry prohibited unless the machine is completely isolated with the slew arm/attachment/bucket grounded, the machine immobilised using the safety lever and the engine switched off.

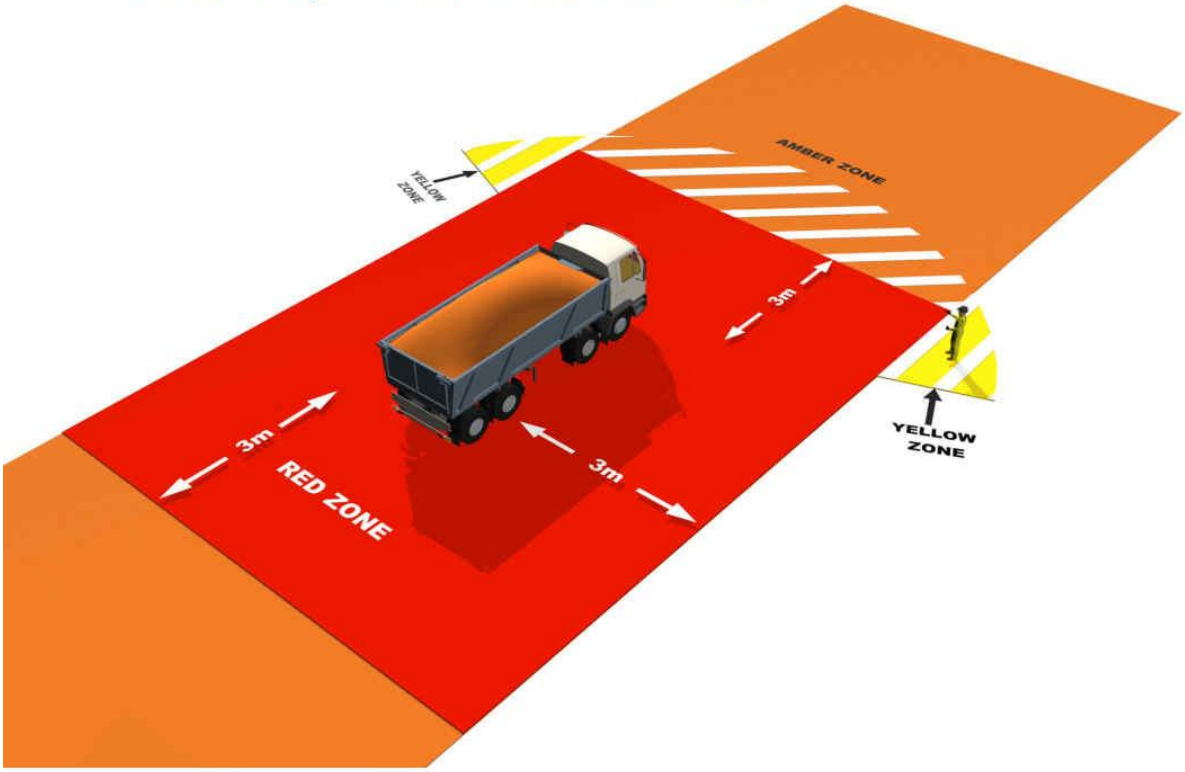
Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

Vehicles, Vans and Lorries



Plant Interface Zones

Yellow Zone

All personnel involved with the plant operation must remain within this zone to maintain visual contact with the plant operator.

Amber Zone

Entry prohibited until positive visual contact is made with the plant operator and the machine is immobilised.

Red Zone

Entry prohibited unless the machine is completely isolated with the machine immobilised and the engine switched off.

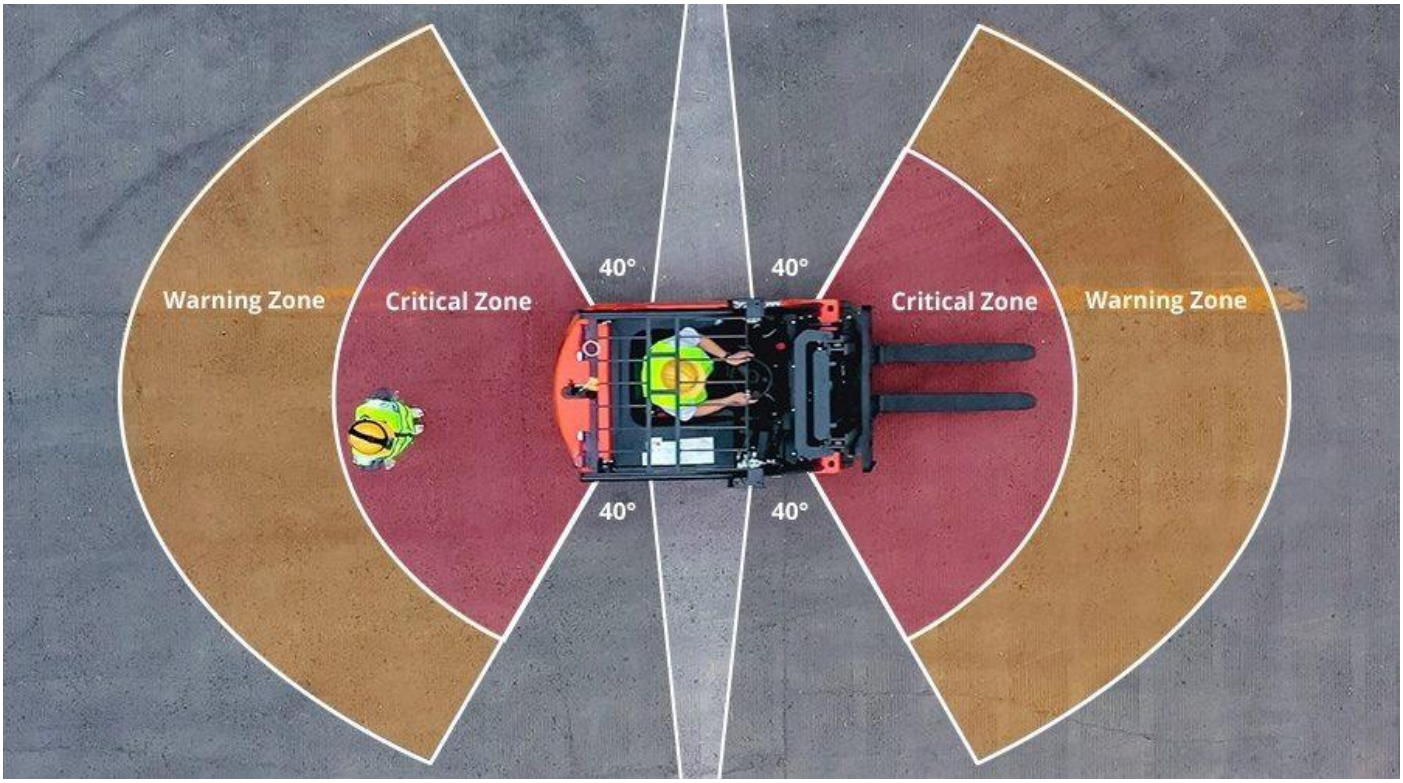
Hatched Zones

Denotes typical sight lines of the plant operator

People Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

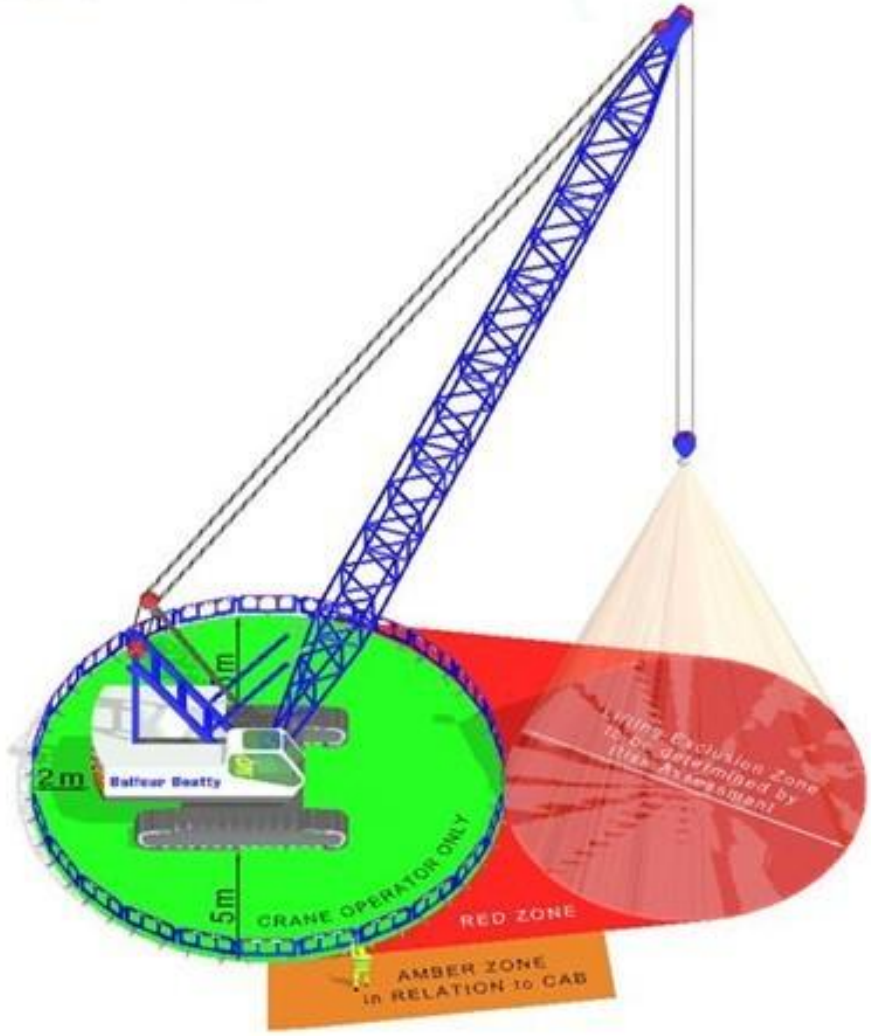
Forklift



People Vehicle Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

Crawler Crane



Plant Interface Zones

People, vehicle and plant interface must be planned and controlled by application of the hierarchy of control

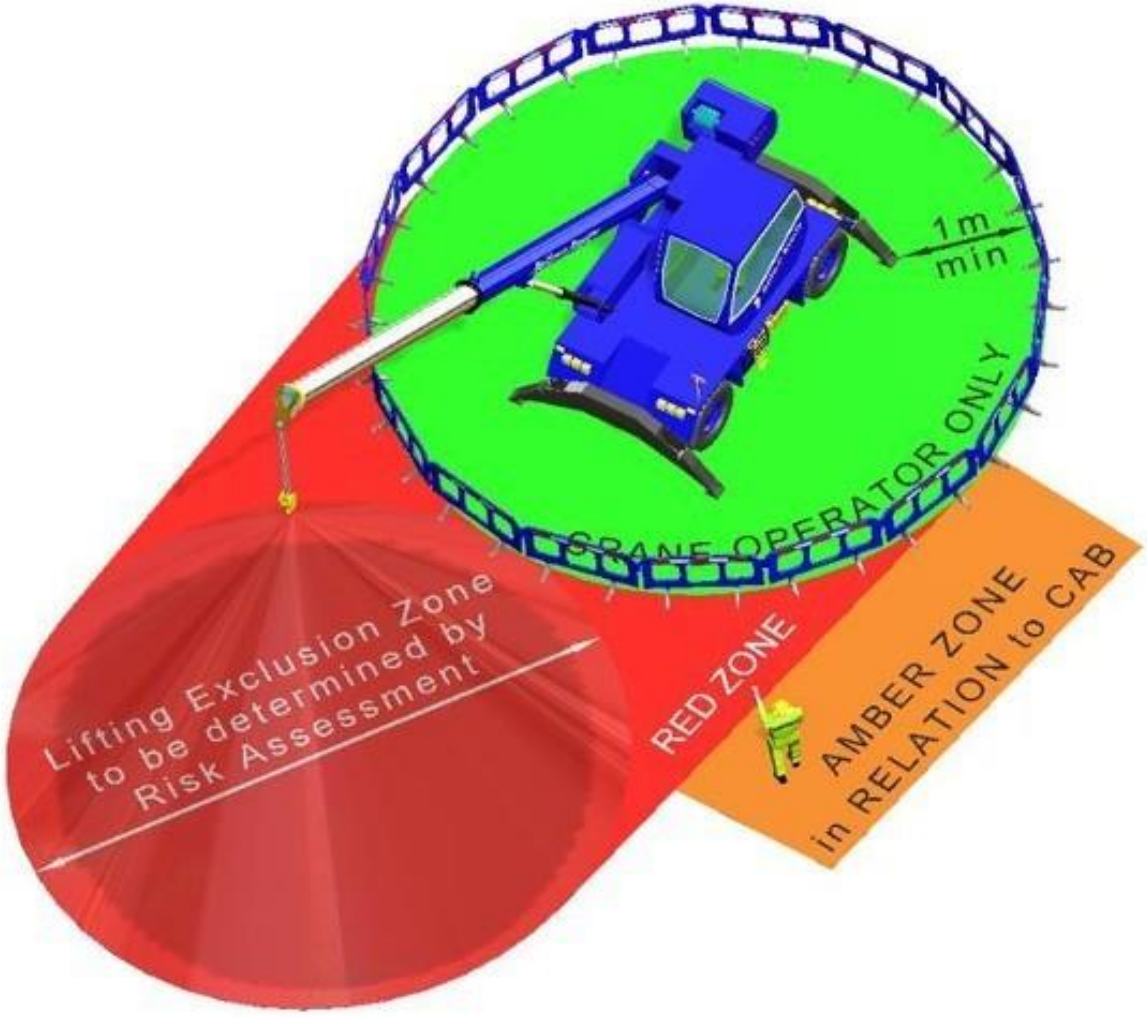
Lifting Operations Exclusion Zones

The size and extent of the exclusion zone must be determined by a risk assessment. The risk assessment must determine who will monitor and control the exclusion zone(s) to keep non-authorised personnel safe

People Vehicle Plant Interface

DO YOU KNOW YOUR SAFE ZONES?

Mobile Crane



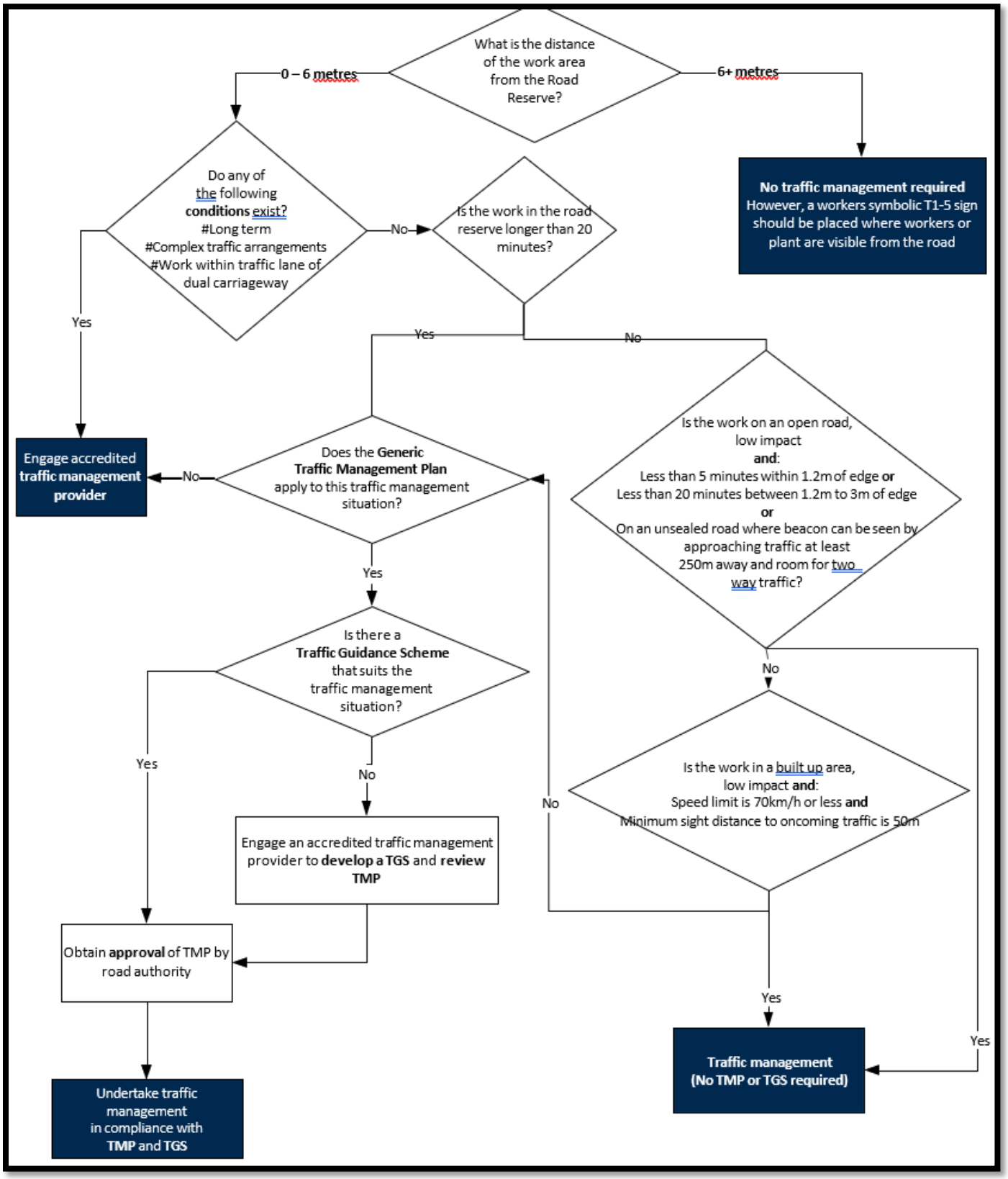
Plant Interface Zones
People, vehicle and plant interface must be planned and controlled by application of the hierarchy of control

Lifting Operations Exclusion Zones
The size and extent of the exclusion zone must be determined by a risk assessment. The risk assessment must determine who will monitor and control the exclusion zone(s) to keep non-authorised personnel safe

Appendix C

Traffic Management Flowchart

Appendix C - Traffic Management Flowchart



Appendix D

Road Safety Risk Assessment

Appendix D - Existing and Residual Road Safety Risks

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
10	Saundridge Road	Intersection 10.5 Saundridge Road and Blackwood Creek Road	Poor (50m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
11	Blackwood Creek Road	Driveway 11.1 Blackwood Creek Road and existing Access Track to T15	Poor (90m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (110m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 11.2 Blackwood Creek Road and Stoneycroft Road	Insufficient (225m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 11.8 Blackwood Creek Road and Top Road and Hop Valley Road	Poor (115m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (140m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
13	Liffey Road	Intersection 13.9 Liffey Road and Bracknell Road	Insufficient (120m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
14	Bracknell Road	Driveway 14.1 Bracknell Road and existing Access Track south of T40	Poor (70m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 14.3 Bracknell Road and new Access Track to T40	Insufficient (125m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 14.5 Bracknell Road and Cluan Road	Poor (80m) sight distance to south, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Sufficient sight distance		
		Driveway 14.8 Bracknell Road and new Access Track east of T41	Poor (60m), sight distance to west, limited by horizontal geometry and obstructed by vegetation and structure (shed) on private property. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
28	Osmaston Road	Driveway 28.3 Osmaston Road and new Access Track to T70	Poor (90m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
37	East Parade	Intersection 37.1 East Parade and East Barrack Street	Insufficient (110m) sight distance to west, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
38	Meander Valley Road 1	Entire length	14 crashes were recorded, of which 4 involved animals on the road. Additional vehicles could lead to an increased crash risk resulting in a high speed collision with animals causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low
39	Meander Valley Road 2	Driveway 39.11 Meander Valley Road and new Access Track to T87	Poor (80m), sight distance to west, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
45	Emu Bay Road 1	Entire length	40 crashes were recorded, of which 24 involved parked or parking vehicles. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low
		Roundabout 45.1a Emu Bay Road/ West Parade/ West Barrack Street roundabout (West Parade northern approach)	Insufficient (40m) sight distance to west, limited by a building. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Roundabout 45.2b Emu Bay Road/ Panorama Place roundabout (Emu Bay Road western approach)	Insufficient (40m) sight distance to south, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Roundabout 45.3a Emu Bay Road/ West Churches Street roundabout (Emu Bay Road southern approach)	Poor (20m) sight distance to north, limited by vegetation. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Minor	Low
49	Mole Creek Road	Intersection 49.2 Mole Creek Road/ Bass Highway (eastbound on ramp/ off ramp) and Weetah Road	Insufficient (190m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (270m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
50	Weetah Road	Intersection 50.1 Weetah Road and Archer Street	Insufficient (250m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m) sight distance to south, limited by vegetation and intersection with Bass Highway. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
		Driveway 50.3 Weetah Road and new Access Track to T103 -T104	Insufficient (130m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 50.5 Weetah Road and new Access Track to T103	Poor (110m), sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
53	Bengeo Road	Intersection 53.1 Bengeo Road and Dunorlan Road	Insufficient (145m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 53.2 Bengeo Road and existing Access Track to T117 - T118	Poor (110m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 54.1 Dunorlan Road and Sadlers Road	Poor (100m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 54.4	Poor (90m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
54	Dunorlan Road	Dunorlan Road and existing Access Track to T121 - T123	Insufficient (130m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 54.5 Dunorlan Road/ Weegena Road and Dunorlan Road	Insufficient (135m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (70m) sight distance to west, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Driveway 54.7 Dunorlan Road and existing Access Track to T128	Insufficient (120m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 54.10 Dunorlan Road and Brooklyn Road	Poor (10m) sight distance to east, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Driveway 54.12 Dunorlan Road and existing Access Track west of T123	Poor (100m), sight distance to east, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
56	Weegena Road	Intersection 56.2 Weegena Road and Dynans Bridge Road	Insufficient (170m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (180m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 56.3 Weegena Road and Strathaven Road	Insufficient (170m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #4 to #6 from Table 22	Sufficient sight distance		
			Insufficient (210m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 56.5 Weegena Road and Cox Brothers Road/ new Access Track to T140	Poor (110m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 56.7 Weegena Road and new Access Track south of Cox Brothers Road	Poor (90m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
57	Dynans Bridge Road	Driveway 57.1 Dynans Bridge Road and existing Access to 562 Weegena Road	Poor (30m), sight distance to east, limited by tree. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
			Poor (50m), sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
60	Railton Road 1	Entire length	31 crashes were recorded, of which 22 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low
61	Railton Road 2	Entire length	13 crashes were recorded, of which 8 were parked or parking vehicles. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 61.1 Railton Road 2 and Bridle Track Road	Insufficient (160m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (100m) sight distance to west, limited by signage. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #8 from Table 22	Improbable	Serious	Medium
67	Gilbert Street	Entire length	84 crashes were recorded, of which 53 involved colliding with parked or parking vehicles crashes. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low
		Roundabout 67.1b Gilbert Road/ Bradshaw Street roundabout (Bradshaw Street approach)	Insufficient (80m) sight distance to west, limited by fencing This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
71	Bridle Track Road	Entire length	40 crashes were recorded, of which 31 were off path crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Driveway 71.1 Bridle Track Road and existing Access Track to T143 - T144	Poor (110m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 71.2 Bridle Track Road and Lower Beulah Road	Poor (110m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 71.3 Bridle Track Road and Beulah Road	Poor (110m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 71.4 Bridle Track Road and Blackberry Hill Road	Insufficient (150m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 71.5 Bridle Track Road and Tylers Road	Insufficient (180m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
72	Lower Beulah Road	Driveway 72.2 Lower Beulah Road and existing Access Track to T145 - T146	Insufficient (90m) sight distance to east, limited by vegetation and horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
73	Beulah Road	Driveway 73.1 Beulah Road and new Access Track to T152	Poor (60m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 73.3 Beulah Road and new Access Track to T152	Poor (20m), sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Probable	Serious	Intolerable	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
74	Blackberry Hill Road	Driveway 74.1 Blackberry Hill Road and new Access Track to T154 - T155	Insufficient (90m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 74.2 Blackberry Hill Road and existing Access Track to T157	Insufficient (95m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
74	Blackberry Hill Road	Driveway 74.3 Blackberry Hill Road and new Access Track to T156	Poor (80m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (30m) sight distance to south, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
76	Sheffield Road 1	Entire length	49 crashes were recorded, of which 29 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 76.1 Sheffield Road 1 and Bridle Track Road	Insufficient (150m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 76.7 Sheffield Road 1 and new Access Track west of T163	Insufficient (120m), sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
77	Main Street 1	Entire length	4 off path on curve crashes were recorded. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
80	High Street	Intersection 80.1 High Street/ Nook Road and Tarleton Street	Insufficient (75m) sight distance to north, limited by vegetation and crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #4 to #7 from Table 22	Improbable	Minor	Low
81	Nook Road 1	Driveway 81.2 Nook Road 1 and existing Access Track to T172 - T173	Poor (80m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
83	West Nook Road	Intersection 83.1 West Nook Road and Tarleton Street	Insufficient (100m) sight distance to east, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Intersection 83.6 West Nook Road and George Road	Insufficient (230m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 83.7 West Nook Road and Dalwood Road	Insufficient (240m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 83.8 West Nook Road and new Access Track to T180	Poor (100m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
86	George Road	Driveway 86.1 George Road and existing Access Track to T181	Poor (30m) sight distance to west, to private access. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
87	Dalwood Road	Driveway 87.6 Dalwood Road and new Access Track to T2	Insufficient (130m), sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
88	Nook Road 2	0.1km south of Nook Road/ Bramich Road intersection	5 off path crashes were recorded at the horizontal curve located approximately 0.1km south of Nook Road/ Bramich Road intersection. Additional vehicles could lead to an increased crash risk at this location resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 88.1 Nook Road 2 and West Nook Road	Insufficient (245m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (180m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 88.2 Nook Road 2 and Gravel Pit Road	Insufficient (120m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (135m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
89	Sheffield Road 2	Intersection 89.1 Sheffield Road 2 and Dalwood Road	Insufficient (170m) sight distance to north, limited by vegetation and horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
			Insufficient (200m) sight distance to west, limited by vegetation and horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
		Intersection 89.3 Sheffield Road 2 and Weeks Road	Poor (110m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 89.6 Sheffield Road 2 and new Access Track south of T9	Poor (110m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 89.12 Sheffield Road 2 and Nook Road 2	Insufficient (155m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 89.13 Sheffield Road 2 and existing Access Track south of T9	Poor (80m), sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
92	Weeks Road	Driveway 92.3 Weeks Road and new Access Track to T5	Poor (40m), sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
94	Stony Rise Road	Roundabout 94.1b Stony Rise Road/ Middle Road roundabout (Stony Rise Road western approach)	Insufficient (80m) sight distance to east, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
102		Entire length	11 crashes were recorded, of which 10 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Driveway 102.1 Lake Paloona Road and new Access Track east of T15	Insufficient (120m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 102.2	Poor (90m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
102	Lake Paloona Road	Lake Paloona Road and existing Access Track to T15	Poor (70m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 102.3 Lake Paloona Road and new Access Track to T16	Poor (30m), sight distance to east, limited by horizontal curve and requires tree trimming. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 102.4 Lake Paloona Road and new Access Track east of T15	Poor (40m), sight distance to east, limited by horizontal curve and requires tree trimming. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (70m), sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 102.5 Lake Paloona Road and new Access Track to T13 - T14	Poor (110m), sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
103	Paloona Dam Road	Entire length	6 crashes were recorded, of which 5 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
105	Wilmot Road	Entire length	33 crashes were recorded, of which 15 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 105.1 Wilmot Road and Paloona Road	Insufficient (180m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (130m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
108	Leith Road 2	Intersection 108.1 Leith Road 2 and Leith Road 2	Insufficient (120m) sight distance to east, limited by vegetation and horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #4 to #7 from Table 22	Improbable	Minor	Low
			Poor (65m) sight distance to south, limited by bus shelter and horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 and #8 from Table 22	Improbable	Minor	Low
110	Geales Road	Intersection 110.2 Geales Road/ Riggs Road and Geales Road	Poor (100m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (100m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
111	Riggs Road	Driveway 111.1 Riggs Road and new Access Track to T21	Poor (115m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 111.2 Riggs Road and new Access Track to T22	Poor (70m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Driveway 111.5 Riggs Road and new Access Track to T22	Poor (110m), sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 111.6 Riggs Road and new Access Track east of T22	Poor (10m), sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Probable	Serious	Intolerable	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
112	Kindred Road	Entire length	40 crashes were recorded, of which 26 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 112.1 Kindred Road and Geales Road	Insufficient (220m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 112.2 Kindred Road and existing Access Track to T24 - T25	Poor (100m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 112.4 Kindred Road and Riggs Road	Insufficient (150m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 112.6 Kindred Road and new Access Track to T27	Poor (75m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 112.7 Kindred Road and Clerke Plains Road	Insufficient (195m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (170m) sight distance to west, limited by vegetation and crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
238	Thompsons Road	Intersection 238.1 Thompsons Road and Chuggs Road	Poor (100m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
118	Clerke Plains Road	Driveway 118.1 Clerke Plains Road and existing Access Track to T28 - T29	Poor (80m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 118.3 Clerke Plains Road and Jones Road	Poor (90m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Entire length	28 crashes were recorded, of which 20 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 120.1 Castra Road and Kindred Road	Insufficient (210m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 120.2 Castra Road and Top Gawler Road	Insufficient (235m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
120	Castra Road 1	Castra Road and Top Gawler Road	Insufficient (260m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing minor injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 120.3 Castra Road and Clerke Plains Road	Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing minor injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 120.4 Castra Road and Bellingers Road	Poor (65m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 120.7 Castra Road and Ellis Road	Insufficient (170m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 120.8 Castra Road and existing Access Track to T39	Poor (110m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 120.9 Castra Road and Picketts Road	Insufficient (115m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
124	Bellingers Road	Intersection 124.3 Bellingers Road and Bellingers Road	Insufficient (150m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing minor injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
127	Picketts Road	Driveway 127.1 Picketts Road and existing Access Track to T40	Poor (75m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (130m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 127.2 Picketts Road and new Access Track to T41	Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 127.3 Picketts Road and new Access Track west of T41	Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
128	Top Gawler Road	Entire length	19 crashes were recorded, of which 15 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 128.1 Top Gawler Road and Edinborough Road	Insufficient (130m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Sufficient sight distance		
			Insufficient (125m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 128.2 Top Gawler Road and Picketts Road	Insufficient (120m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (125m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 128.3 Top Gawler Road and Hilltop Avenue	Poor (100m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (170m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 128.4 Top Gawler Road and new Access Track north of T43	Poor (80m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
129	Hilltop Avenue	Driveway 129.1 Hilltop Avenue and new Access Track to T43	Insufficient (60m) sight distance to south, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Driveway 129.2 Hilltop Avenue and new Access Track to T43	Insufficient (30m), sight distance to south, limited by horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
134	West Gawler Road	Intersection 134.1 West Gawler Road and Mckennas Road	Insufficient (70m) sight distance to north, limited by horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
136	Preston Road	Entire length	21 crashes were recorded, of which 13 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Driveway 136.3 Preston Road and new Access Track to T46 - T47	Insufficient (100m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 136.4 Preston Road and Mannings Jetty Road	Insufficient (120m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
138	Mannings Jetty Road	Intersection 138.1 Mannings Jetty Road and Walkers Road	Poor (80m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (250m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
141	Knights Road	Roundabout 141.2b Knights Road/ South Road/ Bass Highway 11 (eastbound on/off ramp) roundabout (Bass Highway off-ramp approach)	Insufficient (45m) sight distance to south, limited by vegetation. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Minor	Low
142	South Road	Entire length	31 crashes were recorded, of which 15 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 142.1 South Road and Lobster Creek Road	Insufficient (120m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 142.2 South Road and White Hills Road	Insufficient (120m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 142.5 South Road and South Road (north of Bass Highway)	Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low

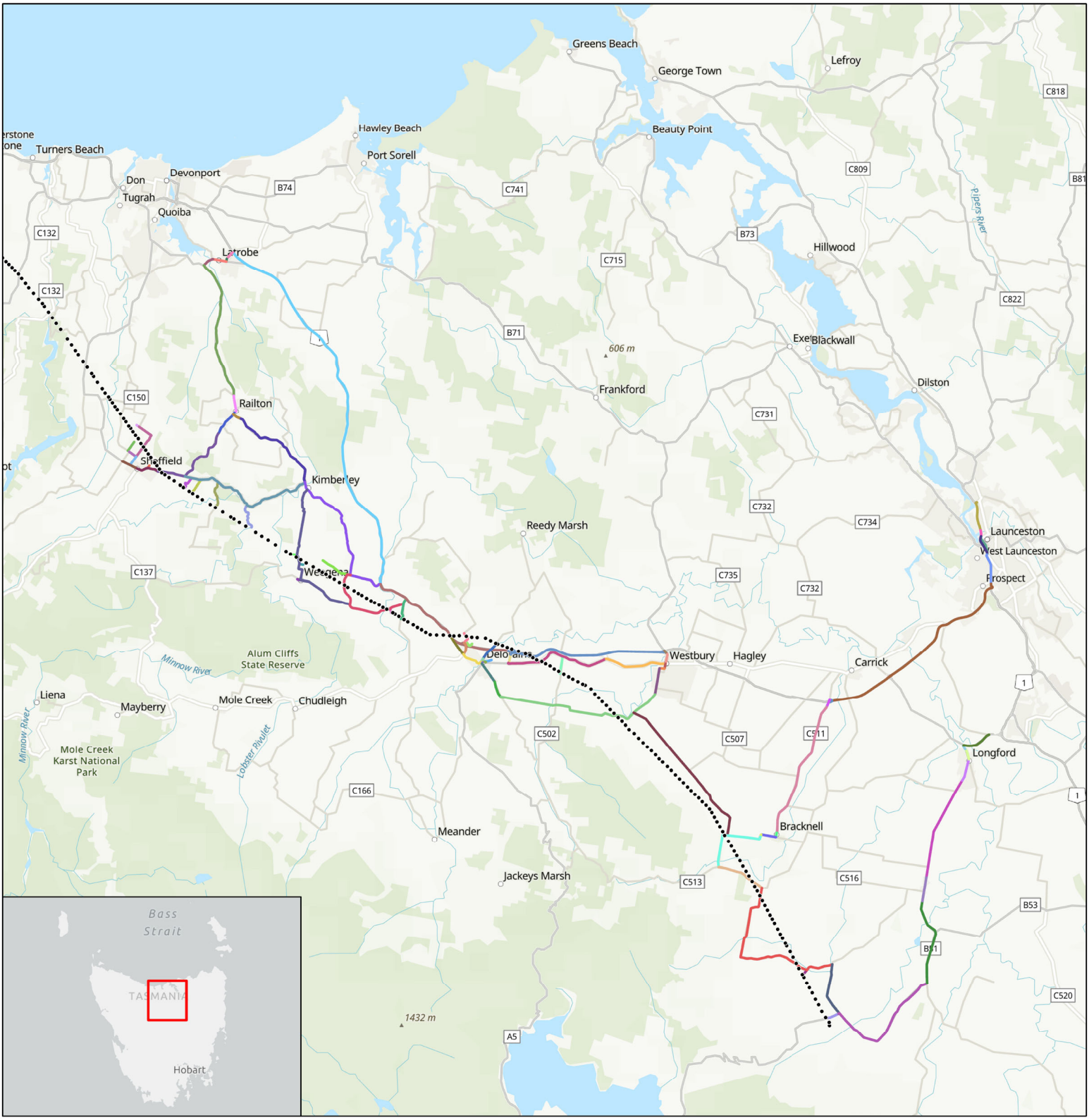
Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
144	Lobster Creek Road	Intersection 144.1 Lobster Creek Road and Golf Club Road	Insufficient (140m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 144.2 Lobster Creek Road and existing Access Track to T57	Poor (40m) sight distance to west, limited by vegetation and crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
151	Ironcliffe Road	Intersection 151.2 Ironcliffe Road and Montgomery Road	Insufficient (110m) sight distance to south, limited by horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Driveway 151.5 Ironcliffe Road and existing Access Track to T65	Insufficient (40m), sight distance to west, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
152	Montgomery Road	Driveway 152.2 Montgomery Road and existing Access Track to T61 - T62	Insufficient (60m) sight distance to west, limited by horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
158	Pine Road 2	Intersection 158.4 Pine Road 2 and Creamery Road	Insufficient (160m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
160	Creamery Road	Intersection 160.1 Creamery Road and West Pine Road	Insufficient (220m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (75m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
161	West Pine Road	Intersection 161.3 West Pine Road and Nine Mile Road	Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 161.4 West Pine Road and Daveys Road	Insufficient (230m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (190m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 161.5 West Pine Road and Bonneys Road	Poor (80m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 161.6 West Pine Road/ Camena Road and Cuprona Road	Insufficient (210m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
164	Nine Mile Road	Intersection 164.1 Nine Mile Road and Daveys Road	Insufficient (230m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (170m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 164.2 Nine Mile Road and existing Access Track to T73	Poor (100m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 164.3 Nine Mile Road and existing Access Track to T75	Poor (10m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Intersection 164.4 Nine Mile Road and Albert Road	Insufficient (140m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 164.5 Nine Mile Road and new Access Track to T74	Poor (10m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Intersection 164.6 Nine Mile Road and Zig Zag Road	Poor (10m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
166	Cuprona Road	Driveway 166.5 Cuprona Road and existing Access Track to T79 - T82	Poor (110m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 166.6 Cuprona Road and Albert Road	Insufficient (150m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
172	Minna Road 1	Driveway 172.1 Minna Road 1 and existing Heybridge switching station Access Track	Poor (65m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (110m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 172.3 Minna Road 1 and existing Access Track to T91 - T94 & T2 - T5	Poor (100m), sight distance to north, limited by vegetation - requires significant tree clearing. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
173	Minna Road 2	Entire length	15 crashes were recorded, of which 10 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 173.1 Minna Road 2 and Devonshire Drive	Insufficient (160m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 173.3 Minna Road 2 and existing Access Track to T86 & T10	Insufficient (120m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 173.4 Minna Road 2 and new Access Track to T83 - T85	Poor (90m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.1 Devonshire Drive and existing Access Track to T91 - T92 & T4 - T5	Poor (15m) sight distance to east, limited by intersection. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.2 Devonshire Drive and existing Access Track to T90 & T6	Poor (100m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.3	Insufficient (110m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
174	Devonshire Drive	Devonshire Drive and new Access Track to T88 & T8	Insufficient (110m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.4 Devonshire Drive and existing Access Track to T89 & T7	Poor (80m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.5 Devonshire Drive and new Access Track to T87 & T9	Poor (80m), sight distance to west, limited by vegetation - requires significant tree clearing and site benching. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Driveway 174.6 Devonshire Drive and existing Access Track north of T8 (west)	Insufficient (120m), sight distance to south, limited by vegetation and horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.7 Devonshire Drive and existing Access Track north of T8 (east)	Poor (100m), sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
			Poor (80m), sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.8 Devonshire Drive and new Access Track to T89 & T7	Insufficient (120m), sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m), sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
175	Natone Road	Intersection 175.1 Natone Road and Minna Road	Insufficient (140m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
176	Stowport Road	Entire length	45 crashes were recorded, of which 9 involved vehicles from opposing directions. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 176.1 Stowport Road and Fern Glade Road	Insufficient (130m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 176.2 Stowport Road and Maydena Road	Insufficient (130m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 176.3 Stowport Road and existing Access Track to T12	Poor (100m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 176.5 Stowport Road and new Access Track east of T13	Poor (100m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 176.6 Stowport Road and new Access Track east of T13	Poor (80m), sight distance to south, obstructed by power pole. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
177	Maydena Road	Driveway 177.1 Maydena Road and new Access Track to T11	Poor (25m) sight distance to north, to private access. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 177.2 Maydena Road and new Access Track to T12	Insufficient (120m), sight distance to east, briefly obstructed by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 177.3 Maydena Road and new Access Track to T10	Poor (60m), sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 177.4 Maydena Road and new Access Track to T11	Poor (60m), sight distance to south, limited by dip. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
179	Fern Glade Road	Entire length	14 crashes were recorded, of which 10 were off path on curve. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low
		Driveway 179.1 Fern Glade Road and new Access Track south of T14	Insufficient (55m) sight distance to west, limited by vegetation. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #4 to #6 from Table 22	Improbable	Minor	Low
		Driveway 179.3 Fern Glade Road and new Access Track west of T14	Insufficient (20m) sight distance to north, limited by vegetation. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #4 to #6 from Table 22	Improbable	Minor	Low
185	Mount Street 2	Entire length	139 crashes were recorded, of which 44 involved vehicles from the same direction and 8 involved pedestrians. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Occasional	Minor	Medium
190	Manuka Drive	Intersection 190.2 Manuka Drive and Wirilda Drive	Insufficient (90m) sight distance to east, limited by vegetation. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #4 to #6 from Table 22	Sufficient sight distance		
			Insufficient (55m) sight distance to south, limited by horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
194	Three Mile Line Road	Entire length	25 crashes were recorded, of which 5 occurred at a curve and 2 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Roundabout 194.4a Three Mile Line Road/ Woniora Road/ Madeline Drive roundabout (Three Mile Line Road eastern approach)	Insufficient (60m) sight distance to north, limited by vegetation. This has potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #4 to #6 from Table 22	Sufficient sight distance		
199	West Park Grove	Entire length	77 crashes were recorded, of which 29 involved vehicles from the same direction and 20 involved vehicles from adjacent directions. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
200	Mooreville Road	Intersection 200.3 Mooreville Road and Oasis Drive	Insufficient (110m) sight distance to north, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Roundabout 200.4a Mooreville Road/ West Mooreville Road/ Stevens Place roundabout (Mooreville Road southern approach)	Insufficient (70m) sight distance to east, limited by crest. This has potential to result in a moderate speed collision between two vehicles causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Intersection 200.5 Mooreville Road and West Park Grove	Insufficient (100m) sight distance to north, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
202	West Mooreville Road	At the curve approximately 0.4km west of the West Mooreville Road or Three Mile Line Road intersection.	53 crashes were recorded, of which 31 were off path on curve. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Driveway 202.4 West Mooreville Road and existing Access Track to T41 - T46	Poor (110m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 202.5 West Mooreville Road and existing Access Track to T39 - T40	Poor (110m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 202.6 West Mooreville Road and existing Access Track to T37 - T38	Poor (110m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (75m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 202.7 West Mooreville Road and Penmina Road	Insufficient (110m) sight distance to north, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
203	East Cam Road	Intersection 203.1 East Cam Road and Laird Road	Insufficient (110m) sight distance to north, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
206	Ridgley Highway	Driveway 206.6 Ridgley Highway and Menne Road	Insufficient (200m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 206.8 Ridgley Highway and Tena Road	Insufficient (190m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 206.11 Ridgley Highway and Talunah Road	Insufficient (170m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
208	West Ridgley Road	Driveway 208.2 West Ridgley Road and new Access Track to T29	Poor (80m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 208.4 West Ridgley Road and new Access Track to T30	Poor (80m), sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (80m), sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 208.5 West Ridgley Road and existing Access Track south of T30	Poor (80m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
211	Tena Road	Driveway 211.1 Tena Road and new Access Track to T16 - T17	Insufficient (100m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 211.2 Tena Road and new Access Track to T15	Poor (35m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 211.3 Tena Road and new Access Track to T13 - T14	Poor (15m) sight distance to south, limited by vegetation and curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
212	Eighteen Mile Road	Driveway 212.1 Eighteen Mile Road and existing Access Track to T10 - T12	Insufficient (100m) sight distance to east, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Driveway 212.3 Eighteen Mile Road and existing Access Track to T6 - T8	Poor (80m) sight distance to east, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
214	Talunah Road	Intersection 214.1 Talunah Road and Batzek Road	Insufficient (95m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
215	Batzek Road	Driveway 215.3 Batzek Road and existing Access Track to T5	Insufficient (100m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
Various roads - refer Appendix A.4 for specific bus routes and locations		Schools and school bus routes	There is an increased risk to the safety of school children due to the proposed increase in heavy vehicle movements during construction. Due to the high-speed road environment a crash involving a child on the road edge could be serious.	Occasional	Serious	High	Apply mitigation measure #14 from Table 29	Improbable	Serious	Medium
Various roads - refer Appendix A.11 for locations of tight curves		Tight curves	There are multiple tight curves located within the study area which will require large vehicles to enter the opposing traffic lane. This has the potential to result in a high speed head on collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measures #9 and #10 from Table 22	Improbable	Serious	Medium
Various roads - refer Appendix A.11 for locations of tight turns		Tight turns	There are multiple tight turns located within the study area which will require large vehicles to enter the opposing traffic lane. This has the potential to result in a low speed collision between two vehicles resulting in minor injury.	Occasional	Minor	Medium	Apply mitigation measures #9 and #10 from Table 22	Improbable	Minor	Low
Various roads - refer Appendix A.11 for locations of bridges		Narrow bridges	There is limited sight distance on approach to narrow bridges on various roads and often no advanced warning signage observed. This could result in heavy vehicles approaching the bridge too quickly which could result in a high speed crash resulting in death or serious injury and/or damage to the bridge.	Improbable	Serious	Medium	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium

Appendix E

Roads Combined



N

0 2 4 6 8 10 12

Kilometres

Scale: 1:300,000 @A3

Coordinate System: GDA2020 MGA Zone 55

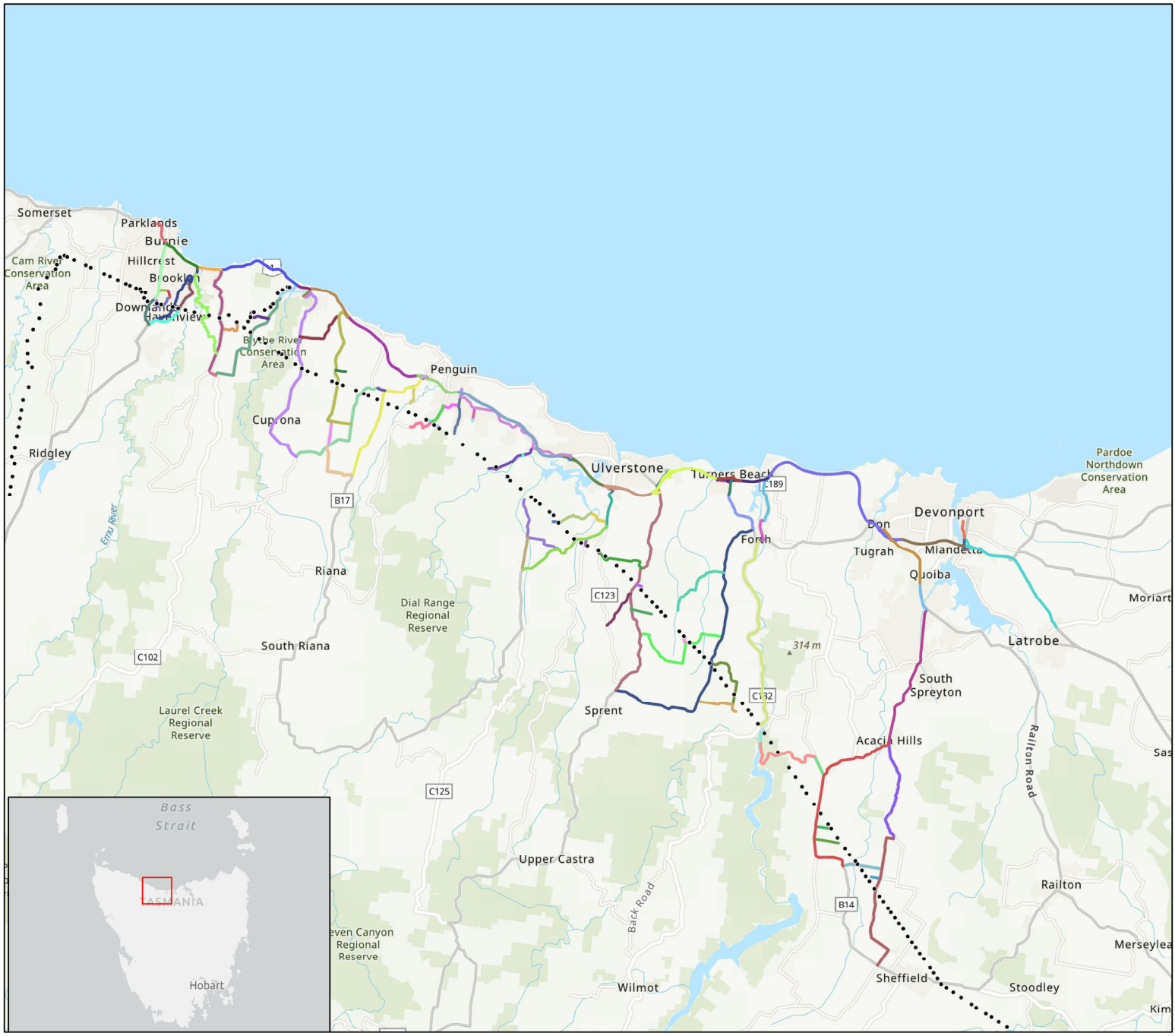
MAP REF: P.21.1133
AUTHOR: NPA
REV: A
DATE: 2/07/2024
DATA SOURCES: Aerial imagery from ESRI, Data from the LIST supplemented by data provided by Tetra Tech Coffey

PA-SH Roads
North West Transmission Developments

pitt&sherry

LEGEND

- 1 Illawara Road
- 2 Tannery Road South
- 3 Wellington Street
- 4 Marlborough Street
- 5 Cressy Road 1
- 6 Main Street (Cressy)
- 7 Cressy Road 2
- 8 Poatina Road 1
- 9 Poatina Road 2
- 10 Saundridge Road
- 11 Blackwood Creek Road
- 12 Stoneycroft road
- 13 Liffey Road
- 14 Bracknell Road
- 15 Maria Street
- 16 Louisa Street
- 17 Elizabeth Street
- 18 Oaks Road 1
- 19 Oaks Road 2
- 20 Bass Highway 1
- 21 Midland Highway
- 22 Bathurst Street
- 23 Wellington Street
- 24 Lower Charles Street
- 25 Goderich Street
- 27 Cluan Road
- 28 Osmaston Road
- 29 Mary Street
- 30 King Street
- 31 William Street 1
- 32 William Street 2
- 33 Birralee Road
- 34 Bass Highway 2
- 35 Quamby Brook Road
- 36 East Barrack Street
- 37 East Parade
- 38 Meander Valley Road 1
- 39 Meander Valley Road 2
- 40 Exton Road
- 41 Bowerbank Link
- 42 Meander Valley Road 3
- 43 Railway Street
- 44 Grigg Street
- 45 Emu Bay Road 1
- 46 Emu Bay Road 2
- 47 West parade
- 48 River Road
- 49 Mole Creek Road
- 50 Weetah Road
- 51 Archer Street
- 52 Bass Highway 3
- 53 Bengeo Road
- 54 Dunorlan Road
- 55 Sadlers Road
- 56 Weegena Road
- 57 Dynans Bridge Road
- 58 Strathaven Road
- 59 Cox Brothers Road
- 60 Railton Road 1
- 61 Railton Road 2
- 62 Kimberley Road
- 63 Foster Street
- 64 Latrobe Road
- 65 Railton Road 3
- 66 Frogmore Lane
- 67 Gilbert Street
- 68 Bradshaw Street
- 69 Moriarty Road
- 70 Bass Highway 4
- 71 Bridle Track Road
- 72 Lower Beulah Road
- 73 Beulah Road
- 74 Blackberry Hill Road
- 75 Tylers Road
- 76 Sheffield Road 1
- 77 Main Street 1
- 78 Main Street 2
- 79 Johnson Street
- 80 High Street
- 81 Nook Road 1
- 82 Tarleton Street
- 84 Neika Road
- 239 Randwick Road
- 240 Brooklyn Road
- Transmission tower



N

0 2 4 6 8
Kilometre

Scale: 1:200,000 @A3

Coordinate System: GDA2020 MGA Zone 55

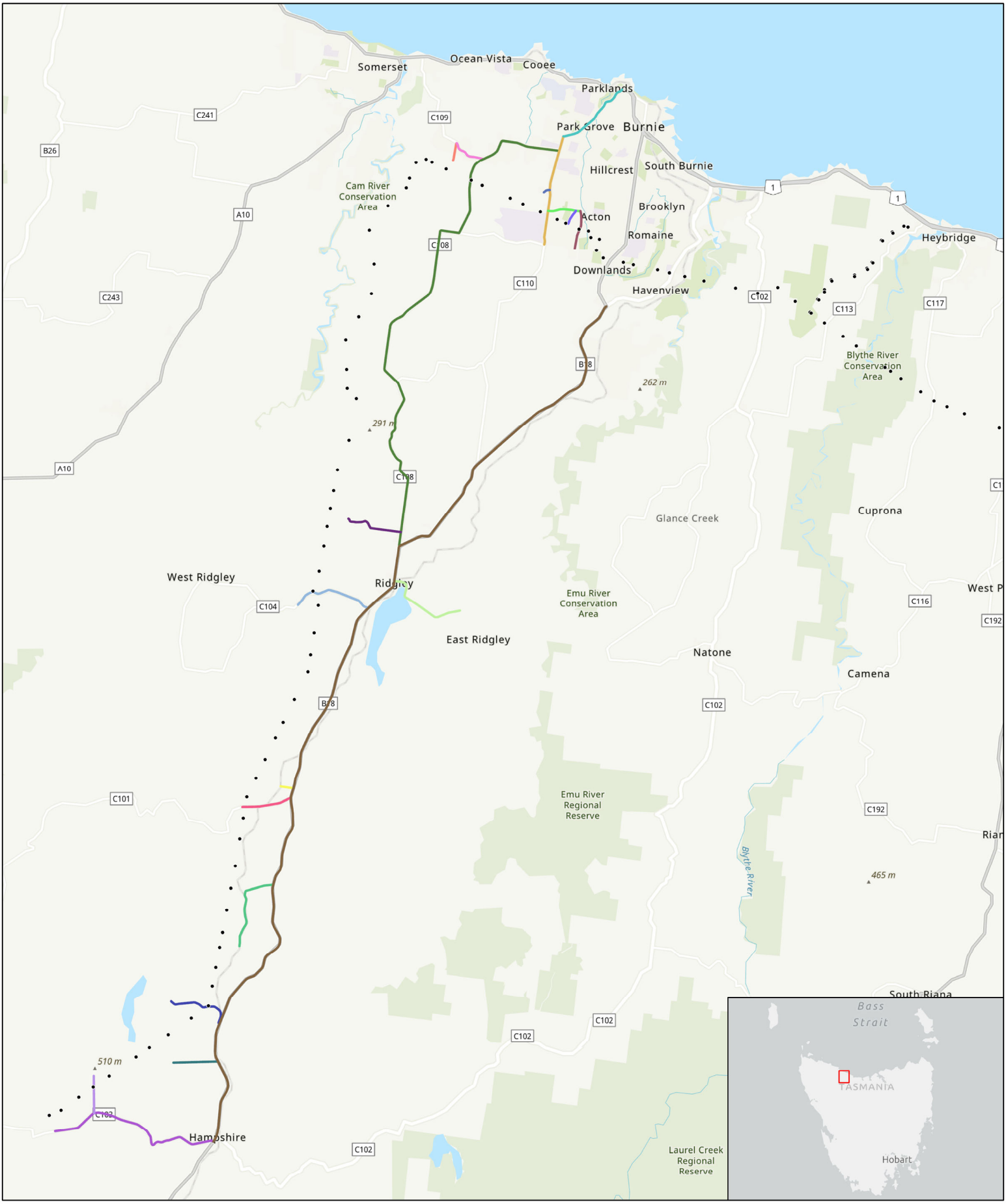
MAP REF: P.21.1133
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SH-BU Roads
North West Transmission Developments

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LEGEND

- 83 West Nook Road
- 86 George Road
- 87 Dalwood Road
- 88 Nook Road 2
- 89 Sheffield Road 2
- 90 Sheffield Road 3
- 91 Iles Road
- 92 Weeks Road
- 93 Mersey Main Road
- 94 Stony Rise Road
- 95 Tugrah Road
- 96 Bass Highway 5
- 97 Bridge Road
- 98 Tarleton Street (Devonport)
- 99 Wright Street
- 100 Bass Highway 6
- 101 Lower Barrington Rd
- 102 Lake Paloona Rd
- 103 Paloona Dam Rd
- 105 Wilmot Rd
- 106 Forth Road 1
- 107 Leith Road 1
- 108 Leith Road 2
- 109 Bass Highway 7
- 110 Geales Rd
- 111 Riggs Rd
- 112 Kindred Rd
- 113 Forth Road 2
- 114 Turners Beach Road
- 115 Westella Drive
- 116 Clayton Road East
- 117 Bass Highway 8
- 118 Clerke Plains Rd
- 119 Jones Rd
- 120 Castra Road 1
- 121 Castra Road 2
- 122 Production Drive
- 123 Bass Highway 9
- 124 Bellingers Rd
- 125 Edinborough Rd
- 126 Ellis Road
- 127 Picketts Rd
- 129 Hilltop Avenue
- 130 Gawler Road
- 131 Lovett Street
- 132 Adaihi Street
- 133 Bass Highway 10
- 134 West Gawler Rd
- 135 McKennas Rd
- 135 Mckennas Road
- 136 Preston Rd
- 137 Isandula Rd
- 138 Mannings Jetty Rd
- 139 Walkers Rd
- 140 Bass Highway 11
- 141 Knights Road
- 142 South Road
- 143 Bass Highway 12
- 144 Lobster Creek Rd
- 145 Golf Club Road
- 146 White Hills Road
- 147 Lily Lane
- 148 Dial Road
- 150 Sports Complex Avenue
- 151 Ironcliffe Rd
- 151 Ironcliffe Road
- 152 Montgomery Rd
- 153 Crawford Rd
- 154 Bass Highway 13
- 155 Enterprise Avenue
- 156 Epsom Road
- 157 Pine Road 1
- 158 Pine Road 2
- 159 Browns Lane
- 160 Creamery Road
- 161 West Pine Rd
- 162 Bonneys Rd
- 163 Daveys Rd
- 164 Nine Mile Road
- 165 Bass Highway 14
- 166 Cuprona Rd
- 168 Albert Rd
- 169 River Avenue
- 170 Bass Highway 15
- 171 Bass Highway 16
- 172 Minna Road 1
- 173 Minna Road 2
- 174 Devonshire Drive
- 175 Natone Road
- 176 Stowport Rd
- 177 Maydena Rd
- 178 Bass Highway 17
- 179 Fern Glade Rd
- 180 Massy-Greene Drive
- 181 Bass Highway 18
- 182 Old Surrey Road 1
- 183 Old Surrey Road 2
- 184 Mount Street 1
- 185 Mount Street 2
- 186 Bass Highway 19
- 187 Roslyn Avenue
- 188 Blackwood Parade
- 189 Sassafras Crescent
- 190 Manuka Drive
- 191 Wirilda Drive
- 192 Atkins Drive
- 198 Bass Highway 20
- 237 Zig Zag Road
- 238 Thompsons Road
- Transmission tower



EC-BU & HH-EC Roads
North West Transmission Developments

pitt&sherry

N

0 1 2 3
Kilometres

Scale: 1:80,000 @A3

Coordinate System: GDA2020 MGA Zone 55

MAP REF: P.21.1133
AUTHOR: NPA
REV: A
DATE: 2/07/2024
DATA SOURCES: Aerial imagery from ESRI, Data from the LIST supplemented by data provided by Tetra Tech Coffey

LEGEND

- 195 Woniora Road
- 196 Wiseman Street
- 197 Wright Street
- 199 West Park Grove
- 200 Mooreville Road
- 201 Oasis Drive
- 202 West Mooreville Road
- 203 East Cam Road
- 204 Laird Road
- 205 Penima Road
- 206 Ridgley Highway
- 207 Circular Road
- 208 West Ridgley Road
- 209 Menne Road
- 210 Oonah Road
- 211 Tena Road
- 212 Eighteen Mile Road
- 213 Neena Road
- 214 Talunah Road
- 215 Batzek Road
- Transmission tower

Appendix A.1 - Project Road Network Summary

Road ID	Road name	Road section relevant to the project	Road owner	B-Double approved
1	Illawarra Road	2.351km section from Pateena Road to Tannery Road South	State Growth	Yes
2	Tannery Road South	0.384km section from Illawarra Road to Wellington Street	State Growth	Yes
3	Wellington Street	0.873km section from Tannery Road South to Marlborough Street	State Growth	Yes
4	Marlborough Street	1.438km section from Wellington Street to Cressy Road	State Growth	Yes
5	Cressy Road 1	8.53km section from Marlborough Street to Main Street (Cressy)	State Growth	Yes
6	Main Street (Cressy)	2.1km section from Cressy Road 1 to Cressy Road 2	State Growth	Yes
7	Cressy Road 2	7.053km section from Main Street to Poatina Road	State Growth	Yes
8	Poatina Road 1	10.193km section from Cressy Road 2 to Poatina Road 1	State Growth	Yes
9	Poatina Road 2	1.165km section along Poatina Road west of Poatina Road/ Saundridge Road intersection	State Growth	Yes
10	Saundridge Road	4.256km section from Poatina Road to Blackwood Creek Road	Northern Midlands Council	Not assessed
11	Blackwood Creek Road	13.995km section from Saundridge Road to Liffey Road	Northern Midlands Council	Not assessed
12	Stoneycroft Road	0.606km section from Blackwood Creek Road	Northern Midlands Council	Not assessed
13	Liffey Road	3.902km section from Blackwood Creek Road to Bracknell Road	Northern Midlands Council	Not assessed
14	Bracknell Road	5.796km section from Liffey Road to Maria Street	Meander Valley Council	Not assessed
15	Maria Street	0.188km section from Louisa Street to Bracknell Road	Meander Valley Council	Not assessed
16	Louisa Street	1.192km section from Oaks Road to Maria Street	Meander Valley Council	Not assessed
17	Elizabeth Street	0.366km section from Louisa Street to Oaks Road	Meander Valley Council	Not assessed
18	Oaks Road 1	11.03km section from Elizabeth Street to Page Transport Access Road	Meander Valley Council	Not assessed
19	Oaks Road 2	0.6km section from Page Transport Access Road to Bass Highway	Meander Valley Council	Yes
20	Bass Highway 1	17.5km section from Oaks Road to Midland Highway	State Growth	Yes
21	Midland Highway	2.401km section from Bass Highway 1 to Wellington Street	State Growth	Yes
23	Wellington Street	1.598km section from Bass Highway 1 to Lower Charles Street	State Growth	Yes
24	Lower Charles Street	0.455km section from Wellington or Bathurst Street to Goderich Street	State Growth	Yes
25	Goderich Street	2.421km section from Lower Charles Street to Mowbray Link	State Growth	Yes
27	Cluan Road	12.868km section from Bracknell Road to Osmaston Road	Meander Valley Council	Not assessed
28	Osmaston Road	13.481km section from Mary Street to Quamby Brook Road	Meander Valley Council	Not assessed
29	Mary Street	2.107km section from Osmaston Road to King Street	Meander Valley Council	Not assessed
30	King Street	0.394km section from Mary Street to William Street	Meander Valley Council	Not assessed
31	William Street 1	0.4km section from King Street to Meander Valley Road	Meander Valley Council	Not assessed
32	William Street 2	0.783km section from Meander Valley Road to Birralee Road	Meander Valley Council	Yes
33	Birralee Road	0.4km section from William Street to Bass Highway	State Growth	Yes
34	Bass Highway 2	14.762km section from Birralee Road to Bowerbank Link	State Growth	Yes
35	Quamby Brook Road	1.334km section from Osmaston Road to East Barrack Street	Meander Valley Council	Not assessed
36	East Barrack Street	1.754km section from Quamby Brook Road to Highland Lakes Road	Meander Valley Council	Not assessed
37	East Parade	0.112km section from East Barrack Street to Emu Bay Road	State Growth	Yes
38	Meander Valley Road 1	4.919km section from William Street to Bass Highway on-ramp east of Exton	State Growth	Not assessed
39	Meander Valley Road 2	8.491km section from Bass Highway on-ramp east of Exton to Bowerbank Link	State Growth	Yes
40	Exton Road	1.4km section from Meander Valley Road	Meander Valley Council	Not assessed
41	Bowerbank Link	1.673km section from Meander Valley Road to Bass Highway	State Growth	Yes
42	Meander Valley Road 3	0.287km section from East Parade to Railway Street	State Growth	Yes
43	Railway Street	0.062km section from Meander Valley Road to Grigg Street	Meander Valley Council	Not assessed
44	Grigg Street	0.464km section from Railway Street	Meander Valley Council	Not assessed
45	Emu Bay Road 1	2.0km section from Meander Valley Road to Mole Creek Road	Meander Valley Council	Not assessed
46	Emu Bay Road 2	1.717km section from Mole Creek Road to Bass Highway	Meander Valley Council	Yes
47	West Parade	0.374km section from Emu Bay Road to River Road	Meander Valley Council	Not assessed
48	River Road	1.742km section from West Parade	Meander Valley Council	Not assessed
49	Mole Creek Road	0.991km section from Bass Highway	State Growth	Yes
50	Weetah Road	0.95km section from Mole Creek Road	Meander Valley Council	Not assessed
51	Archer Street	0.782km section from Weetah Road	Meander Valley Council	Not assessed
52	Bass Highway 3	13.86km section from Bowerbank Link to Railton Road	State Growth	Yes
53	Bengeo Road	1.779km section from Bass Highway	Meander Valley Council	Not assessed
54	Dunorlan Road	7.541km section from Bengeo Road to Railton Road	Meander Valley Council	Not assessed
55	Sadlers Road	0.334km section from Dunorlan Road	Meander Valley Council	Not assessed
56	Weegena Road	12.467km section from Dunorlan Road to Railton Road	Meander Valley Council	Not assessed
57	Dynans Bridge Road	0.3km section from Weegena Road	Meander Valley Council	Not assessed
58	Strathaven Road	0.309km section from Weegena Road	Meander Valley Council	Not assessed
59	Cox Brothers Road	0.324km section from Weegena Road	Meander Valley Council	Not assessed
60	Railton Road 1	11.89km section from Bass Highway 3 to Bridle Track Road	Meander Valley Council	Not assessed
61	Railton Road 2	7.9km section from Bridle Track Road to Kimberley Road	Kentish Council	Not assessed
62	Kimberley Road	0.711km section from Railton Road to Foster Street	Kentish Council	Not assessed
63	Foster Street	2.005km section from Latrobe Road to Sheffield Road	Kentish Council	Yes
64	Latrobe Road	1.407km section from Foster Street to Railton Road	State Growth	Yes
65	Railton Road 3	11.271km section from Latrobe Road to Frogmore Lane	State Growth	Yes
66	Frogmore Lane	0.904km section from Railton Road to Gilbert Street	State Growth	Restricted
67	Gilbert Street	1.065km section from Frogmore Lane to Bradshaw Street	State Growth	Restricted
68	Bradshaw Street	0.222km section from Gilbert Street to Moriarty Road	Latrobe City Council	Not assessed
69	Moriarty Road	0.655km section from Bradshaw Street to Bass Highway	Latrobe City Council	Not assessed
70	Bass Highway 4	31.5km section from Railton Road to Moriarty Road	State Growth	Yes
71	Bridle Track Road	11.285km section from Railton Road to Sheffield Road	Kentish Council	Not assessed
72	Lower Beulah Road	2.234km section from Bridle Track Road	Kentish Council	Not assessed
73	Beulah Road	2.254km section from Bridle Track Road	Kentish Council	Not assessed
74	Blackberry Hill Road	1.338km section from Bridle Track Road	Kentish Council	Not assessed
75	Tylers Road	1.133km section from Bridle Track Road	Kentish Council	Not assessed
76	Sheffield Road 1	7.2km section from Foster Street to Main Street	Kentish Council	Not assessed
77	Main Street 1	1.8km section from Sheffield Road 1 to Claude Road intersection	Kentish Council	Not assessed
78	Main Street 2	1.3km section from Claude Road intersection to West Nook Road	State Growth	Yes
79	Johnson Street	0.238km section from Main Street	Kentish Council	Not assessed
80	High Street	0.829km section from Main Street to Nook Road	Kentish Council	Not assessed
81	Nook Road 1	3.28km section from High Street	Kentish Council	Not assessed
82	Tarleton Street (Sheffield)	0.688km section from High Street to West Nook Road	Kentish Council	Not assessed
83	West Nook Road	7.4km section from Main Street to Nook Road	Kentish Council	Not assessed
84	Neika Road	0.871km section from West Nook Road	Kentish Council	Not assessed
86	George Road	0.462km section from West Nook Road	Kentish Council	Not assessed

Road ID	Road name	Road section relevant to the project	Road owner	B-Double approved
87	Dalwood Road	1.949km section from West Nook Road to Sheffield Road	Kentish Council	Not assessed
88	Nook Road 2	5.2km section from West Nook Road to Sheffield Road	Kentish Council	Not assessed
89	Sheffield Road 2	9.4km section from Dalwood Road to Nook Road 2	State Growth	Yes
90	Sheffield Road 3	7.1km section from Nook Road 2 to Mersey Main Road	State Growth	Yes
91	Iles Road	1.221km section from Sheffield Road	Kentish Council	Not assessed
92	Weeks Road	0.9km section from Sheffield Road	Kentish Council	Not assessed
93	Mersey Main Road	1.286km section from Sheffield Road to Stony Rise Road	State Growth	Yes
94	Stony Rise Road	3.84km section from Mersey Main Road to Bass Highway	State Growth	Not assessed
95	Tugrah Road	0.358km section from Stony Rise Road to Bass Highway	State Growth	Yes
96	Bass Highway 5	8.47km section from Moriarty Road to Bridge Road	State Growth	Yes
97	Bridge Road	0.16km section from Bass Highway to Tarleton Street	Devonport City Council	Yes
98	Tarleton Street (Devonport)	0.6km section from Bridge Road to Wright Street	Devonport City Council	Yes
99	Wright Street	0.8km section from Tarleton Street to Devonport Port	Devonport City Council	Yes
100	Bass Highway 6	3.2km section from Bridge Street to Tugrah Road	State Growth	Yes
101	Lower Barrington Road	1.012km section from Sheffield Road to Lake Paloona Road	Kentish Council	Not assessed
102	Lake Paloona Road	4.8km section from Lower Barrington Road	Kentish Council	Not assessed
103	Paloona Dam Road	0.6km section from Paloona Road	Central Coast Council	Not assessed
105	Wilmot Road	10.5km section from Forth Road	Central Coast Council	Not assessed
106	Forth Road 1	0.194km section from Wilmot Road to Leith Road	Central Coast Council	Yes
107	Leith Road 1	1.1km section from Forth Road to Harvest Moon Site Access	Central Coast Council	Yes
108	Leith Road 2	2.4km section from Harvest Moon Site Access to Bass Highway	Central Coast Council	Not assessed
109	Bass Highway 7	10.5km section from Tugrah Road to Leith Road	State Growth	Yes
110	Geales Road	2.2km section from Kindred Road	Central Coast Council	Not assessed
111	Riggs Road	3.079km section from Geales Road to Kindred Road	Central Coast Council	Not assessed
112	Kindred Road	14.4km section from Forth Road to Castra Road	Central Coast Council	Not assessed
113	Forth Road 2	2.329km section from Kindred Road to Turners Beach Road	Central Coast Council	Yes
114	Turners Beach Road	0.9km section from Forth Road to Bass Highway	Central Coast Council	Not assessed/ Limit
115	Westella Drive	0.7km section from Bass Highway to Turners Beach Road	Central Coast Council	Yes
116	Clayton Road East	1.1km section - Bass Highway eastbound on and off ramps	Central Coast Council	Yes
117	Bass Highway 8	3.4km section from Leith Road to Forth Road (Turners Beach)	State Growth	Yes
118	Clerke Plains Road	6.045km section from Kindred Road to Castra Road	Central Coast Council	Not assessed
119	Jones Road	0.391km section from Clerke Plains Road	Central Coast Council	Not assessed
120	Castra Road 1	11.1km section from Kindred Road to Bass Highway (westbound off-ramp)	Central Coast Council	Not assessed
121	Castra Road 2	0.345km section from Bass Highway (westbound off-ramp) to Production Drive	Central Coast Council	Yes/ Mass Limit
122	Production Drive	1.0km section from Castra Road to Bass Highway Roundabout	Central Coast Council	Yes
123	Bass Highway 9	6.35km section from Forth Road (Turners Beach) to Castra Road	State Growth	Yes
124	Bellingers Road	1.073km section from Castra Road	Central Coast Council	Not assessed
125	Edinborough Road	2.040km section from Castra Road to Top Gawler Road	Central Coast Council	Not assessed
126	Ellis Road	0.285km section from Castra Road	Central Coast Council	Not assessed
127	Picketts Road	2.619km section from Castra Road to Top Gawler Road	Central Coast Council	Not assessed
128	Top Gawler Road	8.573km section from Castra Road to Gawler Road	Central Coast Council	Not assessed
129	Hilltop Avenue	0.063km section from Top Gawler Road	Central Coast Council	Not assessed
130	Gawler Road	1.9km section from Top Gawler Road to Lovett Street	Central Coast Council	Not assessed
131	Lovett Street	0.2km section from Gawler Road to Bass Highway	Central Coast Council	Yes - north of Adaihi Street
132	Adaihi Street	0.2km section from Lovett Street to Bass Highway	Central Coast Council	Yes
133	Bass Highway 10	4.3km section from Castra Road to Lovett Street	State Growth	Yes
134	West Gawler Road	0.953km section from Gawler Road to Mckennas Road	Central Coast Council	Not assessed
135	Mckennas Road	2.167km section from West Gawler Road	Central Coast Council	Not assessed
136	Preston Road	5.143km section from Gawler Road to Walkers Road	Central Coast Council	Not assessed
137	Isandula Road	0.3km section from Preston Road	Central Coast Council	Not assessed
138	Mannings Jetty Road	3.8km section from Preston Road to Access Road	Central Coast Council	Not assessed
139	Walkers Road/ Allison Road	1.660km section from Preston Road to Mannings Jetty Road	Central Coast Council	Not assessed
140	Bass Highway 11	3.9km section from Lovett Street to Knights Road	State Growth	Yes
141	Knights Road	0.2km section from Bass Highway (West Ulverstone) to South Road	State Growth	Yes
142	South Road	7.75km section from Knights Road to Bass Highway (Penguin)	Central Coast Council	Not assessed
143	Bass Highway 12	7.0km section from Knights Road to South Road (Penguin)	State Growth	Yes
144	Lobster Creek Road	2.595km section from South Road	Central Coast Council	Not assessed
145	Golf Club Road	0.1km section from Lobster Creek Road to southern end of River Leven Bridge	Central Coast Council	Not assessed
146	White Hills Road	0.58km section from South Road to Lily Lane	Central Coast Council	Not assessed
147	Lily Lane	0.1km section from White Hills Road	Central Coast Council	Not assessed
148	Dial Road	0.4km section from South Road	Central Coast Council	Not assessed
150	Sports Complex Avenue	0.856km section from Dial Road to Ironcliffe Road	Central Coast Council	Not assessed
151	Ironcliffe Road	2.44km section from Sports Complex Avenue	Central Coast Council	Not assessed
152	Montgomery Road	0.4km section from Ironcliffe Road	Central Coast Council	Not assessed
153	Crawford Road	0.299km section from Ironcliffe Road	Central Coast Council	Not assessed
154	Bass Highway 13	3.8km section from South Road (Penguin) to Pine Road	State Growth	Yes
155	Enterprise Avenue	0.042km section from Bass Highway to Pine Road	Central Coast Council	Yes
156	Epsom Road	0.1km section from Pine Road to Bass Highway	Central Coast Council	Not assessed
157	Pine Road 1	0.2km section from Enterprise Avenue to Epsom Road	Central Coast Council	Yes/ Mass Limit
158	Pine Road 2	6.7km section from Enterprise Avenue to Bonneys Road	Central Coast Council	Not assessed
159	Browns Lane	0.936km section from Pine Road	Central Coast Council	Not assessed
160	Creamery Road	0.4km section from Pine Road to West Pine Road	Central Coast Council	Not assessed
161	West Pine Road	6.5km section from Pine Road to Cuprona Road	Central Coast Council	Not assessed
162	Bonneys Road	2.570km section from Pine Road to West Pine Road	Central Coast Council	Not assessed
163	Daveys Road	1.219km section from West Pine Road to Nine Mile Road	Central Coast Council	Not assessed
164	Nine Mile Road	7.207km section from West Pine Road to Bass Highway	Central Coast Council	Not assessed
165	Bass Highway 14	4.7km section from Pine Road to Nine Mile Road	State Growth	Yes
166	Cuprona Road	10.3km section from West Pine Road to River Avenue	Central Coast Council	Not assessed
168	Albert Road	2.580km section from Nine Mile Road to Cuprona Road	Central Coast Council	Not assessed
169	River Avenue	0.5km section from Cuprona Road to Bass Highway	Central Coast Council	Not assessed
170	Bass Highway 15	2.6km section from Nine Mile Road to River Avenue	State Growth	Yes
171	Bass Highway 16	0.7km section from River Avenue to Minna Road	State Growth	Yes
172	Minna Road 1	1.1km section from Bass Highway to 115 Minna Road	Burnie City Council	Yes
173	Minna Road 2	6.1km section from 115 Minna Road to Natone Road	Burnie City Council	Not assessed

Road ID	Road name	Road section relevant to the project	Road owner	B-Double approved
174	Devonshire Drive	1.19km section from Minna Road	Burnie City Council	Not assessed
175	Natone Road	0.4km section from Minna Road to Stowport Road	Burnie City Council	Not assessed
176	Stowport Road	5.5km section from Natone Road to Bass Highway	Burnie City Council	Not assessed
177	Maydena Road	1.1km section from Stowport Road	Burnie City Council	Not assessed
178	Bass Highway 17	4.2km section from Minna Road to Stowport Road	State Growth	Yes
179	Fern Glade Road	5.411km section between Stowport Road and Massy Greene Drive	Burnie City Council	Not assessed
180	Massy-Greene Drive	4.199km section from Bass Highway to Old Surrey Road	State Growth/ Burnie City Council	Yes
181	Bass Highway 18	1.2km section from Stowport Road to Massy-Greene Drive	State Growth	Yes
182	Old Surrey Road 1	2.0km section from Massy Greene Drive to northern site access to Lion - The Heritage	Burnie City Council	Not assessed
183	Old Surrey Road 2	1.7km section from Lion - The Heritage to Ridgley Highway	Burnie City Council	Yes
184	Mount Street 1	1.3km section from Ridgley Highway to Three Mile Line Road	State Growth	Yes
185	Mount Street 2	3.0km section from Three Mile Line Road to Bass Highway	State Growth	Restricted
186	Bass Highway 19	2.1km section from Massy-Greene Drive to Mount Street	State Growth	Yes
187	Roslyn Avenue	0.494km section from Mount Street to Blackwood Parade	Burnie City Council	Not assessed
188	Blackwood Parade	0.366km section from Roslyn Avenue to Sassafras Crescent	Burnie City Council	Not assessed
189	Sassafras Crescent	0.103km section from Blackwood Parade to Manuka Drive	Burnie City Council	Not assessed
190	Manuka Drive	1.050km section from Sassafras Crescent to Atkins Drive	Burnie City Council	Not assessed
191	Wirilda Drive	0.086km section from Manuka Drive	Burnie City Council	Not assessed
192	Atkins Drive	0.164km section from Manuka Drive to Three Mile Line Road	Burnie City Council	Not assessed
194	Three Mile Line Road	3.718km section from Atkins Drive to West Mooreville Road	Burnie City Council	Not assessed
195	Woniora Road	0.885km section from Three Mile Line Road to Wiseman Street	Burnie City Council	Not assessed
196	Wiseman Street	0.750km section from Woniora Road to Mooreville Road	Burnie City Council	Not assessed
197	Wright Street	0.347km section from Wiseman Street	Burnie City Council	Not assessed
198	Bass Highway 20	1.2km section from Mount Street to West Park Grove	State Growth	Yes
199	West Park Grove	1.8km section from Bass Highway to Mooreville Road	Burnie City Council	Not assessed
200	Mooreville Road	2.540km section from Three Mile Line Road to West Mooreville Road	Burnie City Council	Not assessed
201	Oasis Drive	0.2km section from Mooreville Road	Burnie City Council	Not assessed
202	West Mooreville Road	12.517km section from Mooreville Road to Ridgley Highway	Burnie City Council	Not assessed
203	East Cam Road	0.769km section from West Mooreville Road to Laird Road	Burnie City Council	Not assessed
204	Laird Road	0.4km section from East Cam Road	Burnie City Council	Not assessed
205	Penima Road	1.3km section from West Mooreville Road	Burnie City Council	Not assessed
206	Ridgley Highway	23.0km section from Old Surrey Road	State Growth	Yes
207	Circular Road	2.009km section from Ridgley Highway	Burnie City Council	Not assessed
208	West Ridgley Road	1.874km section from Ridgley Highway	Burnie City Council	Not assessed
209	Menne Road	0.298km section from Ridgley Highway	Burnie City Council	Not assessed
210	Oonah Road	1.153km section from Ridgley Highway	Burnie City Council	Not assessed
211	Tena Road	1.966km section from Ridgley Highway	Burnie City Council	Not assessed
212	Eighteen Mile Road	1.522km section from Ridgley Highway	Burnie City Council	Not assessed
213	Neena Road	1.025km section from Riidgley Highway	Burnie City Council	Not assessed
214	Talunah Road	4.186km section from Ridgley Highway	Burnie City Council	Yes
215	Batzek Road	0.856km section from Talunah Road	Burnie City Council	Not assessed
237	Zig Zag Road	0.5km section from Nine Mile Road	Central Coast Council	Not assessed
238	Thompsons Road	3.53km section from Kindred Road	Central Coast Council	Not assessed
239	Randwick Road	0.2km section from Nook Road	Kentish Council	Not assessed
240	Brooklyn Road	2.29km section from Dunorlan Road	Meander Valley Council	Not assessed

Appendix C - Existing and Residual Road Condition Risks

Road ID	Road name	Road function	Road surface type	Road condition	Road Width - Typical	Construction access suitability	Speed limit	Visibility (general)	Risk before Mitigation			Residual Risk		
									Likelihood of a hazard occurring	Consequence of hazard	Level of risk	Likelihood of a hazard occurring	Consequence of Hazard	Level of Risk
10	Saundridge Road	Collector Road	Sealed	Good condition One minor defect along section	5.7 (narrows at Poatina Tailrace Bridge)	Good	100km/h	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
11	Blackwood Creek Road	Collector Road	Sealed	Good condition Minor defects at sparse intervals	5.5 (narrows at Garcia Creek Bridge)	Good	100km/h	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
12	Stoneycroft Road	Local Road	Gravel	Average condition Regular minor defects along section	3.5	Poor	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
13	Liffey Road	Local Road	Gravel/ sealed at Blackwood Creek Road	Reasonable condition Generalised minor defect along short section	4.7	Average	80km/h, 100km/h in the vicinity of Blackwood Creek Road	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
14	Bracknell Road	Collector Road	Sealed	Reasonable condition Multiple minor defects along section	4.9 (narrows at Myrtle Creek bridge)	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
15	Maria Street	Collector Road	Sealed	Average condition Regular minor defects along section	6.1	Reasonable	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
16	Louisa Street	Collector Road	Sealed	Reasonable condition Generalised minor defect along short section	5.7	Good	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
17	Elizabeth Street	Sub Arterial Road	Sealed	Average condition Regular minor defects along section	5.7	Reasonable	50km/h	More than SSD	Occassional	Limited	Low	Improbable	Limited	Low
18	Oaks Road 1	Sub Arterial Road	Sealed	Average condition One major and one minor defect along section	5.6	Reasonable	100km/h, slowing to 80km/h and 50km/h approaching Bracknell	More than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
27	Cluan Road	Collector Road	Sealed	Good condition Minor defects at sparse intervals	6	Good	100km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
28	Osmaston Road	Collector Road	Sealed	Good condition One minor defect along section	6.2	Good	100km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
29	Mary Street	Collector Road	Sealed	Average condition One major and one minor defect along section	5.3	Reasonable	100km/h, slowing to 80km/h, 60km/h and 50km/h approaching Westbury	More than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
30	King Street	Local Road	Sealed	Excellent condition No defects listed	5.7	Good	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
31	William Street 1	Arterial Road	Sealed	Excellent condition No defects listed	7.2	Excellent	40km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
35	Quamby Brook Road	Collector Road	Sealed	Good condition One minor defect along section	6.2	Good	100km/h, slowing to 60km/h approaching Deloraine	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
36	East Barrack Street	Sub Arterial Road	Sealed	Excellent condition No defects listed	6.1	Excellent	50km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
38	Meander Valley Road 1	State Growth Category 5	Sealed	Excellent condition No defects listed	7	Excellent	100km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
40	Exton Road	Collector Road	Sealed	Reasonable condition Multiple generalised minor defects along section	5.5	Good	100km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
43	Railway Street	Local Road	Sealed	Excellent condition No defects listed	8.2	Good	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
44	Grigg Street	Local Road	Sealed	Excellent condition No defects listed	5.8	Good	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
45	Emu Bay Road 1	Arterial Road	Sealed	Good condition One minor defect along section	6.8	Good	Ranges from 40km/h to 60km/h through Deloraine	Less than SSD	Improbable	Limited	Low	Improbable	Limited	Low
47	West Parade	Local Road	Sealed	Excellent condition No defects listed	7	Good	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
48	River Road	Local Road	Sealed	Reasonable condition One minor defect along short section	5.2	Average	100km/h, slowing to 50km/h approaching Deloraine	More than SSD	Probable	Minor	High	Occassional	Minor	Medium
50	Weetah Road	Collector Road	Sealed	Reasonable condition Generalised minor defect along short section	5.3 (north of Archer Street), 8.2 (towards Bass Highway)	Good	100km/h	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
51	Archer Street	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	5.5	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
53	Bengeo Road	Collector Road	Sealed	Reasonable condition Generalised minor defect along short section	6.2	Good	100km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
54	Dunorlan Road	Collector Road	Sealed	Good condition One minor defect along section	5.0 - 5.9 (varies along length)	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
55	Sadlers Road	Local Road	Gravel	Average condition One major, two minor defects along section	3.6	Poor	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
56	Weegena Road	Collector Road	Sealed	Good condition One minor defect along section	4.8	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
57	Dynans Bridge Road	Collector Road	Sealed	Reasonable condition Generalised minor defect along short section	4.8	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
58	Strathaven Road	Local Road	Gravel	Average condition Regular minor defects along section	2.8	Poor	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
59	Cox Brothers Road	Local Road	Gravel	Reasonable condition Generalised minor defect along short section	2.8 - 4.0 (varies along length)	Average	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
60	Railton Road 1	Sub Arterial Road	Sealed	Good condition Minor defects at sparse intervals	5.8	Good	60km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
61	Railton Road 2	Sub Arterial Road	Sealed	Good condition Minor defects at sparse intervals	5.8	Good	100km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
62	Kimberley Road	Sub Arterial Road	Sealed	Excellent condition No defects listed	5.8 (eastern 0.5km), 11.0 (western 0.2km)	Good	60km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
66	Frogmore Lane	State Growth Category 3	Sealed	Reasonable condition Multiple minor defects along section	6.7	Good	80km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
67	Gilbert Street	State Growth Category 3	Sealed	Reasonable condition Generalised minor defect along short section	7.5 (locations of parking/ kerb outstands), 12.5 (typical)	Excellent	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low

Road ID	Road name	Road function	Road surface type	Road condition	Road Width - Typical	access suitability	Speed limit	Visibility (general)	Likelihood of a hazard occurring	Consequence of hazard	Level of risk	Likelihood of a hazard occurring	Consequence of Hazard	Level of Risk
68	Bradshaw Street	Local Road	Sealed	Excellent condition No defects listed	8.5 (location of kerb outstand), 12.0 (typical)	Good	60km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
69	Moriarty Road	Sub Arterial Road	Sealed	Reasonable condition Generalised minor defect along short section	12	Good	60km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
71	Bridle Track Road	Collector Road	Sealed	Good condition Minor defects at sparse intervals	5.8	Good	100km/h	Less than SSD	Improbable	Serious	Intolerable	Improbable	Serious	Medium
72	Lower Beulah Road	Collector Road	Gravel	Good condition One minor defect along section	4.8	Average	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
73	Beulah Road	Collector Road	Sealed	Excellent condition No defects listed	5.2	Good	100km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
74	Blackberry Hill Road	Local Road	Gravel	Poor condition Two major defects along section	3.6	Poor	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
75	Tylers Road	Local Road	Gravel	Reasonable condition Generalised minor defect along short section	4.5	Poor	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
76	Sheffield Road 1	Arterial Road	Sealed	Excellent condition No defects listed	5.9	Good	100km/h generally, 80km/h approaching Sheffield	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
77	Main Street 1	Arterial Road	Sealed	Reasonable condition Multiple minor defects along section	5.5 (east of Sheffield), 10.5 (through Sheffield)	Good	80km/h, 60km/h at Sheffield	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
79	Johnson Street	Local Road	Sealed	Reasonable condition One minor defect along short section	4.4	Average	50km/h	More than SSD	Probable	Limited	Medium	Occassional	Limited	Low
80	High Street	Collector Road	Sealed	Reasonable condition Generalised minor defect along short section	5.8 (locations of parking), 10 (typical)	Good	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
81	Nook Road 1	Collector Road	Sealed	Reasonable condition Generalised minor defect along short section	5.2	Reasonable	50km/h in vicinity of Tarleton Street, 100km/h thereafter	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
82	Tarleton Street (Sheffield)	Local Road	Sealed	Reasonable condition One minor defect along short section	5.8 - 7.8 (varies along length)	Reasonable	50km/h in the vicinity of High Street, 60km/h thereafter	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
83	West Nook Road	Local Road	Sealed	Reasonable condition Multiple minor defects along section	5.4 - 7.0 (varies along length)	Reasonable	100km/h, slowing to 60km/h approaching Sheffield	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
84	Neika Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	3.7	Average	100km/h	More than SSD	Probable	Minor	High	Occassional	Minor	Medium
86	George Road	Local Road	Gravel	Average condition Generalised minor defect along short section of road	3.6	Poor	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
87	Dalwood Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	4.2 - 5.1 (varies along length)	Average	100km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
88	Nook Road 2	Collector Road	Sealed	Good condition Minor defects at sparse intervals	5.4 - 7.0 (varies along length)	Good	Ranges from 60km/h to 100km/h along section	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
91	Iles Road	Local Road	Gravel	Average condition Generalised minor defects along section	4.3	Poor	80km/h	More than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
92	Weeks Road	Local Road	Gravel	Average condition Generalised minor defects along section	4.7	Poor	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
94	Stony Rise Road	State Growth Category 3	Sealed	Excellent condition No defects listed	7.6 - 11.3 (varies along length)	Excellent	60km/h, 80km/h for short span south of Stony Rise Road/ Middle Road intersection	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
101	Lower Barrington Road	Collector Road	Sealed	Reasonable condition Multiple minor defects along section	5.3	Reasonable	100km/h	More than SSD	Occassional	Serious	High	Improbable	Serious	Medium
102	Lake Paloona Road	Collector Road	Sealed	Good condition One minor defect along section	5.3	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
103	Paloona Dam Road	Collector Road	Sealed	Reasonable condition Generalised minor defect along short section	5.6	Good	80km/h	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
105	Wilmot Road	Sub Arterial Road	Sealed	Good condition Minor defects at sparse intervals	6.5	Good	100km/h, slowing to 50km/h or 60km/h at towns	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
108	Leith Road 2	Collector Road	Sealed	Good condition One minor defect along section	6.3 - 7.0 (varies along length)	Good	Ranges from 60km/h to 80km/h along section	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
110	Geales Road	Local Road	Sealed	Reasonable condition Multiple minor defects along section	5.6	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
111	Riggs Road	Local Road	Sealed	Good condition One minor defect along section	5.1	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
112	Kindred Road	Sub Arterial Road	Sealed	Good condition Minor defects at sparse intervals	5.8 - 6.3 (varies along length)	Good	100km/h	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
114	Turners Beach Road	Arterial Road	Sealed	Excellent condition No defects listed	7.7	Excellent	50km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
118	Clerke Plains Road	Local Road	Sealed	Good condition One minor defect along section	5.3 (narrows at Claytons Rivulet Bridge)	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
119	Jones Road	Local Road	Gravel	Reasonable condition Generalised minor defect along short section	3.5	Poor	60km/h	Less than SSD	Probable	Minor	High	Occassional	Minor	Medium
120	Castra Road 1	Sub Arterial Road	Sealed	Excellent condition No defects listed	5.5 - 6.0 (varies along length)	Excellent	80km/h near Ulverstone and Abbotsham, 100km/h elsewhere	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
121	Castra Road 2	Sub Arterial Road	Sealed	Excellent condition No defects listed	7.5	Excellent	60km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
124	Bellingers Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	5	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium

Road ID	Road name	Road function	Road surface type	Road condition	Road Width - Typical	Construction access suitability	Speed limit	Visibility (general)	Likelihood of a hazard occurring	Consequence of hazard	Level of risk	Likelihood of a hazard occurring	Consequence of Hazard	Level of Risk
125	Edinborough Road	Local Road	Sealed	Good condition One minor defect along section	5.9 (narrows at Buttons Creek Bridge)	Good	100km/h	More than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
126	Ellis Road	Local Road	Sealed	Reasonable condition Multiple minor defects along section	5.8	Reasonable	80km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
127	Picketts Road	Local Road	Sealed	Excellent condition No defects listed	5.4 (narrows at Buttons Creek)	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Occassional	Serious	Medium
128	Top Gawler Road	Collector Road	Sealed	Good condition Minor defects at sparse intervals	5.9	Good	100km/h, slowing to 80km/h and 60km/h approaching Gawler	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
129	Hilltop Avenue	Local Road	Sealed	Excellent condition No defects listed	5.8	Good	60km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
130	Gawler Road	Sub Arterial Road	Sealed	Good condition One minor defect along section	7.4	Excellent	Ranges from 50km/h to 70km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
131	Lovett Street	Arterial Road	Sealed	Excellent condition No defects listed	13	Excellent	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
134	West Gawler Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	6.3 (narrows at Gawler River Bridge)	Reasonable	60km/h	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
135	Mckennas Road	Local Road	Sealed/ gravel	Average condition Generalised minor defect along short section of road	4.1 - 5.6 (varies along length)	Poor	60km/h	Less than SSD	Probable	Minor	High	Occassional	Minor	Medium
136	Preston Road	Collector Road	Sealed	Good condition One minor defect along section	5.8 - 6.4 (varies along length)	Good	100km/h, slowing to 80km/h, 60km/h and 50km/h approaching Gawler	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
137	Isandula Road	Collector Road	Sealed	Reasonable condition Generalised minor defect along short section	5.7	Reasonable	80km/h	More than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
138	Mannings Jetty Road	Local Road	Sealed	Good condition One minor defect along section	4.5 - 5.8 (varies along length)	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
139	Walkers Road/ Allison Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	5.1	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
142	South Road	Local Road	Sealed	Good condition Minor defects at sparse intervals	6.4 - 7.8 (varies along length)	Reasonable	80km/h to 60km/h travelling west at 143 south road	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
144	Lobster Creek Road	Local Road	Sealed	Good condition One minor defect along section	4.7 - 5.5 (varies along length)	Reasonable	80km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
145	Golf Club Road	Local Road	Sealed	Reasonable condition One minor defect along short section	3	Average	60km/h	Less than SSD	Probable	Minor	High	Occassional	Minor	Medium
146	White Hills Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	5.1	Reasonable	60km/h	More than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
148	Dial Road	Local Road	Sealed/ gravel final 200m	Reasonable condition Multiple minor defects along section	4.3 - 8.0 (varies along length)	Reasonable	50km/h through Penguin, 60km/h thereafter	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
149	Robsons Road	Local Road	Gravel	Poor condition One major defect along short section	2	Poor	60km/h	Less than SSD	Probable	Minor	High	Occassional	Minor	Medium
150	Sports Complex Avenue	Local Road	Sealed	Reasonable condition One minor defect along short section	7	Good	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
151	Ironcliffe Road	Local Road	Sealed	Excellent condition No defects listed	5.2	Reasonable	50km/h through Penguin, 60km/h thereafter	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
152	Montgomery Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	5.2	Reasonable	60km/h	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
153	Crawford Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	4.8	Reasonable	60km/h	More than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
156	Epsom Road	Sub Arterial Road	Sealed	Excellent condition No defects listed	11	Excellent	60km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
157	Pine Road 1	Sub Arterial Road	Sealed	Good condition One minor defect along section	8.8	Excellent	60km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
158	Pine Road 2	Sub Arterial Road	Sealed	Good condition Minor defects at sparse intervals	5.8 - 6.4 (varies along length)	Good	60km/h near Penguin, 100km/h thereafter	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
159	Browns Lane	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	4.4 - 4.8 (varies along length)	Average	60km/h	More than SSD	Probable	Minor	High	Occassional	Minor	Medium
160	Creamery Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	6.3	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
161	West Pine Road	Collector Road	Sealed	Good condition One minor defect along section	5.0 - 5.8 (varies along length)	Good	100km/h	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
162	Bonneys Road	Local Road	Sealed	Good condition One minor defect along section	4.6 - 5.3 (varies along length)	Reasonable	100km/h	More than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
163	Daveys Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	5	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
164	Nine Mile Road	Collector Road	Sealed	Good condition One minor defect along section	4.3	Good	100km/h	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
166	Cuprona Road	Collector Road	Sealed	Good condition One minor defect along section	4.8 - 6.0 (varies along length)	Good	100km/h, 50km/h approaching Heybridge	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
168	Albert Road	Local Road	Sealed	Reasonable condition Multiple minor defects along section	4.6	Average	100km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
169	River Avenue	Sub Arterial Road	Sealed	Excellent condition No defects listed	6.6	Excellent	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
173	Minna Road 2	Sub Arterial Road	Sealed	Good condition Minor defects at sparse intervals	5.6	Good	90km/h	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
174	Devonshire Drive	Local Road	Sealed	Excellent condition No defects listed	7.1	Excellent	90km/h	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
175	Natone Road	Sub Arterial Road	Sealed	Excellent condition No defects listed	7.8	Excellent	70km/h, 100km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low

Road ID	Road name	Road function	Road surface type	Road condition	Road Width - Typical	Construction access suitability	Speed limit	Visibility (general)	Likelihood of a hazard occurring	Consequence of hazard	Level of risk	Likelihood of a hazard occurring	Consequence of Hazard	Level of Risk
176	Stowport Road	Sub Arterial Road	Sealed	Good condition Minor defects at sparse intervals	6.6	Excellent	100km/h, 70km/h at Stowport, 60km/h at winding section south of Wivenhoe	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
177	Maydena Road	Local Road	Sealed	Reasonable condition Generalised minor defect along short section	4.3	Reasonable	100km/h	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
179	Fern Glade Road	Local Road	Sealed	Reasonable condition Multiple minor defects along section	5.5 - 6.2 (varies along length)	Reasonable	60km/h	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
182	Old Surrey Road 1	Arterial Road	Sealed	Good condition One minor defect along section	7.9 - 9.8 (varies along length)	Excellent	60km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
185	Mount Street 2	State Growth Category 3	Sealed	Excellent condition No defects listed	6.0 - 12.5 (varies along length)	Excellent	60km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
187	Roslyn Avenue	Collector Road	Sealed	Excellent condition No defects listed	9.6 - 10.2 (varies along length)	Excellent	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
188	Blackwood Parade	Local Road	Sealed	Excellent condition No defects listed	9.8	Good	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
189	Sassafras Crescent	Local Road	Sealed	Excellent condition No defects listed	7.2	Good	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
190	Manuka Drive	Local Road	Sealed	Reasonable condition Multiple minor defects along section	6.9	Reasonable	50km/h	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
191	Wirilda Drive	Local Road	Sealed	Excellent condition No defects listed	6.9	Good	50km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
192	Atkins Drive	Collector Road	Sealed	Reasonable condition One minor defect along short section	9	Good	50km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
194	Three Mile Line Road	Collector Road	Sealed	Average condition One major and one minor defect along section	7.0 - 11.6 (varies along length)	Good	100km/h, slowing to 60km/h approaching Burnie	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
195	Woniora Road	Local Road	Sealed	Excellent condition No defects listed	10	Good	50km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
196	Wiseman Street	Collector Road	Sealed	Reasonable condition One minor defect along short section	6.6 - 10.2 (varies along length)	Excellent	60km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
197	Wright Street	Local Road	Sealed	Excellent condition No defects listed	10	Good	50km/h	More than SSD	Improbable	Limited	Low	Improbable	Limited	Low
199	West Park Grove	Arterial Road	Sealed	Reasonable condition Multiple minor defects along section	7.5 - 11.1	Good	60km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
200	Mooreville Road	Arterial Road	Sealed	Excellent condition No defects listed	5.3 (towards Mooreville), 11.2 (towards Park Grove)	Excellent	60km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
201	Oasis Drive	Local Road	Sealed	Excellent condition No defects listed	8	Good	50km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
202	West Mooreville Road	Collector Road	Sealed	Good condition Minor defects at sparse intervals	6.1, 9.7 (towards Park Grove)	Excellent	Ranges from 60km/h to 100km/h along section	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
203	East Cam Road	Collector Road	Sealed	Reasonable condition One minor defect along short section	8	Good	60km/h	Less than SSD	Improbable	Minor	Low	Improbable	Minor	Low
204	Laird Road	Local Road	Sealed	Reasonable condition One minor defect along short section	6.5	Reasonable	50km/h	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
205	Penima Road	Local Road	Sealed/ gravel	Excellent condition No defects listed	4.3	Reasonable	60km/h	Less than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
207	Circular Road	Sub Arterial Road	Sealed	Excellent condition No defects listed	6.8	Good	60km/h from Ridgley, 100km/h from Water Treatment Plant	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
208	West Ridgley Road	Collector Road	Sealed	Reasonable condition One minor defect along short section	6.2	Good	80km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
209	Menne Road	Local Road	Gravel	Reasonable condition One minor defect along short section	3.5	Average	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
210	Oonah Road	Collector Road	Sealed	Reasonable condition One minor defect along short section	6.2	Good	100km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
211	Tena Road	Local Road	Gravel	Excellent condition No defects listed	3.5	Average	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
212	Eighteen Mile Road	Local Road	Sealed/ gravel	Excellent condition No defects listed	5	Reasonable	80km/h	More than SSD	Occassional	Minor	Medium	Improbable	Minor	Low
213	Neena Road	Local Road	Gravel	Excellent condition No defects listed	3.3	Average	80km/h	More than SSD	Probable	Minor	High	Occassional	Minor	Medium
214	Talunah Road	Sub Arterial Road	Sealed	Reasonable condition Multiple minor defects along section	6.2	Good	100km/h	Less than SSD	Improbable	Serious	Medium	Improbable	Serious	Medium
215	Batzek Road	Local Road	Gravel	Excellent condition No defects listed	3.8	Average	80km/h	Less than SSD	Probable	Serious	Intolerable	Occassional	Serious	High
237	Zig Zag Road	Local Road	Sealed	Good condition	4.5	Good	80km/h	More than SSD	Improbable	Minor	Low	Improbable	Minor	Low
238	Thompsons Road	Local Road	Sealed/Gravel	Reasonable condition. Excellent after bridge, then reasonable after 90 degree turn.	3.7-5.5 (varies)	Reasonable	100km/h, 80km/h where unsealed	Less than SSD	Occassional	Serious	High	Improbable	Serious	Medium
239	Randwick Road	Local Road	Gravel	Reasonable condition Generalised minor defect along section	4.8	Average	80km/h	More than SSD	Occassional	Serious	High	Improbable	Serious	Medium
240	Brooklyn Road	Local Road	Sealed	Reasonable condition Generalised minor defect along section	5.0 - 5.9 (varies along length)	Reasonable	100km/h	More than SSD	Occassional	Serious	High	Improbable	Serious	Medium

Appendix D - Existing and Residual Road Safety Risks

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
10	Saundridge Road	Intersection 10.5 Saundridge Road and Blackwood Creek Road	Poor (50m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
11	Blackwood Creek Road	Driveway 11.1 Blackwood Creek Road and existing Access Track to T15	Poor (90m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (110m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 11.2 Blackwood Creek Road and Stoneycroft Road	Insufficient (225m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 11.8 Blackwood Creek Road and Top Road and Hop Valley Road	Poor (115m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (140m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
13	Liffey Road	Intersection 13.9 Liffey Road and Bracknell Road	Insufficient (120m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
14	Bracknell Road	Driveway 14.1 Bracknell Road and existing Access Track south of T40	Poor (70m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 14.3 Bracknell Road and new Access Track to T40	Insufficient (125m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 14.5 Bracknell Road and Cluan Road	Poor (80m) sight distance to south, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Sufficient sight distance		
		Driveway 14.8 Bracknell Road and new Access Track east of T41	Poor (60m), sight distance to west, limited by horizontal geometry and obstructed by vegetation and structure (shed) on private property. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
28	Osmaston Road	Driveway 28.3 Osmaston Road and new Access Track to T70	Poor (90m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
37	East Parade	Intersection 37.1 East Parade and East Barrack Street	Insufficient (110m) sight distance to west, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
38	Meander Valley Road 1	Entire length	14 crashes were recorded, of which 4 involved animals on the road. Additional vehicles could lead to an increased crash risk resulting in a high speed collision with animals causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low
39	Meander Valley Road 2	Driveway 39.11 Meander Valley Road and new Access Track to T87	Poor (80m), sight distance to west, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
45	Emu Bay Road 1	Entire length	40 crashes were recorded, of which 24 involved parked or parking vehicles. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low
		Roundabout 45.1a Emu Bay Road/ West Parade/ West Barrack Street roundabout (West Parade northern approach)	Insufficient (40m) sight distance to west, limited by a building. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Roundabout 45.2b Emu Bay Road/ Panorama Place roundabout (Emu Bay Road western approach)	Insufficient (40m) sight distance to south, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Roundabout 45.3a Emu Bay Road/ West Churches Street roundabout (Emu Bay Road southern approach)	Poor (20m) sight distance to north, limited by vegetation. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Minor	Low
49	Mole Creek Road	Intersection 49.2 Mole Creek Road/ Bass Highway (eastbound on ramp/ off ramp) and Weetah Road	Insufficient (190m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (270m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
50	Weetah Road	Intersection 50.1 Weetah Road and Archer Street	Insufficient (250m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m) sight distance to south, limited by vegetation and intersection with Bass Highway. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
		Driveway 50.3 Weetah Road and new Access Track to T103 -T104	Insufficient (130m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 50.5 Weetah Road and new Access Track to T103	Poor (110m), sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
53	Bengeo Road	Intersection 53.1 Bengeo Road and Dunorlan Road	Insufficient (145m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 53.2 Bengeo Road and existing Access Track to T117 - T118	Poor (110m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 54.1 Dunorlan Road and Sadlers Road	Poor (100m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 54.4	Poor (90m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
54	Dunorlan Road	Dunorlan Road and existing Access Track to T121 - T123	Insufficient (130m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 54.5 Dunorlan Road/ Weegena Road and Dunorlan Road	Insufficient (135m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (70m) sight distance to west, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Driveway 54.7 Dunorlan Road and existing Access Track to T128	Insufficient (120m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 54.10 Dunorlan Road and Brooklyn Road	Poor (10m) sight distance to east, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Driveway 54.12 Dunorlan Road and existing Access Track west of T123	Poor (100m), sight distance to east, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
56	Weegena Road	Intersection 56.2 Weegena Road and Dynans Bridge Road	Insufficient (170m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (180m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 56.3 Weegena Road and Strathaven Road	Insufficient (170m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #4 to #6 from Table 22	Sufficient sight distance		
			Insufficient (210m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 56.5 Weegena Road and Cox Brothers Road/ new Access Track to T140	Poor (110m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 56.7 Weegena Road and new Access Track south of Cox Brothers Road	Poor (90m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
57	Dynans Bridge Road	Driveway 57.1 Dynans Bridge Road and existing Access to 562 Weegena Road	Poor (30m), sight distance to east, limited by tree. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
			Poor (50m), sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
60	Railton Road 1	Entire length	31 crashes were recorded, of which 22 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low
61	Railton Road 2	Entire length	13 crashes were recorded, of which 8 were parked or parking vehicles. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 61.1 Railton Road 2 and Bridle Track Road	Insufficient (160m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (100m) sight distance to west, limited by signage. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #8 from Table 22	Improbable	Serious	Medium
67	Gilbert Street	Entire length	84 crashes were recorded, of which 53 involved colliding with parked or parking vehicles crashes. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low
		Roundabout 67.1b Gilbert Road/ Bradshaw Street roundabout (Bradshaw Street approach)	Insufficient (80m) sight distance to west, limited by fencing This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
71	Bridle Track Road	Entire length	40 crashes were recorded, of which 31 were off path crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Driveway 71.1 Bridle Track Road and existing Access Track to T143 - T144	Poor (110m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 71.2 Bridle Track Road and Lower Beulah Road	Poor (110m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 71.3 Bridle Track Road and Beulah Road	Poor (110m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 71.4 Bridle Track Road and Blackberry Hill Road	Insufficient (150m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 71.5 Bridle Track Road and Tylers Road	Insufficient (180m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
72	Lower Beulah Road	Driveway 72.2 Lower Beulah Road and existing Access Track to T145 - T146	Insufficient (90m) sight distance to east, limited by vegetation and horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
73	Beulah Road	Driveway 73.1 Beulah Road and new Access Track to T152	Poor (60m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 73.3 Beulah Road and new Access Track to T152	Poor (20m), sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Probable	Serious	Intolerable	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
74	Blackberry Hill Road	Driveway 74.1 Blackberry Hill Road and new Access Track to T154 - T155	Insufficient (90m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 74.2 Blackberry Hill Road and existing Access Track to T157	Insufficient (95m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
74	Blackberry Hill Road	Driveway 74.3 Blackberry Hill Road and new Access Track to T156	Poor (80m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (30m) sight distance to south, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
76	Sheffield Road 1	Entire length	49 crashes were recorded, of which 29 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 76.1 Sheffield Road 1 and Bridle Track Road	Insufficient (150m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 76.7 Sheffield Road 1 and new Access Track west of T163	Insufficient (120m), sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
77	Main Street 1	Entire length	4 off path on curve crashes were recorded. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
80	High Street	Intersection 80.1 High Street/ Nook Road and Tarleton Street	Insufficient (75m) sight distance to north, limited by vegetation and crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #4 to #7 from Table 22	Improbable	Minor	Low
81	Nook Road 1	Driveway 81.2 Nook Road 1 and existing Access Track to T172 - T173	Poor (80m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
83	West Nook Road	Intersection 83.1 West Nook Road and Tarleton Street	Insufficient (100m) sight distance to east, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Intersection 83.6 West Nook Road and George Road	Insufficient (230m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 83.7 West Nook Road and Dalwood Road	Insufficient (240m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 83.8 West Nook Road and new Access Track to T180	Poor (100m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
86	George Road	Driveway 86.1 George Road and existing Access Track to T181	Poor (30m) sight distance to west, to private access. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
87	Dalwood Road	Driveway 87.6 Dalwood Road and new Access Track to T2	Insufficient (130m), sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
88	Nook Road 2	0.1km south of Nook Road/ Bramich Road intersection	5 off path crashes were recorded at the horizontal curve located approximately 0.1km south of Nook Road/ Bramich Road intersection. Additional vehicles could lead to an increased crash risk at this location resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 88.1 Nook Road 2 and West Nook Road	Insufficient (245m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (180m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 88.2 Nook Road 2 and Gravel Pit Road	Insufficient (120m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (135m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
89	Sheffield Road 2	Intersection 89.1 Sheffield Road 2 and Dalwood Road	Insufficient (170m) sight distance to north, limited by vegetation and horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
			Insufficient (200m) sight distance to west, limited by vegetation and horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
		Intersection 89.3 Sheffield Road 2 and Weeks Road	Poor (110m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 89.6 Sheffield Road 2 and new Access Track south of T9	Poor (110m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 89.12 Sheffield Road 2 and Nook Road 2	Insufficient (155m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 89.13 Sheffield Road 2 and existing Access Track south of T9	Poor (80m), sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
92	Weeks Road	Driveway 92.3 Weeks Road and new Access Track to T5	Poor (40m), sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
94	Stony Rise Road	Roundabout 94.1b Stony Rise Road/ Middle Road roundabout (Stony Rise Road western approach)	Insufficient (80m) sight distance to east, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
102		Entire length	11 crashes were recorded, of which 10 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Driveway 102.1 Lake Paloona Road and new Access Track east of T15	Insufficient (120m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 102.2	Poor (90m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
102	Lake Paloona Road	Lake Paloona Road and existing Access Track to T15	Poor (70m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 102.3 Lake Paloona Road and new Access Track to T16	Poor (30m), sight distance to east, limited by horizontal curve and requires tree trimming. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 102.4 Lake Paloona Road and new Access Track east of T15	Poor (40m), sight distance to east, limited by horizontal curve and requires tree trimming. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (70m), sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 102.5 Lake Paloona Road and new Access Track to T13 - T14	Poor (110m), sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
103	Paloona Dam Road	Entire length	6 crashes were recorded, of which 5 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
105	Wilmot Road	Entire length	33 crashes were recorded, of which 15 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 105.1 Wilmot Road and Paloona Road	Insufficient (180m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (130m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
108	Leith Road 2	Intersection 108.1 Leith Road 2 and Leith Road 2	Insufficient (120m) sight distance to east, limited by vegetation and horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #4 to #7 from Table 22	Improbable	Minor	Low
			Poor (65m) sight distance to south, limited by bus shelter and horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 and #8 from Table 22	Improbable	Minor	Low
110	Geales Road	Intersection 110.2 Geales Road/ Riggs Road and Geales Road	Poor (100m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (100m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
111	Riggs Road	Driveway 111.1 Riggs Road and new Access Track to T21	Poor (115m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 111.2 Riggs Road and new Access Track to T22	Poor (70m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Driveway 111.5 Riggs Road and new Access Track to T22	Poor (110m), sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 111.6 Riggs Road and new Access Track east of T22	Poor (10m), sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Probable	Serious	Intolerable	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
112	Kindred Road	Entire length	40 crashes were recorded, of which 26 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 112.1 Kindred Road and Geales Road	Insufficient (220m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 112.2 Kindred Road and existing Access Track to T24 - T25	Poor (100m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 112.4 Kindred Road and Riggs Road	Insufficient (150m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 112.6 Kindred Road and new Access Track to T27	Poor (75m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 112.7 Kindred Road and Clerke Plains Road	Insufficient (195m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (170m) sight distance to west, limited by vegetation and crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
238	Thompsons Road	Intersection 238.1 Thompsons Road and Chuggs Road	Poor (100m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
118	Clerke Plains Road	Driveway 118.1 Clerke Plains Road and existing Access Track to T28 - T29	Poor (80m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 118.3 Clerke Plains Road and Jones Road	Poor (90m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Entire length	28 crashes were recorded, of which 20 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 120.1 Castra Road and Kindred Road	Insufficient (210m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 120.2 Castra Road and Top Gawler Road	Insufficient (235m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
120	Castra Road 1	Castra Road and Top Gawler Road	Insufficient (260m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing minor injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 120.3 Castra Road and Clerke Plains Road	Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing minor injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 120.4 Castra Road and Bellingers Road	Poor (65m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 120.7 Castra Road and Ellis Road	Insufficient (170m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 120.8 Castra Road and existing Access Track to T39	Poor (110m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 120.9 Castra Road and Picketts Road	Insufficient (115m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
124	Bellingers Road	Intersection 124.3 Bellingers Road and Bellingers Road	Insufficient (150m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing minor injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
127	Picketts Road	Driveway 127.1 Picketts Road and existing Access Track to T40	Poor (75m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (130m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 127.2 Picketts Road and new Access Track to T41	Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 127.3 Picketts Road and new Access Track west of T41	Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
128	Top Gawler Road	Entire length	19 crashes were recorded, of which 15 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 128.1 Top Gawler Road and Edinborough Road	Insufficient (130m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Sufficient sight distance		
			Insufficient (125m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 128.2 Top Gawler Road and Picketts Road	Insufficient (120m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (125m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 128.3 Top Gawler Road and Hilltop Avenue	Poor (100m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (170m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 128.4 Top Gawler Road and new Access Track north of T43	Poor (80m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
129	Hilltop Avenue	Driveway 129.1 Hilltop Avenue and new Access Track to T43	Insufficient (60m) sight distance to south, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Driveway 129.2 Hilltop Avenue and new Access Track to T43	Insufficient (30m), sight distance to south, limited by horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
134	West Gawler Road	Intersection 134.1 West Gawler Road and Mckennas Road	Insufficient (70m) sight distance to north, limited by horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
136	Preston Road	Entire length	21 crashes were recorded, of which 13 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Driveway 136.3 Preston Road and new Access Track to T46 - T47	Insufficient (100m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 136.4 Preston Road and Mannings Jetty Road	Insufficient (120m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
138	Mannings Jetty Road	Intersection 138.1 Mannings Jetty Road and Walkers Road	Poor (80m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (250m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
141	Knights Road	Roundabout 141.2b Knights Road/ South Road/ Bass Highway 11 (eastbound on/off ramp) roundabout (Bass Highway off-ramp approach)	Insufficient (45m) sight distance to south, limited by vegetation. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Minor	Low
142	South Road	Entire length	31 crashes were recorded, of which 15 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 142.1 South Road and Lobster Creek Road	Insufficient (120m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 142.2 South Road and White Hills Road	Insufficient (120m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 142.5 South Road and South Road (north of Bass Highway)	Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
144	Lobster Creek Road	Intersection 144.1 Lobster Creek Road and Golf Club Road	Insufficient (140m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 144.2 Lobster Creek Road and existing Access Track to T57	Poor (40m) sight distance to west, limited by vegetation and crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
151	Ironcliffe Road	Intersection 151.2 Ironcliffe Road and Montgomery Road	Insufficient (110m) sight distance to south, limited by horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Driveway 151.5 Ironcliffe Road and existing Access Track to T65	Insufficient (40m), sight distance to west, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
152	Montgomery Road	Driveway 152.2 Montgomery Road and existing Access Track to T61 - T62	Insufficient (60m) sight distance to west, limited by horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
158	Pine Road 2	Intersection 158.4 Pine Road 2 and Creamery Road	Insufficient (160m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
160	Creamery Road	Intersection 160.1 Creamery Road and West Pine Road	Insufficient (220m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (75m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
161	West Pine Road	Intersection 161.3 West Pine Road and Nine Mile Road	Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 161.4 West Pine Road and Daveys Road	Insufficient (230m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (190m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 161.5 West Pine Road and Bonneys Road	Poor (80m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 161.6 West Pine Road/ Camena Road and Cuprona Road	Insufficient (210m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
164	Nine Mile Road	Intersection 164.1 Nine Mile Road and Daveys Road	Insufficient (230m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (170m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 164.2 Nine Mile Road and existing Access Track to T73	Poor (100m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 164.3 Nine Mile Road and existing Access Track to T75	Poor (10m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Intersection 164.4 Nine Mile Road and Albert Road	Insufficient (140m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 164.5 Nine Mile Road and new Access Track to T74	Poor (10m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Intersection 164.6 Nine Mile Road and Zig Zag Road	Poor (10m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
166	Cuprona Road	Driveway 166.5 Cuprona Road and existing Access Track to T79 - T82	Poor (110m) sight distance to south, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 166.6 Cuprona Road and Albert Road	Insufficient (150m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
172	Minna Road 1	Driveway 172.1 Minna Road 1 and existing Heybridge switching station Access Track	Poor (65m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (110m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 172.3 Minna Road 1 and existing Access Track to T91 - T94 & T2 - T5	Poor (100m), sight distance to north, limited by vegetation - requires significant tree clearing. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
173	Minna Road 2	Entire length	15 crashes were recorded, of which 10 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 173.1 Minna Road 2 and Devonshire Drive	Insufficient (160m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 173.3 Minna Road 2 and existing Access Track to T86 & T10	Insufficient (120m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 173.4 Minna Road 2 and new Access Track to T83 - T85	Poor (90m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.1 Devonshire Drive and existing Access Track to T91 - T92 & T4 - T5	Poor (15m) sight distance to east, limited by intersection. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.2 Devonshire Drive and existing Access Track to T90 & T6	Poor (100m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.3	Insufficient (110m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
174	Devonshire Drive	Devonshire Drive and new Access Track to T88 & T8	Insufficient (110m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.4 Devonshire Drive and existing Access Track to T89 & T7	Poor (80m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.5 Devonshire Drive and new Access Track to T87 & T9	Poor (80m), sight distance to west, limited by vegetation - requires significant tree clearing and site benching. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Driveway 174.6 Devonshire Drive and existing Access Track north of T8 (west)	Insufficient (120m), sight distance to south, limited by vegetation and horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.7 Devonshire Drive and existing Access Track north of T8 (east)	Poor (100m), sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
			Poor (80m), sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 174.8 Devonshire Drive and new Access Track to T89 & T7	Insufficient (120m), sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m), sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
175	Natone Road	Intersection 175.1 Natone Road and Minna Road	Insufficient (140m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m) sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
176	Stowport Road	Entire length	45 crashes were recorded, of which 9 involved vehicles from opposing directions. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Intersection 176.1 Stowport Road and Fern Glade Road	Insufficient (130m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Insufficient (120m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 176.2 Stowport Road and Maydena Road	Insufficient (130m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 176.3 Stowport Road and existing Access Track to T12	Poor (100m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 176.5 Stowport Road and new Access Track east of T13	Poor (100m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 176.6 Stowport Road and new Access Track east of T13	Poor (80m), sight distance to south, obstructed by power pole. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
177	Maydena Road	Driveway 177.1 Maydena Road and new Access Track to T11	Poor (25m) sight distance to north, to private access. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 177.2 Maydena Road and new Access Track to T12	Insufficient (120m), sight distance to east, briefly obstructed by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 177.3 Maydena Road and new Access Track to T10	Poor (60m), sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 177.4 Maydena Road and new Access Track to T11	Poor (60m), sight distance to south, limited by dip. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
179	Fern Glade Road	Entire length	14 crashes were recorded, of which 10 were off path on curve. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low
		Driveway 179.1 Fern Glade Road and new Access Track south of T14	Insufficient (55m) sight distance to west, limited by vegetation. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #4 to #6 from Table 22	Improbable	Minor	Low
		Driveway 179.3 Fern Glade Road and new Access Track west of T14	Insufficient (20m) sight distance to north, limited by vegetation. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #4 to #6 from Table 22	Improbable	Minor	Low
185	Mount Street 2	Entire length	139 crashes were recorded, of which 44 involved vehicles from the same direction and 8 involved pedestrians. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Occasional	Minor	Medium
190	Manuka Drive	Intersection 190.2 Manuka Drive and Wirilda Drive	Insufficient (90m) sight distance to east, limited by vegetation. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #4 to #6 from Table 22	Sufficient sight distance		
			Insufficient (55m) sight distance to south, limited by horizontal curve. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
194	Three Mile Line Road	Entire length	25 crashes were recorded, of which 5 occurred at a curve and 2 were off path on curve crashes. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Roundabout 194.4a Three Mile Line Road/ Woniora Road/ Madeline Drive roundabout (Three Mile Line Road eastern approach)	Insufficient (60m) sight distance to north, limited by vegetation. This has potential to result in a moderate speed collision between two vehicles causing minor injury.	Probable	Minor	High	Apply mitigation measure #4 to #6 from Table 22	Sufficient sight distance		
199	West Park Grove	Entire length	77 crashes were recorded, of which 29 involved vehicles from the same direction and 20 involved vehicles from adjacent directions. Additional vehicles could lead to an increased crash risk resulting in a moderate speed collision causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #15 from Table 22	Improbable	Minor	Low

Road ID	Road section	Location	Issue	Risk before Mitigation			Mitigation	Residual Risk		
				Likelihood of a hazard	Consequence of a hazard	Level of risk		Likelihood of a hazard	Consequence of a hazard	Level of risk
200	Mooreville Road	Intersection 200.3 Mooreville Road and Oasis Drive	Insufficient (110m) sight distance to north, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Roundabout 200.4a Mooreville Road/ West Mooreville Road/ Stevens Place roundabout (Mooreville Road southern approach)	Insufficient (70m) sight distance to east, limited by crest. This has potential to result in a moderate speed collision between two vehicles causing minor injury.	Occasional	Minor	Medium	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
		Intersection 200.5 Mooreville Road and West Park Grove	Insufficient (100m) sight distance to north, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
202	West Mooreville Road	At the curve approximately 0.4km west of the West Mooreville Road or Three Mile Line Road intersection.	53 crashes were recorded, of which 31 were off path on curve. Additional vehicles could lead to an increased crash risk resulting in a high speed collision causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium
		Driveway 202.4 West Mooreville Road and existing Access Track to T41 - T46	Poor (110m) sight distance to west, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 202.5 West Mooreville Road and existing Access Track to T39 - T40	Poor (110m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 202.6 West Mooreville Road and existing Access Track to T37 - T38	Poor (110m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (75m) sight distance to south, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 202.7 West Mooreville Road and Penmina Road	Insufficient (110m) sight distance to north, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
203	East Cam Road	Intersection 203.1 East Cam Road and Laird Road	Insufficient (110m) sight distance to north, limited by crest. This has the potential to result in a moderate speed collision between two vehicles causing minor injury.	Improbable	Minor	Low	Apply mitigation measure #7 from Table 22	Improbable	Minor	Low
206	Ridgley Highway	Driveway 206.6 Ridgley Highway and Menne Road	Insufficient (200m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 206.8 Ridgley Highway and Tena Road	Insufficient (190m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Intersection 206.11 Ridgley Highway and Talunah Road	Insufficient (170m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Improbable	Serious	Medium	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
208	West Ridgley Road	Driveway 208.2 West Ridgley Road and new Access Track to T29	Poor (80m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 208.4 West Ridgley Road and new Access Track to T30	Poor (80m), sight distance to east, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
			Poor (80m), sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 208.5 West Ridgley Road and existing Access Track south of T30	Poor (80m) sight distance to west, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
211	Tena Road	Driveway 211.1 Tena Road and new Access Track to T16 - T17	Insufficient (100m) sight distance to north, limited by horizontal curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 211.2 Tena Road and new Access Track to T15	Poor (35m) sight distance to north, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
		Driveway 211.3 Tena Road and new Access Track to T13 - T14	Poor (15m) sight distance to south, limited by vegetation and curve. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #7 from Table 22	Improbable	Serious	Medium
212	Eighteen Mile Road	Driveway 212.1 Eighteen Mile Road and existing Access Track to T10 - T12	Insufficient (100m) sight distance to east, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
		Driveway 212.3 Eighteen Mile Road and existing Access Track to T6 - T8	Poor (80m) sight distance to east, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
214	Talunah Road	Intersection 214.1 Talunah Road and Batzek Road	Insufficient (95m) sight distance to east, limited by crest. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #7 from Table 22	Improbable	Serious	Medium
215	Batzek Road	Driveway 215.3 Batzek Road and existing Access Track to T5	Insufficient (100m) sight distance to north, limited by vegetation. This has the potential to result in a high speed collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measure #4 to #6 from Table 22	Improbable	Serious	Medium
Various roads - refer Appendix A.4 for specific bus routes and locations		Schools and school bus routes	There is an increased risk to the safety of school children due to the proposed increase in heavy vehicle movements during construction. Due to the high-speed road environment a crash involving a child on the road edge could be serious.	Occasional	Serious	High	Apply mitigation measure #14 from Table 29	Improbable	Serious	Medium
Various roads - refer Appendix A.11 for locations of tight curves		Tight curves	There are multiple tight curves located within the study area which will require large vehicles to enter the opposing traffic lane. This has the potential to result in a high speed head on collision between two vehicles causing death or serious injury.	Occasional	Serious	High	Apply mitigation measures #9 and #10 from Table 22	Improbable	Serious	Medium
Various roads - refer Appendix A.11 for locations of tight turns		Tight turns	There are multiple tight turns located within the study area which will require large vehicles to enter the opposing traffic lane. This has the potential to result in a low speed collision between two vehicles resulting in minor injury.	Occasional	Minor	Medium	Apply mitigation measures #9 and #10 from Table 22	Improbable	Minor	Low
Various roads - refer Appendix A.11 for locations of bridges		Narrow bridges	There is limited sight distance on approach to narrow bridges on various roads and often no advanced warning signage observed. This could result in heavy vehicles approaching the bridge too quickly which could result in a high speed crash resulting in death or serious injury and/or damage to the bridge.	Improbable	Serious	Medium	Apply mitigation measure #15 from Table 22	Improbable	Serious	Medium

Appendix B - Existing and Residual Road Width Risks

Road ID	Road Name	Road Surface Type	Road Width - Typical	Shoulder Width	Maximum traffic volume during construction (vpd)	Speed Limit	Risk before mitigation			Mitigation	Residual Risk		
							Liklihood of a hazard occurring due to insufficient road width	Consequence of Hazard	Level of Risk		Liklihood of a hazard occurring due to insufficient road width	Consequence of Hazard	Level of Risk
10	Saundridge Road	Sealed	5.7 (narrows at Poatina Tailrace Bridge)	0.0	462	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
11	Blackwood Creek Road	Sealed	5.5 (narrows at Garcia Creek Bridge)	0.0	504	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
12	Stoneycroft Road	Gravel	3.5	0-0.5	196	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
13	Liffey Road	Gravel/ sealed at Blackwood Creek Road	4.7	1.0	523	80km/h, 100km/h in the vicinity of Blackwood Creek Road	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
14	Bracknell Road	Sealed	4.9 (narrows at Myrtle Creek bridge)	0-0.5	650	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #13 from table 22	Improbable	Serious	Medium
18	Oaks Road 1	Sealed	5.6	0.0	1245	100km/h, slowing to 80km/h and 50km/h approaching Bracknell	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
48	River Road	Sealed	5.2	0.5	479	100km/h, slowing to 50km/h approaching Deloraine	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
54	Dunorlan Road	Sealed	5.0 - 5.9 (varies along length)	0.3-0.5	762	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
56	Weegena Road	Sealed	4.8	0.3	594	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
58	Strathaven Road	Gravel	2.8	0.0	162	80km/h	Occasional	Serious	High	Apply mitigation measure #13 from table 22	Improbable	Serious	Medium
72	Lower Beulah Road	Gravel	4.8	0.0	594	80km/h	Probable	Serious	Intolerable	Apply mitigation measure #13 from table 22	Improbable	Serious	Medium
74	Blackberry Hill Road	Gravel	3.6	0.5	162	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
75	Tylers Road	Gravel	4.5	0.5	162	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
79	Johnson Street	Sealed	4.4	0.5	362	50km/h	Occasional	Limited	Low	Apply mitigation measure #12 from table 22	Improbable	Limited	Low
81	Nook Road 1	Sealed	5.2	0.3	1124	50km/h in vicinity of Tarleton Street, 100km/h thereafter	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
84	Neika Road	Sealed	3.7	1.0	362	100km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
86	George Road	Gravel	3.6	0.5	162	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
87	Dalwood Road	Sealed	4.2 - 5.1 (varies along length)	0-0.5	688	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #13 from table 22	Improbable	Serious	Medium
91	Iles Road	Gravel	4.3	0.3	162	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
92	Weeks Road	Gravel	4.7	0.5	162	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
111	Riggs Road	Sealed	5.1	0.5-1.0	362	100km/h	Occasional	Serious	High	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
118	Clerke Plains Road	Sealed	5.3 (narrows at Claytons Rivulet Bridge)	0-0.5	362	100km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
119	Jones Road	Gravel	3.5	0.3	162	60km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Minor	Medium
124	Bellingers Road	Sealed	5.0	0.5	594	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
135	Mckennas Road	Sealed/ gravel	4.1 - 5.6 (varies along length)	0-0.5	362	60km/h	Occasional	Minor	Medium	Apply mitigation measure #12 from table 22	Improbable	Minor	Low
138	Mannings Jetty Road	Sealed	4.5 - 5.8 (varies along length)	0.3-0.5	373	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22 where road width is >5.0m Apply mitigation measure #13 from table 22 where road width is <5.0m	Improbable	Serious	Medium
144	Lobster Creek Road	Sealed	4.7 - 5.5 (varies along length)	0-0.5	362	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
146	White Hills Road	Sealed	5.1	0.5	198	60km/h	Occasional	Minor	Medium	Apply mitigation measure #12 from table 22	Improbable	Minor	Low
148	Dial Road	Sealed/ gravel final 200m	4.3 - 8.0 (varies along length)	0-0.5	1062	50km/h through Penguin, 60km/h thereafter	Probable	Minor	High	Apply mitigation measure #11 from table 22 where road width is between 5.0m and 6.0m Apply mitigation measure #13 from table 22 where road width is <5.0m	Improbable	Minor	Low
153	Crawford Road	Sealed	4.8	0.5	362	60km/h	Occasional	Minor	Medium	Apply mitigation measure #12 from table 22	Improbable	Minor	Low
159	Browns Lane	Sealed	4.4 - 4.8 (varies along length)	0-0.5	362	60km/h	Occasional	Minor	Medium	Apply mitigation measure #12 from table 22	Improbable	Minor	Low
161	West Pine Road	Sealed	5.0 - 5.8 (varies along length)	0-1.0	1294	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
164	Nine Mile Road	Sealed	4.3	1.0	561	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
166	Cuprona Road	Sealed	4.8 - 6.0 (varies along length)	0.5	914	100km/h, 50km/h approaching Heybridge	Probable	Serious	Intolerable	Apply mitigation measure #11 from table 22	Improbable	Serious	Medium
168	Albert Road	Sealed	4.6	0.0	447	100km/h	Probable	Serious	Intolerable	Apply mitigation measure #13 from table 22	Improbable	Serious	Medium
177	Maydena Road	Sealed	4.3	0.5	362	100km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
205	Penima Road	Sealed/ gravel	4.3	0.0	362	60km/h	Occasional	Minor	Medium	Apply mitigation measure #12 from table 22	Improbable	Minor	Low
209	Menne Road	Gravel	3.5	0.5	162	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
211	Tena Road	Gravel	3.5	0.5	162	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
213	Neena Road	Gravel	3.3	0.5	362	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
215	Batzek Road	Gravel	3.8	1.0	362	80km/h	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium
238	Thompsons Road	Sealed/Gravel	3.7-5.5 (varies)	0.0	162	100km/h, 80km/h where unsealed	Occasional	Serious	High	Apply mitigation measure #12 from table 22	Improbable	Serious	Medium

Appendix F

Avoidance Methodology

Table 1: Avoidance, management, and mitigation measures

Issue	Avoidance	Management and mitigation measures	
Road deterioration (i.e. potholes, road corrugations, faded linemarking etc.)	Maintain roads, particularly gravel roads.	1	Inspect the condition of the road network being used for the construction works prior to construction to establish a baseline road standard that would need to be re-instated after completion of the construction works. Monthly inspections to be undertaken during construction to identify any road deterioration that may require repair now or in the near future.
		2	Develop a process for drivers associated with the project to submit any road condition concerns that impact the safety for drivers, e.g. an electronic system using phones and GPS. Concerns may include: • Potholes • Loss of road traction • Corrugations in road surface • Faded linemarking • Missing delineators/ reflectors • Impacted safety barriers/ fences • Deterioration of road shoulders.
		3	Where road condition hazards are likely as a result of the construction traffic, make repairs as required, repairs may include: • Filing potholes • Regrading gravel roads • Surface improvements • Repainting faded linemarking.
Sight distance obstructions.	Keep sight distances clear.	4	Inspect the condition of the road network being used for the construction works prior to construction and monthly during construction to identify any sight distance obstructions that can be rectified, this would generally be trees that have grown.
		5	Allow drivers to submit any concerns about sight distance obstructions using the same process as in Measure #2.
		6	Limit vegetation obstructing sight distances within a road zone by mowing grass, removing tree branches and/or clearing re-sprouting vegetation, in consultation with the relevant road authority.

Issue	Avoidance	Management and mitigation measures	
		7	Where sight distance is insufficient due to topography, install advance warning signage notifying of the presence of an intersection.
		8	Where sight distance is obscured by signage or other road furniture, contact relevant road authority to have signs relocated.
Insufficient road geometry.	Turning paths (shown in Appendix F) indicate road geometry that may not be sufficient. In locations where 19m semi trailers require more width than is provided, the management and mitigation measures will be necessary.	9	Use traffic management to manage traffic around large trucks using sections of road where they are required to cross the centreline, following consultation with the relevant road authority. This is considered suitable due to the temporary nature of the construction work.
		10	In locations where the road width is not sufficient to accommodate a semi-trailer around bends, the following options can be considered: • Consider changing the vehicle types to suit existing road geometry • Use an alternate access route • Carry out minor shoulder widening works in agreement with the relevant road authority.
	The assessment in Section **Error! Reference source not found.** identified roads which have an insufficient width for their operation.	11	For roads requiring two-way flow with a road width between 5.0 and 6.0m: • Use an alternate access route • Carry out minor shoulder widening works (up to 0.5m on each side) in agreement with the relevant road authority For roads requiring one-way flow with a road width between 2.5m and 3.5m: • Use an alternate access route • Carry out minor shoulder widening works (up to 0.5m on each side) in agreement with the relevant road authority.

Issue	Avoidance	Management and mitigation measures	
		12	For roads requiring one-way flow with a road width between 3.5m and 5.9m: • Use traffic management (shuttle flow or similar) to manage any opposing movements • Minor shoulder widening works (up to 0.5m on each side) in agreement with the relevant road authority may be more cost-effective than traffic management in some locations.
		13	A small number of roads requiring two-way flow have a road width of less than 5.0m. For these roads: • Use an alternate access route • Carry out road widening • Use traffic management (shuttle flow or similar) - only in select circumstances where traffic volumes allow and for roads wider then 3.5m and on short sections <2km.
Schools and school bus routes.	Limit heavy vehicles during school start and finish times and bus commute times where possible (generally 7-9am and 3-5pm). Refer to Appendix A.4 for bus timetable details.	14	If it is necessary to travel during the times when school buses are operating, brief project drivers on the additional risk.
General		15	Provide safety training for drivers prior to project construction to advise of road conditions. In this part of Tasmania, weather and road conditions can change rapidly and drivers are expected to alter their speed and driving behaviour based on the conditions. Drivers will also be alerted that due to the topography in the area sight distances are limited.

Appendix G

Bridges

Appendix G - Bridge Assessment

Road Name	Bridge/Asset Name	Asset Number	Access Conditions / Restrictions
Bass Highway	Oakleigh (Westbound) Rail Underpass	SG 5540	No other Heavy Vehicle on Structure - Direction of Travel
Bass Highway	Oakleigh (Eastbound) Rail Underpass	SG 5589	No other Heavy Vehicle on Structure - Direction of Travel
Bass Highway	Emu River (Westbound) Bridge	SG 1185	No other Heavy Vehicle on Structure - Direction of Travel
Bass Highway	Wivenhoe (Westbound) Rail Underpass	SG 5673	Travel Position - Centre
			No other Heavy Vehicle on Structure - Direction of Travel
			1 Pilot
Bass Highway	Wivenhoe (Eastbound) Rail Underpass	SG 5265	Travel Position - Centre
			No other Heavy Vehicle on Structure - Direction of Travel
			1 Pilot
Bass Highway	Chasm Creek Bridge	SG 245	Speed <10km/h
			No Travel in Either Shoulder
			No other Heavy Vehicle on Structure - Direction of Travel
			1 Pilot
Bass Highway	Titan Rail Underpass	SG 5226	Travel Position - Centre
			No other Heavy Vehicle on Structure - Direction of Travel
			1 Pilot
Bass Highway	Creamery Road Underpass	SG 5894	Speed <10km/h
			No Travel in Either Shoulder
			No other Heavy Vehicle on Structure - Either Direction
			1 Pilot
Bass Highway	Penguin Interchange Off Ramp Road Underpass	SG 5892	No Travel in Either Shoulder
			No other Heavy Vehicle on Structure - Direction of Travel
South Road	Dial Road Overpass	SG 5217	No other Heavy Vehicle on Structure - Either Direction
Bass Highway	Lovett Street (Eastbound) Road Underpass	SG 5631	No other Heavy Vehicle on Structure - Direction of Travel
Castra Road	Castra Main Road Overpass	SG 5636	No other Heavy Vehicle on Structure - Either Direction
Bass Highway	Forth Road (Westbound) Road Underpass	SG 5637	No Travel in Either Shoulder
			No other Heavy Vehicle on Structure - Either Direction
Turners Beach Road	Turners Beach Road Overpass	SG 5708	Speed <10km/h
			No other Heavy Vehicle on Structure - Either Direction
			1 Pilot
Bass Highway	Forth River (Westbound) Bridge	SG 5701	No other Heavy Vehicle on Structure - Direction of Travel
Bass Highway	Bass Highway (Westbound) Rail Underpass	SG 5706	Travel Position - Centre
			No other Heavy Vehicle on Structure - Direction of Travel
			1 Pilot
Bass Highway	Bass Highway (Eastbound) Rail Underpass	SG 5066	Speed <10km/h
			No Travel in Either Shoulder
			No other Heavy Vehicle on Structure - Direction of Travel
			1 Pilot
Bass Highway	Norfolk Creek Culvert	SG 5728	Speed <10km/h
			No other Heavy Vehicle on Structure - Direction of Travel
Bass Highway	Formby Road (Eastbound) Road Underpass	SG 5307	No other Heavy Vehicle on Structure - Direction of Travel
Bass Highway	Devonport (Westbound) Rail Underpass	SG 561	Travel Position - Centre
			No other Heavy Vehicle on Structure - Direction of Travel
			1 Pilot
Bass Highway	Port Access (Westbound) Road Underpass	SG 5874	Travel Position - Left Lane Only
			No other Heavy Vehicle on Structure - Direction of Travel
Bass Highway	Mersey River (Westbound) Bridge	SG 5864	Travel Position - Left Lane Only
			No other Heavy Vehicle on Structure - Direction of Travel
Bass Highway	Tarleton Street (Westbound) Road Underpass	SG 5589	No other Heavy Vehicle on Structure - Direction of Travel
Bengeo Road	Rubicon River Tributary Bridge	MEAN 1342	Speed <10km/h
Dunorlan Road	Rubicon River Bridge	MEAN 3739	Speed <10km/h
Bass Highway	Mole Creek Interchange Road Underpass	SG 5692	No other Heavy Vehicle on Structure - Either Direction
Emu Bay Road	Meander River Bridge	SG 309	Speed <10km/h
			Travel Position - Centre
			No other Heavy Vehicle on Structure - Either Direction
			Load Limit - 36t
			1 Pilot & 1 Escort
Bowerbank Link	Deloraine Rail Underpass	SG 5879	No Travel in Either Shoulder
			No other Heavy Vehicle on Structure - Either Direction
unnamed Road	Service Road Overpass	SG 580	Speed <10km/h
			No other Heavy Vehicle on Structure - Either Direction
Meander Valley Road	Quamby Brook Bridge	SG 964	No Access on Structure
Bass Highway	Illawarra Interchange Road Underpass	SG 394	No Travel in Either Shoulder
			No other Heavy Vehicle on Structure - Either Direction
Wellington Street	Flyover 690 Bridge	LAUN 5576	No other Heavy Vehicle on Structure - Direction of Travel
Lower Charles Street	685 Charlelower Bridge	LAUN 2139	Speed <10km/h
			Travel Position - Centre
			No other Heavy Vehicle on Structure - Direction of Travel
Cressy Road	Brumbys Creek Bridge	SG 845	Speed <10km/h
			Travel Position - Centre
			No other Heavy Vehicle on Structure - Either Direction
			1 Pilot & 1 Escort
Saundridge Road	Brumbys Creek Bridge	NMID 5045	Speed <10km/h
Blackwood Creek Road	Gacias Creek Bridge	NMID 1400	Speed <10km/h
Bracknell Road	Liffey River Bridge	MEAN 1732	Speed <10km/h
Bracknell Road	Myrtle Creek Bridge	MEAN 3092	Speed <10km/h
Oaks Road	Oaks Road Rail Overpass	MEAN 4528	No Access on Structure
Osmaston Road	Quamby Brook Bridge	MEAN 2620	Speed <10km/h
Mersey Main Road	Mersey Main Road Bridge	SG 267	Speed <10km/h
			Travel Position - Centre
			No other Heavy Vehicle on Structure - Either Direction
			1 Pilot & 1 Escort
Mersey Main Road	Mersey River Flood Opening Bridge	SG 1999	No Access on Structure
Mersey Main Road	Mersey River Bridge	SG 1997	Speed <10km/h
			Travel Position - Centre
			No other Heavy Vehicle on Structure - Either Direction
			1 Pilot
Gilbert Street	Latrobe Creek Bridge	SG 1947	No Access on Structure

Road Name	Bridge/Asset Name	Asset Number	Access Conditions / Restrictions
Sheffield Road	Cole Creek Bridge	SG 834	Speed <10km/h
			Travel Position - West Lane Only
			1 Pilot
			South-bound traffic to move to north-bound traffic lane
Sheffield Road	Don River Bridge	SG 1980	No Access on Structure
Railton Road	Mersey River Bridge	KENT 7	Speed <10km/h
			Travel Position - Centre
			No other Heavy Vehicle on Structure - Either Direction
			1 Pilot & 1 Escort
Kimberley Road	Red water Creek Bridge	KENT 193	No Access on Structure
Foster Street	Red water Creek Bridge	KENT 262	Speed <10km/h
			Travel Position - Centre
			No other Heavy Vehicle on Structure - Either Direction
			1 Pilot & 1 Escort
Dalwood Road	Don River Bridge	KENT 2823	No Access on Structure
Murchison Highway	Hatfield River Bridge	SG 4836	No other Heavy Vehicle on Structure - Either Direction
			1 Pilot
Murchison Highway	Murchison Highway Rail Underpass	SG 4842	No other Heavy Vehicle on Structure - Either Direction
Murchison Highway	Fossey River Bridge	SG 4837	No other Heavy Vehicle on Structure - Either Direction
Massy-Greene Drive	Emu Bay Rail Undepass	SG 5915	Speed <10km/h
			No other Heavy Vehicle on Structure - Either Direction
Massy-Greene Drive	Massy-Greene Drive Rail Underpass	BURN 30421	Speed <10km/h
Nine Mile Road	Sulphur Creek Bridge	CCOA 4310	Speed <10km/h
Creamery Road	Fidler Creek Bridge	CCOA 4301	Speed <10km/h
West Gawler Road	Gawler River Bridge	CCOA 2171	Speed <10km/h
Preston Road	Gawler River Bridge	CCOA 340	Speed <10km/h
Castra Road	Buttons Creek Bridge	CCOA 3200	Speed <10km/h
Castra Road	Buttons Creek Bridge	CCOA 1599	No Access on Structure
Castra Road	Buttons Creek Bridge	CCOA 2528	No Access on Structure
Forth Road	Forth River Bridge	SG 254	No Access on Structure
Forth Road	Forth River Bridge	CCOA 253	Speed <10km/h
Paloona Road	Forth River Bridge	CCOA 390	No Access on Structure
Kindred Road	Clayton Rivert Bridge	CCOA 1087	No Access on Structure
Railton Road	Rubicon River Bridge	MEAN 302	Speed <10km/h
			Travel Position - Centre
			No other Heavy Vehicle on Structure - Either Direction
			1 Pilot & 1 Escort

Key

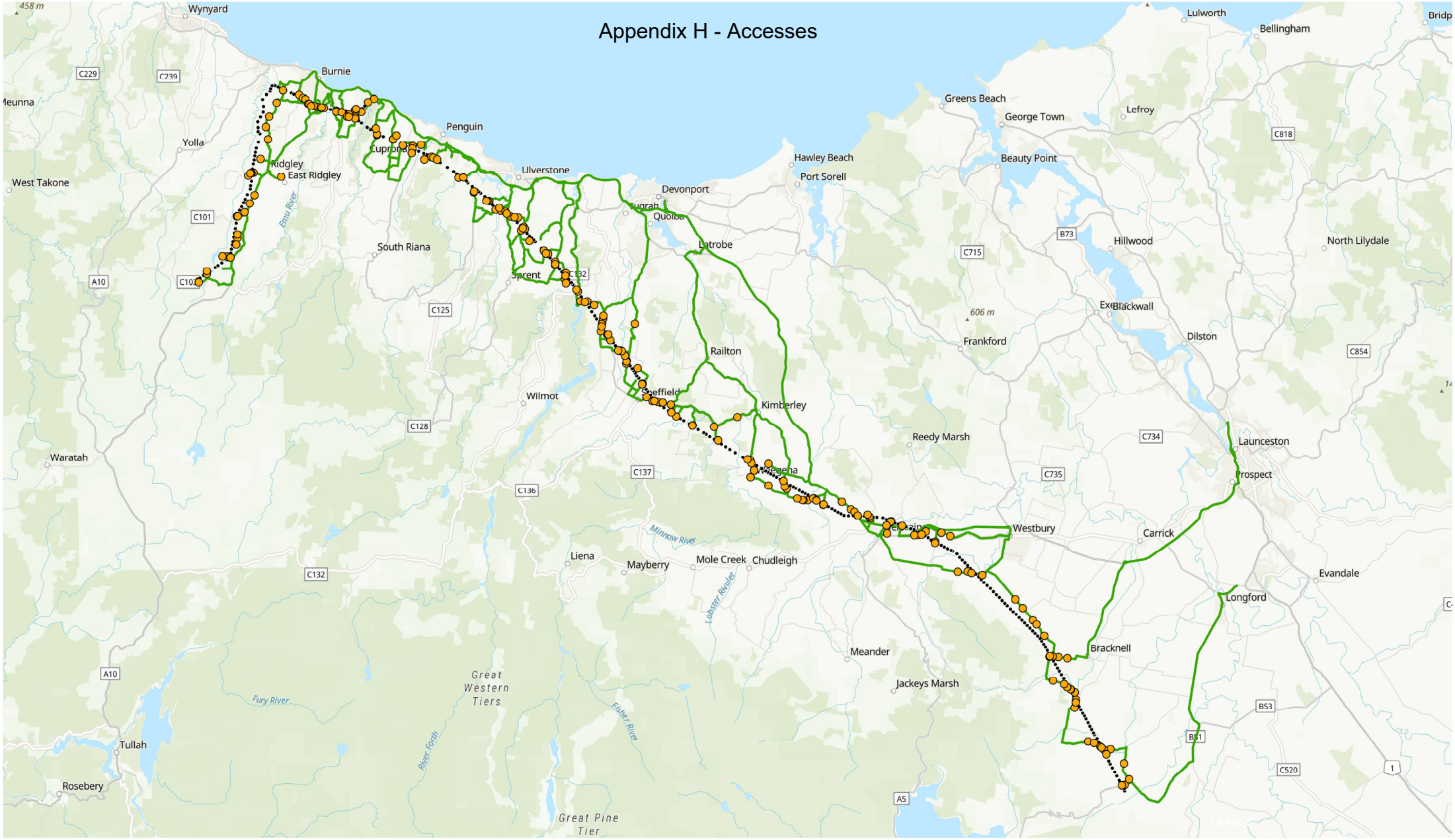
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Load Limited Structure

Appendix H

Access - Combined

Appendix H - Accesses



Driveways

North West Transmission Developments

pitt&sherry

N

0 5 10 15

Kilometres

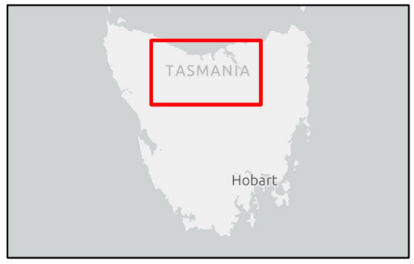
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MAP REF: P21 1133
AUTHOR: NPA
REV: A
DATE: 2/07/2024
DATA SOURCES: Aerial imagery from ESRI, Data from the List supplemented by data provided by Tetra Tech Coffey

LEGEND

- Driveway
- Transmission tower
- Road



Appendix H: Accesses (Appendix A.10 - Insufficient Sight Distance at Driveways from the Traffic Impact Assessment from the DA/EIS)

Driveway ID	Driveway	Speed limit (major road)	Direction of insufficient sight distance	Comments	Sight distance if vegetation removed
11.1	Blackwood Creek Road and existing Access Track to T15 and T19	100 km/h	East - 110m West - 90m	East - Limited by horizontal curve West - Limited by horizontal curve	
12.3	Stoneycroft Road and new Access Track to T12	80 km/h	South - 120m	South - Limited by vegetation. Must trim bushes along fenceline both side of access, and along the road	
14.1	Bracknell Road and existing Access Track south of T40	100 km/h	North - 70m	North - Limited by horizontal curve	
14.8	Bracknell Road and new Access Track east of T41	100 km/h	West - 60m	West - limited by horizontal geometry and obstructed by vegetation and structure (shed) on private property. Vehicle speeds will be reduced due to bend (reccommended 25km/h, estimate max 40) but still not recommended.	
28.3	Osmaston Road and new Access Track to T70	100 km/h	East - 90m	East - Limited by horizontal curve	
39.11	Meander Valley Road 2 and existing Access Track to T84 - T86	100 km/h	West - 80m	West - Limited by vegetation. Would need to remove entire hedgerow (approx 500m). Traffic is very fast moving along Meander Road. Should not be used unless hedge is removed. High crash risk.	West - sufficient
48.4	River Road and new Access Track to T98	100 km/h	North - 140m	North - Limited by crest	North - sufficient
50.5	Weetah Road and new Access Track to T103	100 km/h	North - 110m	North - Limited by crest	
50.6	Weetah Road and new Access Track south of T103	100 km/h	North - 150m	North - Limited by crest	
52.9	Bass Highway and existing Access Track to T113	100 km/h	South - other	Not recommended - turning out onto Bass Highway across overtaking lane.	
53.2	Bengeo Road and existing Access Track to T117 - T118	100 km/h	South - 110m	South - Limited by crest	
54.4	Dunorlan Road and existing Access Track to T123	100 km/h	East - 90m West - 130m	East - Limited by horizontal curve West - Limited by horizontal curve	
54.7	Dunorlan Road and new Access Track to T120	100 km/h	North - 140m South - 120m	North - Limited by horizontal curve South - Limited by horizontal curve	
54.8	Dunorlan Road and new Access Track west of T120	100 km/h	South - 150m	South - Limited by crest	
54.12	Dunorlan Road and existing Access Track to T129 and T130	100 km/h	East - 100m	East - Limited by vegetation. Needs vegetation trimming of fence line shrubs and minor tree	East - sufficient
56.4	Weegena Road and new Access Track to T139	100 km/h	South - 145m	South - Limited by crest	
56.6	Weegena Road and new Access Track north of T139	100 km/h	South - 145m	South - Limited by crest	
56.7	Weegena Road and new Access Track south of Cox Brothers Road to T140	100 km/h	North - 90m	North - Limited by crest	
57.1	Dynans Bridge Road and existing Access to 562 Weegena Road	100 km/h	East - 30m West - 50m	East - Limited by tree West - Limited by crest	East - sufficient
59.1	Cox Brothers Road and new Access Track east of T141	80 km/h	West - 110m	West - To end of Cox Brothers Road	
71.1	Bridle Track Road and existing Acess Track to T143 - T144	100 km/h	West - 110m	West - Limited by horizontal curve	
72.2	Lower Beulah Road and existing Access Track to T145 - T146	80 km/h	East - 90m	East - Limited by vegetation and horizontal curve	North - 140m
73.3	Beulah Road and new Access Track to T152	100 km/h	North - 20m	North - Limited by horizontal geometry	
74.1	Blackberry Hill Road and new Access Track to T154 - T156	80 km/h	North - 90m South - 60m	North - Limited by horizontal curve South - Limited by horizontal curve	
76.7	Sheffield Road 1 and new Access Track west of T163	100 km/h	East - 120m	East - Limited by crest	
81.2	Nook Road 1 and existing Access Track to T172 - T173	100 km/h	South - 80m	South - Limited by crest	
83.8	West Nook Road and new Access Track to T180	100 km/h	South - 100m	South - Limited by crest	
86.1	George Road and existing Access Track to T181	80 km/h	West - 30m	West - To private access	
87.6	Dalwood Road and new Access Track to T2	100 km/h	East - 130m	East - Limited by crest	
88.2	Nook Road 2 and Gravel Pit Road	100 km/h	North - 120m South - 135m	North - Limited by horizontal curve South - Limited by horizontal curve	
89.13	Sheffield Road 2 and existing Access Track to T11	100 km/h	North - 80m	North - Limited by crest	
92.3	Weeks Road and new Access Track to T5	80 km/h	East - 40m	East - Limited by crest	
102.2	Lake Paloona Road and existing Access Track to T15	100 km/h	East - 70m West - 90m	East - Limited by crest West - Limited by crest	
102.3	Lake Paloona Road and new Access Track to T16	100 km/h	East - 30m	East - Limited by horizontal curve and requires tree trimming	East - 50m
102.4	Lake Paloona Road and new Access Track east of T15	100 km/h	East - 40m West - 70m	East - Limited by horizontal curve and requires tree trimming West - Limited by horizontal curve	East - 50m West - 90m
102.5	Lake Paloona Road and new Access Track to T13 - T14	100 km/h	West - 110m	West - Limited by horizontal curve	
110.1	Geales Road and existing Access Track to T19 - T20	100 km/h	South - 160m West - 145m	South - Limited by horizontal curve West - Limited by vegetation	West - 250m
111.1	Riggs Road and new Access Track to T21	100 km/h	South - 115m	South - Limited by crest	
111.5	Riggs Road and new Access Track to T22	100 km/h	North - 110m	North - Limited by crest	
111.6	Riggs Road and new Access Track east of T22	100 km/h	North - 10m	North - Limited by crest	South - 220m
112.2	Kindred Road and existing Access Track to T24 - T25	100 km/h	North - 100m	North - Limited by crest	
112.3	Kindred Road and new Access Track north of T25	100 km/h	South - 140m	South - Limited by horizontal curve	
112.5	Kindred Road and existing Access Track to T26	100 km/h	North - 150m	North - Limited by crest	
112.6	Kindred Road and new Access Track to T27	100 km/h	North - 75m	North - Limited by horizontal curve	
118.1	Clerke Plains Road and existing Access Track to T28 - T29	100 km/h	East - 80m West - 140m	East - Limited by horizontal curve West - Limited by crest	
118.4	Clerke Plains Road and new Access Track to T30	100 km/h	East - 150m	East - Limited by crest	
120.6	Castra Road and existing Access Track to T36 - T37	100 km/h	South - 170m	South - Limited by horizontal curve	
120.8	Castra Road and existing Access Track to T39	100 km/h	North - 140m South - 110m	North - Limited by horizontal curve South - Limited by horizontal curve	
124.2	Bellingers Road and existing Access Track to T33 - T35	100 km/h	North - 150m	North - Limited by crest	
127.1	Picketts Road and existing Access Track to T40	100 km/h	East - 75m West - 130m	East - Limited by crest West - Limited by crest	
127.3	Picketts Road and new Access Track west of T41	100 km/h	West - 120m	West - Limited by crest	
127.5	Picketts Road and new Access Track south of T42	100 km/h	West - 150m	West - Limited by horizontal curve	
128.4	Top Gawler Road and new Access Track north of T43	100 km/h	North - 80m	North - Limited by horizontal curve	
129.2	Hilltop Avenue and new Access Track to T43	60 km/h	North - 70m South - 30m	North - Limited by crest South - Limited by horizontal curve	
135.3	Mckennas Road and new Access Track to T48	60 km/h	East - 80m	East - Limited by horizontal geometry	
136.3	Preston Road and new Access Track to T46 - T47	80 km/h	North - 100m	North - Limited by crest	
138.2	Mannings Jetty Road and existing Access Track to T51 - T52	100 km/h	South - 150m	South - Limited by horizontal curve	

Driveway ID	Driveway	Speed limit (major road)	Direction of insufficient sight distance	Comments	Sight distance if vegetation removed
138.3	Mannings Jetty Road and existing Access Track to T53	100 km/h	South - 140m	South - Limited by horizontal curve	
144.2	Lobster Creek Road and existing Access Track to T57	80 km/h	West - 40m	West - Limited by vegetation and crest	West - 130m
151.3	Montgomery Road and existing Access Track to T61 - T62	60 km/h	West - 80m	West - Limited by horizontal geometry	
151.5	Ironcliffe Road and existing Access Track to T65	60 km/h	West - 40m	West - Limited by crest	
164.2	Nine Mile Road and existing Access Track to east of T74	100 km/h	North - 100m	North - Limited by horizontal curve	South - sufficient
164.5	Nine Mile Road and New Access Track to T74 - T76	100 km/h	North - 10m	North - Limited by vegetation	North - 80m
166.3	Cuprona Road and new Access Track to T78	100 km/h	North - 150m South - 140m	North - Limited by horizontal curve and crest South - Limited by horizontal curve and crest	
166.5	Cuprona Road and existing Access Track to T79 - T82	100 km/h	South - 110m	South - Limited by crest	
172.1	Minna Road 1 and existing Heybridge switching station Access Track	90 km/h	East - 65m West - 110m	East - Limited by horizontal curve West - Limited by horizontal curve	
172.3	Minna Road 1 and existing Access Track to T91 - T94 & T2 - T5	100 km/h	North - 100m	North - Limited by vegetation - needs significant tree clearing	North - 150m
173.3	Minna Road 2 and existing Access Track to T85	90 km/h	North - 120m	North - Limited by horizontal curve	
173.4	Minna Road 2 and new Access Track to T83 - T84	90 km/h	North - 90m	North - Limited by horizontal curve	
174.2	Devonshire Drive and existing Access Track to T90 & T6	90 km/h	West - 100m	West - Limited by crest	
174.3	Devonshire Drive and new Access Track to T88 & T8	90 km/h	North - 110m South - 110m	North - Limited by horizontal curve South - Limited by horizontal curve	
174.5	Devonshire Drive and new Access Track to T87 & T9	90 km/h	West - 80m	West - Limited by vegetation - needs significant tree clearing and benching	West - 150m
174.6	Devonshire Drive and existing Access Track north of T8 (west)	90 km/h	South - 120m	South - Limited by horizontal geometry. Could be improved slightly with vegetation trimming.	
174.7	Devonshire Drive and existing Access Track north of T8 (east)	90 km/h	North - 100m South - 80m	North - Limited by vegetation. Clear vegetation to improve sight distance South - Limited by horizontal geometry	North - sufficient
174.8	Devonshire Drive and new Access Track to T89 & T7	90 km/h	North - 120m South - 120m	North - Limited by horizontal geometry South - Limited by horizontal geometry	
176.6	Stowport Road and new Access Track east of T13	100 km/h	South - 80m	South - Obstructed by powerpole next to access and two or three medium trees on private property. Trim or remove trees to improve.	South - 120m
177.2	Maydena Road and new Access Track to T12	100 km/h	East - 120m	East - Briefly obstructed by horizontal alignment around curve. Vehicles travelling at estimated speed of 50km around bends and approaching uphill will improve stopping distance. One large tree also - only brief obstruction.	
177.3	Maydena Road and new Access Track to T10 and T86	100 km/h	North - 60m	North - Limited by crest	
177.4	Maydena Road and new Access Track to T11	100 km/h	South - 60m	South - Limited by dip. Also roadside batter and low vegetation. Not much room to batter back. Trim all vegetation. Speeds on No Through Road should be slow ~50km/h.	
179.1	Fern Glade Road and new Access Track south of T14	60 km/h	North - 70m West - 55m	North - Limited by horizontal curve West - Limited by vegetation	West - 80m
179.3	Fern Glade Road and new Access Track west of T14	60 km/h	North - 20m	North - Limited by vegetation	North - 40m
190.1	Manuka Drive and new Access Track east of T19	50 km/h	East - 100m West - 50m	East - Limited by vegetation and horizontal curve West - Limited by vegetation and horizontal curve	East - 160m West - 90m
190.4	Manuka Drive and new Access Track to T20	50 km/h	North - 100m	North - Limited by crest	
190.5	Manuka Drive and existing Access Track west of T20	50 km/h	South - 20m	South - Limited by vegetation. Remove two bushes on road side	South - sufficient
202.4	West Mooreville Road and existing Access Track to T43 - T44	100 km/h	West - 110m	West - Limited by crest	
202.5	West Mooreville Road and existing Access Track to T38 - T42	100 km/h	North - 110m	North - Limited by crest	
202.6	West Mooreville Road and existing Access Track to T37	100 km/h	North - 110m South - 75m	North - Limited by crest South - Limited by horizontal curve	
205.1	Penima Road and existing Access Track to T35 - T36	60 km/h	West - 65m	West - Limited by horizontal curve	West - 80m
208.2	West Ridgley Road and new Access Track to T29	80 km/h	East - 105m West - 80m	East - Limited by horizontal curve West - Limited by horizontal curve	
208.4	West Ridgley Road and new Access Track to T30	80 km/h	East - 80m West - 80m	East - Limited by horizontal geometry West - Limited by horizontal geometry	
208.5	West Ridgley Road and existing Access Track south of T30	80 km/h	East - 80m	East - Limited by horizontal geometry	
210.1	Oonah Road and new Access Track to T20	100 km/h	East - 140m	East - Limited by crest	
210.3	Oonah Road and new access track to T18-T19 - moved 250m west	100 km/h	East - 150m	East - Limited by crest	
211.1	Tena Road and new Access Track to T16 - T17	80 km/h	North - 100m South - 110m	North - Limited by horizontal curve South - Limited by crest	
211.2	Tena Road and new Access Track to T15	80 km/h	North - 35m	North - Limited by crest	
211.3	Tena Road and new Access Track to T13 - T14	80 km/h	South - 15m	South - Limited by vegetation and curve	South - 50m
212.1	Eighteen Mile Road and existing Access Track to T11 - T12	80 km/h	East - 100m	East - Limited by vegetation	
212.3	Eighteen Mile Road and existing Access Track to T9	80 km/h	East - 80m	East - Limited by vegetation	East - sufficient
212.4	Eighteen Mile Road and existing Access Track to T6 - T8	80 km/h	South - 110m	South - Limited by horizontal curve	
215.3	Batzek Road to existing Access Track to T5	80 km/h	North - 100m	North - Limited by vegetation	North - 110m

Appendix A.9 - Project Driveway Accesses from Public Roads

Driveway ID	Driveway	Road owner
9.2	Poatina Road 2 and new Access Track to T3	State Growth
9.3	Poatina Road 2 and existing Palmerston substation Access Track	State Growth
9.4	Poatina Road 2 and new Access Track to T1 and T2 (west)	State Growth
10.2	Saundridge Road and existing Access Track to T4, T5, T7	Northern Midlands Council
10.4	Saundridge Road and existing Access Track to T8 and T9	Northern Midlands Council
11.1	Blackwood Creek Road and existing Access Track to T15 and T19	Northern Midlands Council
11.3	Blackwood Creek Road and existing Access Track to T26 - T27	Northern Midlands Council
11.4	Blackwood Creek Road and new Access Track to T28	Northern Midlands Council
11.5	Blackwood Creek Road and existing Access Track to T13	Northern Midlands Council
11.6	Blackwood Creek Road and new Access Track east of T14	Northern Midlands Council
11.7	Blackwood Creek Road and new Access Track to T14	Northern Midlands Council
11.9	Blackwood Creek Road and new Access Track to T16	Northern Midlands Council
11.1	Blackwood Creek Road and existing Access Track to T17 - T18	Northern Midlands Council
11.12	Blackwood Creek Road and existing Access Track to T20 - T25	Northern Midlands Council
12.3	Stoneycroft Road and new Access Track to T12	Northern Midlands Council
13.2	Liffey Road and existing Access Track to T29 - T30	Northern Midlands Council
13.3	Liffey Road and existing Access Track east of T31	Northern Midlands Council
13.4	Liffey Road and existing Access Track to T31	Northern Midlands Council
13.5	Liffey Road and new Access Track to T32	Northern Midlands Council
13.6	Liffey Road and new Access Track west of T32	Northern Midlands Council
13.7	Liffey Road and existing Access Track to T33 - T34	Northern Midlands Council
13.8	Liffey Road and existing Access Track to T35	Northern Midlands Council
14.1	Bracknell Road and existing Access Track south of T40	Meander Valley Council
14.2	Bracknell Road and existing Access Track to T41 - T46	Meander Valley Council
14.4	Bracknell Road and existing Access Track to T36 - T39	Meander Valley Council
14.6	Bracknell Road and existing Access Track to T35	Meander Valley Council
14.7	Bracknell Road and new Access Track to T40	Meander Valley Council
14.8	Bracknell Road and new Access Track east of T41	Meander Valley Council
27.1	Cluan Road and existing Access Track to T45 - T46	Meander Valley Council
27.2	Cluan Road and existing Access Track to T47 - T49	Meander Valley Council
27.3	Cluan Road and existing Access Track to T50 - T53	Meander Valley Council
27.4	Cluan Road and Wests Road to T54 - T56	Meander Valley Council
27.5	Cluan Road and existing Access Track to T57 - T64	Meander Valley Council
28.2	Osmaston Road and existing Access Track to T65 - T69	Meander Valley Council
28.3	Osmaston Road and new Access Track to T70	Meander Valley Council
28.4	Osmaston Road and existing Access Track to T71 - T72	Meander Valley Council
28.5	Osmaston Road and existing Access Track to T73 - T75	Meander Valley Council
39.4	Meander Valley Road and new Access Track to T87	State Growth
39.5	Meander Valley Road and existing Access Track to T80 - T82	State Growth
39.7	Meander Valley Road 2 and existing Access Track to T89	State Growth
39.9	Meander Valley Road 2 and existing Access Track to T88 and T90 - T93	State Growth
39.11	Meander Valley Road 2 and existing Access Track to T84 - T86	State Growth
39.12	Meander Valley Road 2 and existing Access Track to T76 - T79	State Growth
40.3	Exton Road and new Access Track to T83	Meander Valley Council
40.5	Exton Road and new Access Track east of T83	Meander Valley Council
44.1	Grigg Street and existing Access Track to T96 - T97	Meander Valley Council
48.1	River Road and Access Track south of T98	Meander Valley Council
48.2	River Road and Access Track to T99 - T100	Meander Valley Council
48.3	River Road and existing Access Track south of T99	Meander Valley Council
48.4	River Road and new Access Track to T98	Meander Valley Council
50.4	Weetah Road and new Access Track to T104	Meander Valley Council
50.5	Weetah Road and new Access Track to T103	Meander Valley Council
50.6	Weetah Road and new Access Track south of T103	Meander Valley Council
50.7	Weetah Road and new Access Track to T102	Meander Valley Council
52.1	Bass Highway 3/ Bowerbank Link and existing Access Track to T94 - T95	State Growth
52.2	Bass Highway 3 and existing Access Track to T105	State Growth
52.3	Bass Highway 3 and existing Access Track to T106	State Growth
52.4	Bass Highway 3 and existing Access Track to T107 - T109	State Growth
52.5	Bass Highway 3 and existing Access Track to T110 - T113	State Growth
52.9	Bass Highway and existing Access Track to T113	State Growth
53.2	Bengeo Road and existing Access Track to T117 - T118	Meander Valley Council
53.3	Bengeo Road and new Access Track to T114 - T116	Meander Valley Council
54.2	Dunorlan Road and existing Access Track to T124 - T127	Meander Valley Council
54.3	Dunorlan Road and existing Access Track west of T123	Meander Valley Council
54.4	Dunorlan Road and existing Access Track to T123	Meander Valley Council
54.7	Dunorlan Road and new Access Track to T120	Meander Valley Council
54.8	Dunorlan Road and new Access Track west of T120	Meander Valley Council
54.9	Dunorlan Road and existing Access Track to T121 - T122	Meander Valley Council
54.11	Dunorlan Road and existing Access Track to T128	Meander Valley Council
54.12	Dunorlan Road and existing Access Track to T129 and T130	Meander Valley Council
54.13	Dunorlan Road and existing Access Track to T131 - T133	Meander Valley Council

Driveway ID	Driveway	Road owner
55.1	Sadlers Road and new Access Track west of T119	Meander Valley Council
55.2	Sadlers Road and new Access Track to T119	Meander Valley Council
56.1	Weegena Road and existing Access Track to T134 - T135	Meander Valley Council
56.4	Weegena Road and new Access Track to T139	Meander Valley Council
56.6	Weegena Road and new Access Track north of T139	Meander Valley Council
56.7	Weegena Road and new Access Track south of Cox Brothers Road to T140	Meander Valley Council
56.8	Weegena Road and existing Access Track to T137	Meander Valley Council
57.1	Dynans Bridge Road and existing Access to 562 Weegena Road	Meander Valley Council
59.1	Cox Brothers Road and new Access Track east of T141	Meander Valley Council
71.1	Bridle Track Road and existing Acess Track to T143 - T144	Kentish Council
72.1	Lower Beulah Road and existing Access Track to T147 - T151	Kentish Council
72.2	Lower Beulah Road and existing Access Track to T145 - T146	Kentish Council
73.2	Beulah Road and existing Access Track to T153	Kentish Council
73.3	Beulah Road and new Access Track to T152	Kentish Council
74.1	Blackberry Hill Road and new Access Track to T154 - T156	Kentish Council
75.1	Tylers Road and existing Access Track to T158	Kentish Council
75.2	Tylers Road and new Access Track to T157	Kentish Council
76.2	Sheffield Road 1 and existing Access Track to T159	Kentish Council
76.4	Sheffield Road 1 and existing Access Track to T162 - T163	Kentish Council
76.6	Sheffield Road 1 and new Access Track to T164 - T166	Kentish Council
76.7	Sheffield Road 1 and new Access Track west of T163	Kentish Council
76.8	Sheffield Road 1 and new Access Track to T160 - T161	Kentish Council
79.1	Johnson Street and existing Access Track to T168 - T169	Kentish Council
81.1	Nook Road 1 and new Access Track to T170 - T171	Kentish Council
81.2	Nook Road 1 and existing Access Track to T172 - T173	Kentish Council
83.4	West Nook Road and new Access Track to T179 and T180	Kentish Council
83.8	West Nook Road and new Access Track to T180	Kentish Council
86.1	George Road and existing Access Track to T181	Kentish Council
87.1	Dalwood Road and new Access Track north of T183	Kentish Council
87.2	Dalwood Road and existing Sheffield substation Access Track	Kentish Council
87.6	Dalwood Road and new Access Track to T2	Kentish Council
87.7	Dalwood Road and new Access Track to T183 and T182	Kentish Council
88.2	Nook Road 2 and Gravel Pit Road	Kentish Council
89.4	Sheffield Road 2 and existing Access Track to T12	State Growth
89.7	Sheffield Road 2 and existing Access Track south of T9	State Growth
89.8	Sheffield Road 2 and existing Access Track south of T8	State Growth
89.9	Sheffield Road 2 and existing Access Track to T9	State Growth
89.1	Sheffield Road 2 and new Access Track to T10	State Growth
89.13	Sheffield Road 2 and existing Access Track to T11	State Growth
91.1	Iles Road and new access track to T3 and T4	Kentish Council
92.1	Weeks Road and existing Access Track to T7	Kentish Council
92.2	Weeks Road and new Access Track to T6	Kentish Council
92.3	Weeks Road and new Access Track to T5	Kentish Council
102.2	Lake Paloona Road and existing Access Track to T15	Kentish Council
102.3	Lake Paloona Road and new Access Track to T16	Kentish Council
102.4	Lake Paloona Road and new Access Track east of T15	Kentish Council
102.5	Lake Paloona Road and new Access Track to T13 - T14	Kentish Council
103.1	Paloona Dam Road and existing Access Track to T17	Kentish Council
105.2	Wilmot Road and existing Access Track to T18	Central Coast Council
110.1	Geales Road and existing Access Track to T19 - T20	Central Coast Council
111.1	Riggs Road and new Access Track to T21	Central Coast Council
111.3	Riggs Road and Russells Road to T23	Central Coast Council
111.5	Riggs Road and new Access Track to T22	Central Coast Council
111.6	Riggs Road and new Access Track east of T22	Central Coast Council
112.2	Kindred Road and existing Access Track to T24 - T25	Central Coast Council
112.3	Kindred Road and new Access Track north of T25	Central Coast Council
112.5	Kindred Road and existing Access Track to T26	Central Coast Council
112.6	Kindred Road and new Access Track to T27	Central Coast Council
118.1	Clerke Plains Road and existing Access Track to T28 - T29	Central Coast Council
118.4	Clerke Plains Road and new Access Track to T30	Central Coast Council
119.1	Jones Road and New Access Track to T31	Central Coast Council
120.6	Castra Road and existing Access Track to T36 - T37	Central Coast Council
120.8	Castra Road and existing Access Track to T39	Central Coast Council
124.2	Bellingers Road and existing Access Track to T33 - T35	Central Coast Council
126.2	Ellis Road and new Access Track to T38	Central Coast Council
126.3	Ellis Road and new Access Track west of T38	Central Coast Council
127.1	Picketts Road and existing Access Track to T40	Central Coast Council
127.3	Picketts Road and new Access Track west of T41	Central Coast Council
127.4	Picketts Road and new Access Track to T42	Central Coast Council
127.5	Picketts Road and new Access Track south of T42	Central Coast Council
128.4	Top Gawler Road and new Access Track north of T43	Central Coast Council
129.2	Hilltop Avenue and new Access Track to T43	Central Coast Council

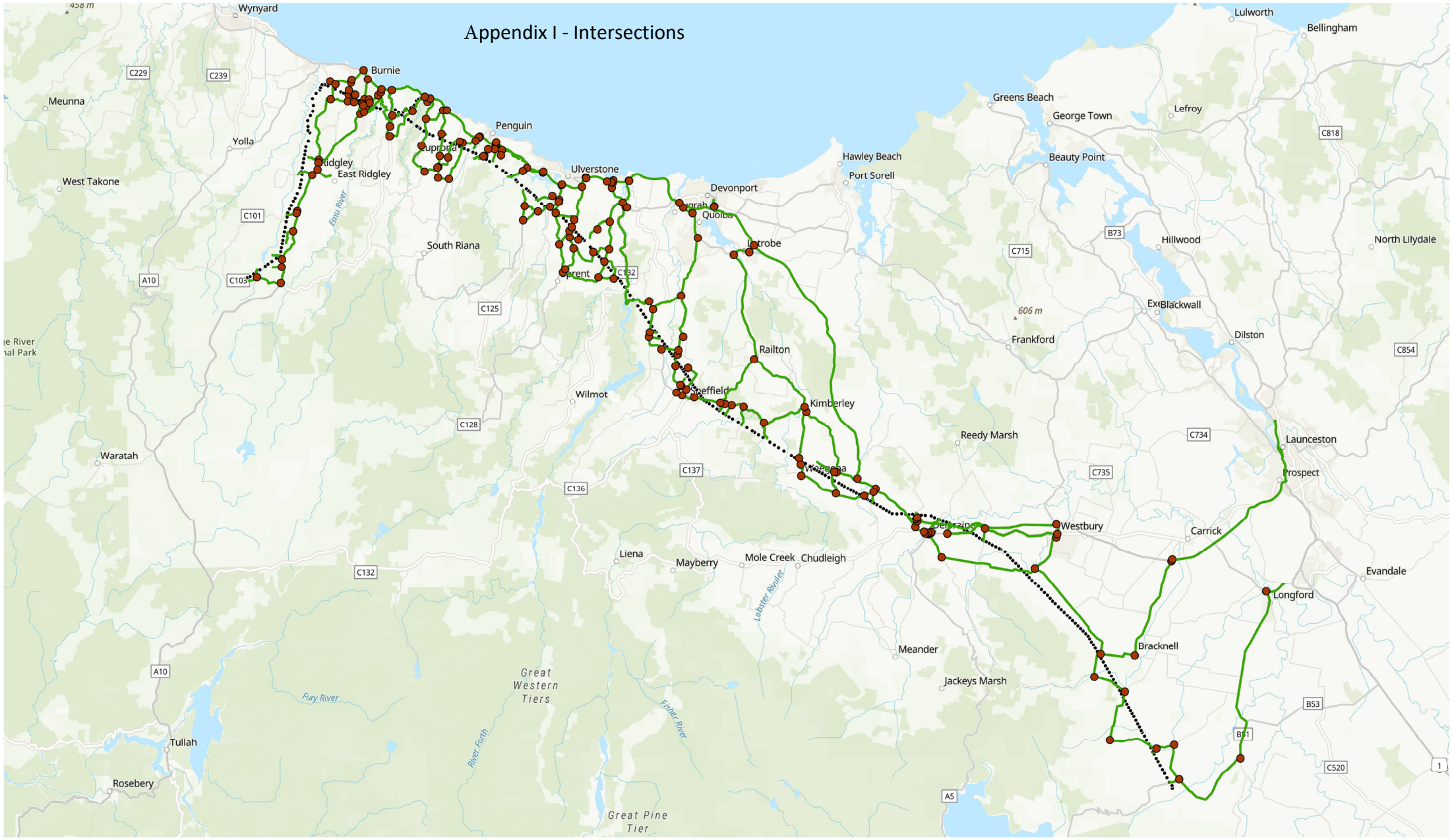
Driveway ID	Driveway	Road owner
135.2	Mckennas Road and new Access Track east of T48	Central Coast Council
135.3	Mckennas Road and new Access Track to T48	Central Coast Council
135.4	Mckennas Road and new Access Track east of T49	Central Coast Council
135.5	Mckennas Road and new Access Track to T49 and T50	Central Coast Council
136.3	Preston Road and new Access Track to T46 - T47	Central Coast Council
136.7	Preston Road and existing Access Track to T45	Central Coast Council
137.1	Isandula Road and new Access Track to T44	Central Coast Council
138.2	Mannings Jetty Road and existing Access Track to T51 - T52	Central Coast Council
138.3	Mannings Jetty Road and existing Access Track to T53	Central Coast Council
144.2	Lobster Creek Road and existing Access Track to T57	Central Coast Council
144.3	Lobster Creek Road and existing Access Track to T58 and T59	Central Coast Council
151.3	Montgomery Road and existing Access Track to T61 - T62	Central Coast Council
151.4	Ironcliffe Road and existing Access Track west of T63	Central Coast Council
151.5	Ironcliffe Road and existing Access Track to T65	Central Coast Council
152.1	Montgomery Road and new Access Track to T63 (track not shown)	Central Coast Council
153.1	Crawford Road and existing Access Track to T64	Central Coast Council
158.3	Pine Road 2 and existing Access Track to T67	Central Coast Council
158.5	Pine Road 2 and existing Access Track to T69	Central Coast Council
158.6	Pine Road 2 and new Access Track to T68	Central Coast Council
158.8	Pine Road 2 and new Access Track south of T68	Central Coast Council
158.9	Pine Road 2 and new Access Track east of T69	Central Coast Council
161.1	West Pine Road and new Access Track to T70 - T71	Central Coast Council
161.2	West Pine Road and existing Access Track to T72	Central Coast Council
164.2	Nine Mile Road and existing Access Track to east of T74	Central Coast Council
164.5	Nine Mile Road and New Access Track to T74 - T76	Central Coast Council
166.2	Cuprona Road and new Access Track to T77	Central Coast Council
166.3	Cuprona Road and new Access Track to T78	Central Coast Council
166.5	Cuprona Road and existing Access Track to T79 - T82	Central Coast Council
172.1	Minna Road 1 and existing Heybridge switching station Access Track	Burnie City Council
172.3	Minna Road 1 and existing Access Track to T91 - T94 & T2 - T5	Burnie City Council
173.3	Minna Road 2 and existing Access Track to T85	Burnie City Council
173.4	Minna Road 2 and new Access Track to T83 - T84	Burnie City Council
174.2	Devonshire Drive and existing Access Track to T90 & T6	Burnie City Council
174.3	Devonshire Drive and new Access Track to T88 & T8	Burnie City Council
174.5	Devonshire Drive and new Access Track to T87 & T9	Burnie City Council
174.6	Devonshire Drive and existing Access Track north of T8 (west)	Burnie City Council
174.7	Devonshire Drive and existing Access Track north of T8 (east)	Burnie City Council
174.8	Devonshire Drive and new Access Track to T89 & T7	Burnie City Council
176.6	Stowport Road and new Access Track east of T13	Burnie City Council
176.7	Stowport Road and new Access Track to T13	Burnie City Council
177.2	Maydena Road and new Access Track to T12	Burnie City Council
177.3	Maydena Road and new Access Track to T10 and T86	Burnie City Council
177.4	Maydena Road and new Access Track to T11	Burnie City Council
179.1	Fern Glade Road and new Access Track south of T14	Burnie City Council
179.3	Fern Glade Road and new Access Track west of T14	Burnie City Council
180.4	Massy Greene Drive and new Access Track to T18	State Growth
180.5	Massy Greene Drive and new Access Track east of T18	State Growth
182.1	Old Surrey Road and new Access Track to T17	Burnie City Council
182.2	Old Surrey Road and existing Access Track to T15 and T16	Burnie City Council
184.1	Mount Street 1 and new Access Track east of T21	Burnie City Council
190.1	Manuka Drive and new Access Track east of T19	Burnie City Council
190.4	Manuka Drive and new Access Track to T20	Burnie City Council
190.5	Manuka Drive and existing Access Track west of T20	Burnie City Council
191.1	Wirilda Drive and new Access Track to T19	Burnie City Council
194.1	Three Mile Line Road and Hockey Ground Car Park	Burnie City Council
194.3	Three Mile Line Road and Burnie substation Access Track	Burnie City Council
195.1	Woniora Road and new Access Track to T12	Burnie City Council
197.1	Wright Street and Council Owned Access Road to T10 - T11	Burnie City Council
200.2	Mooreville Road and new Access Track to T8 - T9	Burnie City Council
202.2	West Mooreville Road and new Access Track to T5 - T6	Burnie City Council
202.4	West Mooreville Road and existing Access Track to T43 - T44	Burnie City Council
202.5	West Mooreville Road and existing Access Track to T38 - T42	Burnie City Council
202.6	West Mooreville Road and existing Access Track to T37	Burnie City Council
202.8	West Mooreville Road and existing Access Track to T45 - T46	Burnie City Council
202.9	West Mooreville Road and existing Access Track west of T5	Burnie City Council
205.1	Penima Road and existing Access Track to T35 - T36	Burnie City Council
206.4	Ridgley Highway and existing Access Track to T25	State Growth
206.5	Ridgley Highway and existing Access Track to T23 and T24	State Growth
207.1	Circular Road and Quarry Access	Burnie City Council
208.1	West Ridgley Road and new Access Track to T31 - T33	Burnie City Council
208.2	West Ridgley Road and new Access Track to T29	Burnie City Council
208.3	West Ridgley Road and existing Access Track to T26 - T28	Burnie City Council

Driveway ID	Driveway	Road owner
208.4	West Ridgley Road and new Access Track to T30	Burnie City Council
208.5	West Ridgley Road and existing Access Track south of T30	Burnie City Council
208.6	West Ridgley Road and existing Access Track west of T30	Burnie City Council
209.1	Menne Road and existing Access Track to T21 and T22	Burnie City Council
210.1	Oonah Road and new Access Track to T20	Burnie City Council
210.3	Oonah Road and new access track to T18-T19 - moved 250m west	Burnie City Council
211.1	Tena Road and new Access Track to T16 - T17	Burnie City Council
211.2	Tena Road and new Access Track to T15	Burnie City Council
211.3	Tena Road and new Access Track to T13 - T14	Burnie City Council
212.1	Eighteen Mile Road and existing Access Track to T11 - T12	Burnie City Council
212.2	Eighteen Mile Road and existing Access Track to T10	Burnie City Council
212.3	Eighteen Mile Road and existing Access Track to T9	Burnie City Council
212.4	Eighteen Mile Road and existing Access Track to T6 - T8	Burnie City Council
214.2	Talunah Road and new Access Track to T1 - T2	Burnie City Council
215.1	Batzek Road to existing Access Track to T3 and T4	Burnie City Council
215.3	Batzek Road to existing Access Track to T5	Burnie City Council
237.1	Zig Zag Road and existing Access Track to T73	Central Coast Council
240.1	Brooklyn Road and existing Access Track to T136	Meander Valley Council

Appendix I

Intersection - Combined

Appendix I - Intersections



N

0 5 10 15
Kilometre

Scale: 1:400,000 @A3

Coordinate System: GDA2020 MGA Zone 55

LEGEND

- Intersection
- Transmission tower
- Road



Intersections

North West Transmission Developments

pitt&sherry

MAP REF: P21 1133
AUTHOR: NPA
REV: A
DATE: 2/07/2024
DATA SOURCES: Aerial imagery from ESRI, Data from the LIST supplemented by data provided by Tetra Tech Coffey

Appendix I - Intersections (Appendix A.6 - Intersection on Project Road Network from the Traffic Impact Assessment for the DA/EIS)

Intersection ID	Intersection	Road owner	Intersection type	Legs B-double approved
1.1	Illawarra Road/ Tannery Road South roundabout	State Growth	Roundabout	Yes
5.1	Cressy Road and Poatina Road	State Growth	T-intersection	Yes
10.1	Saundridge Road and Saundridge Road	State Growth/ Northern Midlands Council	T-intersection	No
10.5	Saundridge Road and Blackwood Creek Road	Northern Midlands Council	T-intersection	No
11.2	Blackwood Creek Road and Stoneycroft Road	Northern Midlands Council	T-intersection	No
11.8	Blackwood Creek Road and Top Road and Hop Valley Road	Northern Midlands Council	4-Way	No
13.1	Liffey Road and Blackwood Creek Road	Northern Midlands Council	T-intersection	No
13.9	Liffey Road and Bracknell Road	Northern Midlands Council	T-intersection	No
14.5	Bracknell Road and Cluan Road	Meander Valley Council	T-intersection	No
17.1	Elizabeth Street and Louisa Street	Meander Valley Council	4-Way	No
18.1	Oaks Road and Bass Highway (westbound off ramp)	State Growth	T-intersection	Yes
18.2	Oaks Road and Bass Highway (eastbound off ramp)	State Growth	T-intersection	Yes
28.1	Osmaston Road and Cluan Road	Meander Valley Council	T-intersection	No
32.1	William Street and Meander Valley Road (south)	Meander Valley Council/ State Growth	4-Way	No
32.2	William Street and Meander Valley Road (north)	Meander Valley Council/ State Growth	4-Way	No
32.3	William Street and King Street	Meander Valley Council	4-Way	No
33.3	Birralee Road and Bass Highway (eastbound off ramp)	State Growth	T-intersection	Yes
35.1	Quamby Brook Road and Osmaston Road	Meander Valley Council	T-intersection	No
37.1	East Parade and East Barrack Street	State Growth/ Meander Valley Council	T-intersection	No
39.1	Meander Valley Road 3/ Emu Bay Road and East Parade	State Growth	T-intersection	Yes (weight limit)
39.2	Meander Valley Road 3 and Railway Street	State Growth/ Meander Valley Council	T-intersection	No
39.3	Meander Valley Road 2 and Bowerbank Link	State Growth	T-intersection	Yes
39.8	Meander Valley Road 2 and Exton Road	State Growth/ Meander Valley Council	T-intersection	No
43.1	Railway Street and Grigg Street	Meander Valley Council	T-intersection	No
45.1a	Emu Bay Road/ West Parade/ West Barrack Street roundabout (West Parade northern approach)	Meander Valley Council	Roundabout	No
45.1b	Emu Bay Road/ West Parade/ West Barrack Street roundabout (Emu Bay Road eastern approach)	State Growth	Roundabout	0
45.1c	Emu Bay Road/ West Parade/ West Barrack Street roundabout (Emu Bay Road western approach)	State Growth	Roundabout	0
45.2a	Emu Bay Road/ Panorama Place roundabout (Emu Bay Road eastern approach)	Meander Valley Council	Roundabout	No
45.2b	Emu Bay Road/ Panorama Place roundabout (Emu Bay Road western approach)	Meander Valley Council	Roundabout	No
45.3a	Emu Bay Road/ West Churches Street roundabout (Emu Bay Road southern approach)	Meander Valley Council	Roundabout	No
45.3b	Emu Bay Road/ West Churches Street roundabout (Emu Bay Road western approach)	Meander Valley Council	Roundabout	No
45.4	Emu Bay Road/ Mole Creek Road roundabout	Meander Valley Council	Roundabout	Yes
49.1	Mole Creek Road and Bass Highway (westbound off ramp)	State Growth	T-intersection	Yes
49.2	Mole Creek Road/ Bass Highway (eastbound on ramp/ off ramp) and Weetah Road	State Growth/ Meander Valley Council	T-intersection	No
50.1	Weetah Road and Archer Street	Meander Valley Council	T-intersection	No
52.7	Bass Highway 3 and Bengeo Road	State Growth/ Meander Valley Council	T-intersection	No
52.8	Bass Highway 3 and Railton Road 1	State Growth/ Meander Valley Council	T-intersection	No
53.1	Bengeo Road and Dunorlan Road	Meander Valley Council	T-intersection	No
54.1	Dunorlan Road and Sadlers Road	Meander Valley Council	T-intersection	No
54.1	Dunorlan Road and Brooklyn Road	Meander Valley Council	T-intersection	No
54.5	Dunorlan Road/ Weegena Road and Dunorlan Road	Meander Valley Council	T-intersection	No
56.2	Weegena Road and Dynans Bridge Road	Meander Valley Council	T-intersection	No
56.3	Weegena Road and Strathaven Road	Meander Valley Council	T-intersection	No
56.5	Weegena Road and Cox Brothers Road/ new Access Track to T140	Meander Valley Council	T-intersection	No
60.1	Railton Road 1 and Dunorlan Road	Meander Valley Council	T-intersection	No
60.2	Railton Road 1 and Weegena Road	Meander Valley Council	T-intersection	No
61.1	Railton Road 2 and Bridle Track Road	Kentish Council	T-intersection	No
63.1	Foster Street and Kimberley Road	Kentish Council	T-intersection	No
66.1	Frogmore Lane/ Mersey Main Road and Railton Road 3	State Growth	T-intersection	No
67.1a	Gilbert Road/ Bradshaw Street roundabout (Gilbert Street approach)	State Growth/ Latrobe City Council	Roundabout	No
67.1b	Gilbert Road/ Bradshaw Street roundabout (Bradshaw Street approach)	State Growth/ Latrobe City Council	Roundabout	0
70.1	Bass Highway 4 and Moriarty Road	State Growth/ Latrobe City Council	T-intersection	Yes
71.2	Bridle Track Road and Lower Beulah Road	Kentish Council	T-intersection	No
71.3	Bridle Track Road and Beulah Road	Kentish Council	T-intersection	No
71.4	Bridle Track Road and Blackberry Hill Road	Kentish Council	T-intersection	No
71.5	Bridle Track Road and Tylers Road	Kentish Council	T-intersection	No
76.1	Sheffield Road 1 and Bridle Track Road	Kentish Council	T-intersection	No
77.1	Main Street 1 and Johnson Street	Kentish Council	T-intersection	No
78.1	Main Street 2 and High Street	Kentish Council	4-Way	No
78.2	Main Street 2 and West Nook Road	Kentish Council	4-Way	No
80.1	High Street/ Nook Road and Tarleton Street	Kentish Council	T-intersection	No
81.3	Nook Road and Randwick Road	Kentish Council	T-intersection	No
83.1	West Nook Road and Tarleton Street	Kentish Council	T-intersection	No

Intersection ID	Intersection	Road owner	Intersection type	Legs B-double approved
83.2	West Nook Road and Neika Road	Kentish Council	T-intersection	No
83.6	West Nook Road and George Road	Kentish Council	T-intersection	No
83.7	West Nook Road and Dalwood Road	Kentish Council	T-intersection	No
88.1	Nook Road 2 and West Nook Road	Kentish Council	T-intersection	No
89.1	Sheffield Road 2 and Dalwood Road	State Growth	T-intersection	No
89.11	Sheffield Road 2 and Lower Barrington Road	State Growth	T-intersection	No
89.12	Sheffield Road 2 and Nook Road 2	State Growth	T-intersection	No
89.2	Sheffield Road 2 and Iles Road	State Growth	T-intersection	No
89.3	Sheffield Road 2 and Weeks Road	State Growth	T-intersection	No
93.1	Mersey Main Road and Sheffield Road 3	State Growth	T-intersection	Yes
94.1a	Stony Rise Road/ Middle Road roundabout (Stony Rise Road eastern approach)	State Growth/ Devonport City Council	Roundabout	No
94.1b	Stony Rise Road/ Middle Road roundabout (Stony Rise Road western approach)	State Growth/ Devonport City Council	Roundabout	0
94.2	Stony Rise Road/ Tugrah Road roundabout	State Growth/ Devonport City Council	Roundabout	Yes
98.1	Tarleton Street (Devonport) and Wright Street (Devonport)	Devonport City Council	Signalised T-intersection	Yes
98.2	Tarleton Street (Devonport) and Bass Highway (eastbound off ramp)	State Growth/ Devonport City Council	T-intersection	Yes
101.1	Lower Barrington Road and Lake Paloona Road	Kentish Council	T-intersection	No
106.1	Forth Road 1 and Wilmot Road	Central Coast Council	T-intersection	No
106.2	Forth Road 1 and Leith Road	Central Coast Council	T-intersection	Yes
108.1	Leith Road 2 and Leith Road 2	Central Coast Council	T-intersection	No
109.1	Bass Highway 7/ Stony Rise Road/ Don Road roundabout	State Growth/ Devonport City Council	Roundabout	Yes
109.2	Bass Highway 7 and Leith Road	State Growth/ Central Coast Council	T-intersection	Yes
110.2	Geales Road/ Riggs Road and Geales Road	Central Coast Council	T-intersection	No
112.1	Kindred Road and Geales Road	Central Coast Council	T-intersection	No
112.4	Kindred Road and Riggs Road	Central Coast Council	T-intersection	No
112.7	Kindred Road and Clerke Plains Road	Central Coast Council	T-intersection	No
112.8	Kindred Road and Thompsons Road	Central Coast Council	T-intersection	No
113.1	Forth Road 2 and Kindred Road	Central Coast Council	T-intersection	No
113.2	Forth Road 2 and Turners Beach Road	Central Coast Council	T-intersection	No
114.1a	Turners Beach Road/ Westella Drive roundabout (Turners Beach Road southern approach)	Central Coast Council	Roundabout	No
114.1b	Turners Beach Road/ Westella Drive roundabout (Turners Beach Road northern approach)	Central Coast Council	Roundabout	0
114.1c	Turners Beach Road/ Westella Drive roundabout (Westella Drive approach)	Central Coast Council	Roundabout	0
114.2	Turners Beach Road/ Clayton Road East roundabout	Central Coast Council	Roundabout	Yes
115.1	Westella Drive and Bass Highway (westbound off ramp)	State Growth/ Central Coast Council	T-intersection	Yes
115.2	Westella Drive/ Forth Road/ Bass Highway 8 (westbound on ramp) roundabout	State Growth/ Central Coast Council	Roundabout	Yes
118.3	Clerke Plains Road and Jones Road	Central Coast Council	T-intersection	No
120.1	Castra Road and Kindred Road	Central Coast Council	T-intersection	No
120.1	Castra Road and Bass Highway (off/ on ramp)	Central Coast Council/ State Growth	T-intersection	No
120.2	Castra Road and Top Gawler Road	Central Coast Council	T-intersection	No
120.3	Castra Road and Clerke Plains Road	Central Coast Council	T-intersection	No
120.4	Castra Road and Bellingers Road	Central Coast Council	T-intersection	No
120.5	Castra Road and Edinborough Road	Central Coast Council	T-intersection	No
120.7	Castra Road and Ellis Road	Central Coast Council	T-intersection	No
120.9	Castra Road and Picketts Road	Central Coast Council	T-intersection	No
123.1	Bass Highway 9 (eastbound on ramp)/ Production Drive/ Fieldings Way/ Eastland Drive roundabout	Central Coast Council/ State Growth	Roundabout	Yes
123.2	Bass Highway 9 (eastbound off ramp) and Bass Highway (underpass)	State Growth	T-intersection	Yes
124.3	Bellingers Road and Bellingers Road	Central Coast Council	T-intersection	No
128.1	Top Gawler Road and Edinborough Road	Central Coast Council	T-intersection	No
128.2	Top Gawler Road and Picketts Road	Central Coast Council	T-intersection	No
128.3	Top Gawler Road and Hilltop Avenue	Central Coast Council	T-intersection	No
128.5	Top Gawler Road and Gawler Road	Central Coast Council	T-intersection	No
130.1	Gawler Road and West Gawler Road	Central Coast Council	T-intersection	No
131.1	Lovett Street and Bass Highway 10 (westbound off ramp)	Central Coast Council/ State Growth	T-intersection	No
131.2	Lovett Street and Bass Highway 10 (eastbound off ramp)	Central Coast Council/ State Growth	T-intersection	Yes
134.1	West Gawler Road and Mckennas Road	Central Coast Council	T-intersection	No
136.1	Preston Road and Isandula Road	Central Coast Council	T-intersection	No
136.4	Preston Road and Mannings Jetty Road	Central Coast Council	T-intersection	No
136.5	Preston Road and Allison Road	Central Coast Council	T-intersection	No
136.6	Preston Road and Top Gawler Road	Central Coast Council	T-intersection	No
138.1	Mannings Jetty Road and Walkers Road	Central Coast Council	T-intersection	No
141.1	Knights Road and Bass Highway 11 (westbound off ramp)	State Growth	T-intersection	Yes
141.2a	Knights Road/ South Road/ Bass Highway 11 (eastbound on/off ramp) roundabout (South Road approach)	State Growth/ Central Coast Council	Roundabout	No (South Road)
141.2b	Knights Road/ South Road/ Bass Highway 11 (eastbound on/off ramp) roundabout (Bass Highway off-ramp approach)	State Growth/ Central Coast Council	Roundabout	0

Intersection ID	Intersection	Road owner	Intersection type	Legs B-double approved
141.2c	Knights Road/ South Road/ Bass Highway 11 (eastbound on/off ramp) roundabout (Knights Road approach)	State Growth/ Central Coast Council	Roundabout	0
142.1	South Road and Lobster Creek Road	Central Coast Council	T-intersection	No
142.2	South Road and White Hills Road	Central Coast Council	T-intersection	No
142.3	South Road/ Dial Road and South Road	Central Coast Council	T-intersection	No
142.4	South Road and Bass Highway (westbound off ramp)	Central Coast Council/ State Growth	T-intersection	No (South Road)
142.5	South Road and South Road (north of Bass Highway)	Central Coast Council	T-intersection	No
144.1	Lobster Creek Road and Golf Club Road	Central Coast Council	T-intersection	No
146.1	White Hills Road and Lily Lane	Central Coast Council	T-intersection	No
148.1	Dial Road and Sports Complex Avenue	Central Coast Council	T-intersection	No
151.1	Ironcliffe Road and Sports Complex Avenue	Central Coast Council	T-intersection	No
151.2	Ironcliffe Road and Montgomery Road	Central Coast Council	T-intersection	No
151.3	Ironcliffe Road and Crawford Road	Central Coast Council	T-intersection	No
155.1	Enterprise Avenue and Bass Highway (westbound off ramp)	Central Coast Council/ State Growth	T-intersection	Yes
157.1	Pine Road 1 and Bass Highway (eastbound off ramp)	Central Coast Council/ State Growth	T-intersection	Yes
158.1	Pine Road 2 and Enterprise Avenue	Central Coast Council	4-Way	No
158.2	Pine Road 2 and Browns Lane	Central Coast Council	T-intersection	No
158.4	Pine Road 2 and Creamery Road	Central Coast Council	T-intersection	No
158.7	Pine Road 2 and Bonneys Road	Central Coast Council	T-intersection	No
160.1	Creamery Road and West Pine Road	Central Coast Council	T-intersection	No
161.3	West Pine Road and Nine Mile Road	Central Coast Council	T-intersection	No
161.4	West Pine Road and Daveys Road	Central Coast Council	T-intersection	No
161.5	West Pine Road and Bonneys Road	Central Coast Council	T-intersection	No
161.6	West Pine Road/ Camena Road and Cuprona Road	Central Coast Council	T-intersection	No
162.1	Bonneys Road/ Bonneys Lane and Bonneys Road	Central Coast Council	T-intersection	No
164.1	Nine Mile Road and Daveys Road	Central Coast Council	T-intersection	No
164.4	Nine Mile Road and Albert Road	Central Coast Council	T-intersection	No
164.6	Nine Mile Road and Zig Zag Road	Central Coast Council	T-intersection	No
165.1a	Bass Highway 14/ Nine Mile Road/ Preservation Drive roundabout (Bass Highway 14 eastern approach)	State Growth/ Central Coast Council	Roundabout	No
165.1b	Bass Highway 14/ Nine Mile Road/ Preservation Drive roundabout (Bass Highway 14 western approach)	State Growth/ Central Coast Council	Roundabout	0
165.1c	Bass Highway 14/ Nine Mile Road/ Preservation Drive roundabout (Nine Mile Road approach)	State Growth/ Central Coast Council	Roundabout	0
166.6	Cuprona Road and Albert Road	Central Coast Council	4-Way	No
169.1	River Avenue and Cuprona Road	Central Coast Council	T-intersection	No
170.1	Bass Highway 15/ River Avenue/ Sice Avenue roundabout	Burnie City Council	Roundabout	Yes
171.1	Bass Highway 16 and Minna Road	Burnie City Council	T-intersection	Yes
173.1	Minna Road 2 and Devonshire Drive	Burnie City Council	T-intersection	No
175.1	Natone Road and Minna Road	Burnie City Council	T-intersection	No
176.1	Stowport Road and Fern Glade Road	Burnie City Council	T-intersection	No
176.2	Stowport Road and Maydena Road	Burnie City Council	T-intersection	No
178.1	Bass Highway 17 and Stowport Road	State Growth	T-intersection	Yes
180.1	Massy Greene Drive and Fern Glade Road	State Growth/ Burnie City Council	T-intersection	No
180.2	Massy Greene Drive and Old Surrey Road (north)	State Growth/ Burnie City Council	Y-intersection	No
181.1	Bass Highway 18 and Massy-Greene Drive	State Growth	Signalised T-intersection	Yes
183.1	Old Surrey Road and Massy Greene Drive (south)	Burnie City Council/ State Growth	T-intersection	Yes
183.2	Old Surrey Road/ Ridgley Highway and Mount Street	Burnie City Council/ State Growth	T-intersection	Yes
185.1	Mount Street and Roslyn Avenue	State Growth/ Burnie City Council	T-intersection	No
185.2	Mount Street and Atkins Drive	State Growth/ Burnie City Council	4-Way	No
185.3	Mount Street and Three Mile Line Road	State Growth/ Burnie City Council	4-Way	No
185.4	Mount Street and Bass Highway 19	State Growth	T-intersection	Yes (restricted)
187.1a	Roslyn Avenue/ Blackwood Parade/ Simon Court roundabout (Blackwood Parade approach)	Burnie City Council	Roundabout	No
187.1b	Roslyn Avenue/ Blackwood Parade/ Simon Court roundabout (Roslyn Avenue approach)	Burnie City Council	Roundabout	No
188.1	Blackwood Parade and Sassafras Crescent	Burnie City Council	T-intersection	No
189.1	Sassafras Crescent and Manuka Drive	Burnie City Council	T-intersection	No
190.2	Manuka Drive and Wirilda Drive	Burnie City Council	T-intersection	No
190.3	Manuka Drive/ Acacia Drive and Manuka Drive	Burnie City Council	T-intersection	No
192.1	Atkins Drive and Manuka Drive	Burnie City Council	T-intersection	No
194.4a	Three Mile Line Road/ Woniora Road/ Madeline Drive roundabout (Three Mile Line Road eastern approach)	Burnie City Council	Roundabout	No
194.4b	Three Mile Line Road/ Woniora Road/ Madeline Drive roundabout (Three Mile Line Road western approach)	Burnie City Council	Roundabout	0
194.4c	Three Mile Line Road/ Woniora Road/ Madeline Drive roundabout (Woniora Road approach)	Burnie City Council	Roundabout	0
194.5a	Three Mile Line Road/ Mooreville Road roundabout (Three Mile Line Road eastern approach)	Burnie City Council	Roundabout	No
194.5b	Three Mile Line Road/ Mooreville Road roundabout (Three Mile Line Road western approach)	Burnie City Council	Roundabout	0
194.5c	Three Mile Line Road/ Mooreville Road roundabout (Mooreville Road approach)	Burnie City Council	Roundabout	0
195.2	Woniora Road and Wiseman Street	Burnie City Council	T-intersection	No
196.1	Wiseman Street and Wright Street	Burnie City Council	T-intersection	No

Intersection ID	Intersection	Road owner	Intersection type	Legs B-double approved
198.1	Bass Highway 20 and West Park Grove	Burnie City Council	T-intersection	No
200.1	Mooreville Road and Wiseman Street	Burnie City Council	T-intersection	No
200.3	Mooreville Road and Oasis Drive	Burnie City Council	T-intersection	No
200.4a	Mooreville Road/ West Mooreville Road/ Stevens Place roundabout (Mooreville Road southern approach)	Burnie City Council	Roundabout	No
200.4b	Mooreville Road/ West Mooreville Road/ Stevens Place roundabou (Mooreville Road northern approach)	Burnie City Council	Roundabout	No
200.4c	Mooreville Road/ West Mooreville Road/ Stevens Place roundabout (West Mooreville Road approach)	Burnie City Council	Roundabout	No
200.5	Mooreville Road and West Park Grove	Burnie City Council	T-intersection	No
202.1	West Mooreville Road and Three Mile Line Road	Burnie City Council	T-intersection	No
202.3	West Mooreville Road and East Cam Road	Burnie City Council	T-intersection	No
202.7	West Mooreville Road and Penima Road	Burnie City Council	T-intersection	No
203.1	East Cam Road and Laird Road	Burnie City Council	T-intersection	No
206.1	Ridgley Highway and West Mooreville Road	State Growth / Burnie City Council	T-intersection	No
206.1	Ridgley Highway and Neena Road	State Growth / Burnie City Council	T-intersection	No
206.11	Ridgley Highway and Talunah Road	State Growth / Burnie City Council	T-intersection	Yes
206.2	Ridgley Highway and Circular Road	State Growth / Burnie City Council	T-intersection	No
206.3	Ridgley Highway and West Ridgley Road	State Growth / Burnie City Council	T-intersection	No
206.6	Ridgley Highway and Menne Road	State Growth / Burnie City Council	T-intersection	No
206.7	Ridgley Highway and Oonah Road	State Growth / Burnie City Council	T-intersection	No
206.8	Ridgley Highway and Tena Road	State Growth / Burnie City Council	T-intersection	No
206.9	Ridgley Highway and Eighteen Mile Road	State Growth / Burnie City Council	T-intersection	No
214.1	Talunah Road and Batzek Road	Burnie City Council	T-intersection	No
238.1	Thompsons Road and Chuggs Road	Central Coast Council	T-intersection	No

Appendix A.7 - Insufficient Sight Distance at Intersections

Intersection ID	Intersection	Speed limit (major road)	ASD	Direction of insufficient SISD	Comments	SISD if vegetation removed
10.5	Saundridge Road and Blackwood Creek Road	100 km/h	Sufficient	north - 50m west - 120m	North - Limited by crest; West - Limited by horizontal curve;	
11.2	Blackwood Creek Road and Stoneycroft Road	100 km/h	Sufficient	north - 225m	North - Limited by horizontal curve;	
11.8	Blackwood Creek Road and Top Road and Hop Valley Road	100 km/h	Insufficient - 130m	north - 115m south - 140m	North - Limited by crest; South - Limited by crest;	
13.9	Liffey Road and Bracknell Road	100 km/h	Sufficient	west - 120m	West - Limited by crest;	
14.5	Bracknell Road and Cluan Road	100 km/h	Sufficient	west - 80m	West - Limited by vegetation;	West - sufficient
37.1	East Parade and East Barrack Street	60 km/h	Sufficient	north - 110m south - 110m	North - Limited by intersection with Meander Valley Road; South - Limited by crest;	
45.1a	Emu Bay Road/ West Parade/ West Barrack Street roundabout (West Parade northern approach)	50 km/h	Sufficient	west - 40m	West - Limited by building;	
45.2b	Emu Bay Road/ Panorama Place roundabout (Emu Bay Road western approach)	40 km/h	Sufficient	south - 40m	South - Limited by crest;	
45.3a	Emu Bay Road/ West Churches Street roundabout (Emu Bay Road southern approach)	40 km/h	Sufficient	north - 20m	North - Limited by vegetation;	
49.2	Mole Creek Road/ Bass Highway (eastbound on ramp/ off ramp) and Weetah Road	110 km/h	Insufficient - 110m	east - 190m west - 270m	East - Limited by horizontal curve; West - Limited by horizontal curve;	
50.1	Weetah Road and Archer Street	100 km/h	Sufficient	east - 250m west - 120m	East - Limited by horizontal curve; West - Limited by vegetation;	West - 200m
52.8	Bass Highway 3 and Railton Road 1	90 km/h	Insufficient - 80m		South - Limited by horizontal curve;	
53.1	Bengeo Road and Dunorlan Road	100 km/h	Insufficient - 95m	north - 145m	North - Limited by horizontal curve;	
54.1	Dunorlan Road and Sadlers Road	100 km/h	Sufficient	east - 100m	East - Limited by crest;	
54.1	Dunorlan Road and Brooklyn Road	100 km/h	Sufficient	east - 10m	East - Limited by vegetation and raised verge - recommend minor site benching;	East - sufficient
54.5	Dunorlan Road/ Weegena Road and Dunorlan Road	100 km/h	Sufficient	north - 135m south - 70m	North - Limited by horizontal curve; South - Limited by vegetation;	South - 100m
56.2	Weegena Road and Dynans Bridge Road	100 km/h	Insufficient - 110m	east - 170m west - 180m	East - Limited by crest; West - Limited by horizontal curve;	
56.3	Weegena Road and Strathaven Road	100 km/h	Sufficient	north - 170m south - 210m	North - Limited by vegetation; South - Limited by crest;	North - sufficient
56.5	Weegena Road and Cox Brothers Road/ new Access Track to T140	100 km/h	Insufficient - 60m	north - 110m	North - Limited by crest;	
60.1	Railton Road 1 and Dunorlan Road	100 km/h	Insufficient - 70m			
61.1	Railton Road 2 and Bridle Track Road	100 km/h	Insufficient - 80m	north - 160m south - 100m	North - Limited by crest; South - Limited by signage;	South - sufficient (if signs removed)
67.1b	Gilbert Road/ Bradshaw Street roundabout (Bradshaw Street approach)	60 km/h	Sufficient	west - 80m	West - Limited by fencing;	
71.2	Bridle Track Road and Lower Beulah Road	100 km/h	Sufficient	north - 110m	North - Limited by horizontal curve;	
71.3	Bridle Track Road and Beulah Road	100 km/h	Sufficient	west - 110m	West - Limited by crest;	
71.4	Bridle Track Road and Blackberry Hill Road	100 km/h	Sufficient	east - 150m	East - Limited by crest;	
71.5	Bridle Track Road and Tylers Road	100 km/h	Sufficient	east - 180m	East - Limited by crest;	
76.1	Sheffield Road 1 and Bridle Track Road	100 km/h	Insufficient - 90	west - 150m	West - Limited by crest;	
80.1	High Street/ Nook Road and Tarleton Street	50 km/h	Sufficient	north - 75m	North - Limited by vegetation and crest;	North - 90m
83.1	West Nook Road and Tarleton Street	60 km/h	Sufficient	east - 100m	East - Limited by crest;	
83.2	West Nook Road and Neika Road	60 km/h	Insufficient - 65			
83.6	West Nook Road and George Road	100 km/h	Insufficient - 50	north - 230m	North - Limited by crest;	
83.7	West Nook Road and Dalwood Road	100 km/h	Sufficient	south - 240m	South - Limited by crest;	
88.1	Nook Road 2 and West Nook Road	100 km/h	Insufficient - 150	east - 245m west - 180m	East - Limited by horizontal curve; West - Limited by crest;	
89.1	Sheffield Road 2 and Dalwood Road	100 km/h	Sufficient	north - 170m south - 200m	North - Limited by horizontal curve and vegetation; South - Limited by horizontal curve;	North - 250m
89.12	Sheffield Road 2 and Nook Road 2	100 km/h	Insufficient - 80	south - 155m	East - Limited by horizontal curve; West - Limited by horizontal curve;	
89.3	Sheffield Road 2 and Weeks Road	100 km/h	Insufficient - 90	north - 110m	North - Limited by crest;	
94.1b	Stony Rise Road/ Middle Road roundabout (Stony Rise Road western approach)	60 km/h	Sufficient	east - 80m	East - Limited by crest;	
101.1	Lower Barrington Road and Lake Paloona Road	100 km/h	Insufficient - 140			
108.1	Leith Road 2 and Leith Road 2	60 km/h	Insufficient - 30	east - 120m west - 65m	East - Limited by vegetation and horizontal curve; West - Limited by bus shelter and horizontal curve;	East - 165m, West - 200m (remove bus shelter)
110.2	Geales Road/ Riggs Road and Geales Road	100 km/h	Sufficient	north - 100m south - 100m	North - Limited by crest; South - Limited by crest;	
112.1	Kindred Road and Geales Road	100 km/h	Insufficient - 100	north - 220m	North - Limited by horizontal curve;	
112.4	Kindred Road and Riggs Road	100 km/h	Insufficient - 170	north - 150m	North - Limited by crest;	
112.7	Kindred Road and Clerke Plains Road	100 km/h	Sufficient	north - 195m south - 170m	North - Limited by crest; South - Limited by vegetation;	South - 240m
114.1a	Turners Beach Road/ Westella Drive roundabout (Turners Beach Road southern approach)	50 km/h	Sufficient	east - 35m	East - Limited by local road running parallel;	
118.3	Clerke Plains Road and Jones Road	100 km/h	Insufficient - 80	south - 90m	South - Limited by crest;	
120.1	Castra Road and Kindred Road	100 km/h	Sufficient	north - 210m	North - Limited by crest;	
120.3	Castra Road and Clerke Plains Road	80 km/h	Insufficient - 170	south - 120m	North - Limited by horizontal curve; South - Limited by crest;	
120.4	Castra Road and Bellingers Road	80 km/h	Insufficient - 45	south - 65m	North - Limited by horizontal curve; South - Limited by horizontal curve;	
120.5	Castra Road and Edinborough Road	80 km/h	Insufficient - 60			
120.7	Castra Road and Ellis Road	80 km/h	Sufficient	north - 170m	North - Limited by horizontal curve;	
120.9	Castra Road and Picketts Road	100 km/h	Insufficient - 170	east - 115m west - 120m	East - Limited by horizontal curve; West - Limited by horizontal curve;	
128.1	Top Gawler Road and Edinborough Road	100 km/h	Insufficient - 115	north - 130m south - 125m	North - Limited by vegetation; South - Limited by crest;	North - sufficient
128.3	Top Gawler Road and Hilltop Avenue	100 km/h	Sufficient	north - 100m south - 170m	North - Limited by crest; South - Limited by horizontal curve;	
134.1	West Gawler Road and Mckennas Road	60 km/h	Sufficient	north - 70m	North - Limited by horizontal curve;	
136.1	Preston Road and Isandula Road	80 km/h	Insufficient - 60			
136.4	Preston Road and Mannings Jetty Road	80 km/h	Insufficient - 80	east - 120m	East - Limited by horizontal curve;	
136.5	Preston Road and Allison Road	100 km/h	Insufficient - 80			
136.6	Preston Road and Top Gawler Road	50 km/h	Insufficient - 60			
138.1	Mannings Jetty Road and Walkers Road	100 km/h	Insufficient - 70	north - 80m east - 250m	North - Limited by horizontal curve; East - Limited by crest;	

Intersection ID	Intersection	Speed limit (major road)	ASD	Direction of insufficient SISD	Comments	SISD if vegetation removed
141.2b	Knights Road/ South Road/ Bass Highway 11 (eastbound on/off ramp) roundabout (Bass Highway off-ramp approach)	110 km/h	Sufficient	south - 45m	South - Limited by vegetation and crest;	South - 50m
142.1	South Road and Lobster Creek Road	80 km/h	Sufficient	east - 120m	East - Limited by crest;	
142.2	South Road and White Hills Road	80 km/h	Sufficient	east - 120m	East - Limited by crest;	West - sufficient
142.5	South Road and South Road (north of Bass Highway)	60 km/h	Sufficient	south - 120m	South - Limited by crest;	
144.1	Lobster Creek Road and Golf Club Road	80 km/h	Sufficient	west - 140m	West - Limited by horizontal curve;	
151.2	Ironcliffe Road and Montgomery Road	60 km/h	Sufficient	west - 110m	West - Limited by horizontal curve;	
158.4	Pine Road 2 and Creamery Road	100 km/h	Sufficient	east - 160m west - 200m	East - Limited by horizontal curve; West - Limited by crest;	
158.7	Pine Road 2 and Bonneys Road	100 km/h	Insufficient - 100			
160.1	Creamery Road and West Pine Road	100 km/h	Insufficient - 70	east - 220m west - 75m	East - Limited by horizontal curve; West - Limited by horizontal curve;	
161.3	West Pine Road and Nine Mile Road	100 km/h	Insufficient - 170	south - 120m	South - Limited by crest;	
161.4	West Pine Road and Daveys Road	100 km/h	Sufficient	east - 230m west - 190m	East - Limited by crest; West - Limited by crest;	
161.5	West Pine Road and Bonneys Road	100 km/h	Insufficient - 150	west - 80m	West - Limited by crest;	
161.6	West Pine Road/ Camena Road and Cuprona Road	100 km/h	Sufficient	south - 210m	South - Limited by horizontal curve;	
164.1	Nine Mile Road and Daveys Road	100 km/h	Sufficient	east - 230m west - 170m	East - Limited by crest; West - Limited by horizontal curve;	
164.4	Nine Mile Road and Albert Road	100 km/h	Sufficient	north - 140m	North - Limited by horizontal curve;	
164.6	Nine Mile Road and Zig Zag Road	100 km/h	Sufficient	south - 110m	North - Limited by horizontal curve; South - Limited by crest;	
166.6	Cuprona Road and Albert Road	100 km/h	Sufficient	north - 150m	North - Limited by crest;	
173.1	Minna Road 2 and Devonshire Drive	90 km/h	Sufficient	north - 160m south - 140m	North - Limited by crest; South - Limited by horizontal curve;	
175.1	Natone Road and Minna Road	70 km/h	Insufficient - 80	east - 120m	East - Limited by horizontal curve; West - Limited by horizontal curve;	
176.1	Stowport Road and Fern Glade Road	100 km/h	Sufficient	north - 130m south - 120m	North - Limited by crest; South - Limited by crest;	
176.2	Stowport Road and Maydena Road	100 km/h	Insufficient - 65	north - 130m	North - Limited by horizontal curve;	
180.1	Massy Greene Drive and Fern Glade Road	60 km/h	Insufficient - 60			
185.4	Mount Street and Bass Highway 19	60 km/h	Insufficient - 30			
189.1	Sassafras Crescent and Manuka Drive	50 km/h	Insufficient - 45 or 165 if veg rem	west - 50m	East - Limited by intersection with Blackwood Parade; West - Limited by fencing;	
190.2	Manuka Drive and Wirilda Drive	50 km/h	Insufficient - 50	east - 90m west - 55m	East - Limited by vegetation; West - Limited by horizontal curve;	East - sufficient
194.4a	Three Mile Line Road/ Woniora Road/ Madeline Drive roundabout (Three Mile Line Road eastern approach)	60 km/h	Sufficient	north - 60m	North - Limited by vegetation;	North - sufficient
196.1	Wiseman Street and Wright Street	60 km/h	Insufficient - 70		East - Limited by intersection with Woniora Road;	
200.3	Mooreville Road and Oasis Drive	60 km/h	Insufficient - 30	north - 110m	North - Limited by crest;	
200.4a	Mooreville Road/ West Mooreville Road/ Stevens Place roundabout (Mooreville Road southern approach)	60 km/h	Sufficient	east - 70m	East - Limited by crest;	
200.4c	Mooreville Road/ West Mooreville Road/ Stevens Place roundabout (West Mooreville Road approach)	60 km/h	Sufficient		South - Limited by vegetation ;	South - 110m
200.5	Mooreville Road and West Park Grove	60 km/h	Sufficient	north - 100m	North - Limited by crest;	
202.3	West Mooreville Road and East Cam Road	60 km/h	Insufficient - 55		East - Limited by crest; West - Limited by horizontal curve;	
202.7	West Mooreville Road and Penima Road	60 km/h	Sufficient	north - 110m	North - Limited by crest;	
203.1	East Cam Road and Laird Road	60 km/h	Sufficient	north - 110m	North - Limited by crest;	
206.11	Ridgley Highway and Talunah Road	100 km/h	Insufficient - 150	north - 170m	North - Limited by crest;	
206.3	Ridgley Highway and West Ridgley Road	80 km/h	Insufficient - 60			
206.6	Ridgley Highway and Menne Road	100 km/h	Sufficient	north - 200m	North - Limited by crest;	
206.8	Ridgley Highway and Tena Road	100 km/h	Sufficient	north - 190m	North - Limited by horizontal curve;	
206.9	Ridgley Highway and Eighteen Mile Road	100 km/h	Insufficient - 45			
214.1	Talunah Road and Batzek Road	80 km/h	Sufficient	east - 95m	East - Limited by crest;	
238.1	Thompsons Road and Chuggs Road	100 km/h	Sufficient	south - 100m	South - Limited by crest;	

Appendix A.8 - Insufficient Sight Distance at Roundabouts

Intersection ID	Intersection	Speed limit (major road)	ASD	Sight triangle	Direction of insufficient sight distance	Comments	Sight distance if vegetation removed
45.1a	Emu Bay Road/ West Parade/ West Barrack Street roundabout (West Parade northern approach)	50km/h	Sufficient	No - vegetation within roundabout	West - 40m	West - limited by building	
45.1c	Emu Bay Road/ West Parade/ West Barrack Street roundabout (Emu Bay Road western approach)	40km/h	Sufficient	No - vegetation within roundabout			
45.2a	Emu Bay Road/ Panorama Place roundabout (Emu Bay Road eastern approach)	40	Sufficient	No - vegetation within roundabout			
45.2b	Emu Bay Road/ Panorama Place roundabout (Emu Bay Road western approach)	40km/h	Sufficient	No - vegetation within roundabout and crest	South - 40m	South - limited by crest	
45.3a	Emu Bay Road/ West Churches Street roundabout (Emu Bay Road southern approach)	40km/h	Sufficient		North - 20m	North - limited by vegetation	
67.1b	Gilbert Road/ Bradshaw Street roundabout (Bradshaw Street approach)	60km/h	Sufficient		West - 80m	West - limited by fencing	
94.1b	Stony Rise Road/ Middle Road roundabout (Stony Rise Road western approach)	60km/h	Sufficient		East - 80m	East - limited by crest	
114.1a	Turners Beach Road/ Westella Drive roundabout (Turners Beach Road southern approach)	50	Sufficient		East - 35m	East - Limited by local road running parallel;	
141.2a	Knights Road/ South Road/ Bass Highway 11 (eastbound on/off ramp) roundabout (South Road approach)	60km/h	Sufficient	No - vegetation within roundabout			
141.2b	Knights Road/ South Road/ Bass Highway 11 (eastbound on/off ramp) roundabout (Bass Highway off-ramp approach)	110km/h	Sufficient	No - vegetation within roundabout	South - 45m	South - limited by vegetation and crest	South - 50m
141.2c	Knights Road/ South Road/ Bass Highway 11 (eastbound on/off ramp) roundabout (Knights Road approach)	60km/h	Sufficient	No - vegetation within roundabout			
165.1a	Bass Highway 14/ Nine Mile Road/ Preservation Drive roundabout (Bass Highway 14 eastern approach)	60km/h	Sufficient	No - vegetation within roundabout			
165.1b	Bass Highway 14/ Nine Mile Road/ Preservation Drive roundabout (Bass Highway 14 western approach)	60km/h	Sufficient	No - vegetation within roundabout			
165.1c	Bass Highway 14/ Nine Mile Road/ Preservation Drive roundabout (Nine Mile Road approach)	60km/h	Sufficient	No - vegetation within roundabout			
194.4a	Three Mile Line Road/ Woniora Road/ Madeline Drive roundabout (Three Mile Line Road eastern approach)	60km/h	Sufficient		North - 60m	North - limited by vegetation	North - sufficient
200.4a	Mooreville Road/ West Mooreville Road/ Stevens Place roundabout (Mooreville Road southern approach)	60km/h	Sufficient		East - 70m	East - limited by crest	

Appendix J

Traffic Volumes

Appendix J - Traffic Volumes
Construction Traffic – estimated volumes

Construction activity	Light vehicles	Heavy vehicles	Rigid heavy vehicles	Semi-trailers	B-doubles	Special permit
	(Return trips per day)					Single trips
OHTL construction (each line)						
Mobilise plant and equipment to tower site	25	6	4	2		
Access tracks	10	20	10	10		
Easement clearing	4	6	2			
Tower foundations (concrete truck loads per tower)	10	16	16			
Tower erection (delivery of steelwork / tower sections	16	4	2	2		
Stringing	25	5	5			
Rehabilitation and demobilisation	6	8	6	2		
Hampshire Hills switching station						
Mobilise plant and equipment to switching station site	4	2	1	1		
Access road	4	4	2	2		
Easement clearing	3	3	1	2		
Earthworks	5	1	1			
Civil works (concrete truck loads for foundations)	6	5	3	2		
Steelwork and electrical apparatus	4	2	2			
Control building	4	2	1			
Landscaping, rehabilitation and demobilisation	4	1	1			
Commissioning	6					
Demobilisation	2	1	1			
Palmerston substation						

Construction activity	Light vehicles	Heavy vehicles	Rigid heavy vehicles	Semi-trailers	B-doubles	Special permit
	(Return trips per day)					Single trips
Mobilise plant and equipment to switching station site	4	1	1			
Access road						
Easement clearing						
Earthworks						
Civil works (concrete truck loads for foundations)	4	2	2			
Steelwork and electrical apparatus	3	1	1			
Control building						
Landscaping, rehabilitation and demobilisation	1	1	1			
Commissioning	4					
Demobilisation	2	1	1			
Sheffield substation						
Mobilise plant and equipment to switching station site	4	2	1	1		
Access road	2	2	2			
Easement clearing						
Earthworks	4	1	1			
Civil works (concrete truck loads for foundations)	4	3	3			
Steelwork and electrical apparatus	4	2	1	1		
Control building						
Landscaping, rehabilitation and demobilisation	2	1	1			
Commissioning	4					
Demobilisation	2	1	1			

Construction activity	Light vehicles	Heavy vehicles	Rigid heavy vehicles	Semi-trailers	B-doubles	Special permit
	(Return trips per day)					Single trips
Burnie substation						
Mobilise plant and equipment to switching station site	4	2	1	1		
Access road	2	2	2			
Easement clearing						
Earthworks	4	1	1			
Civil works (concrete truck loads for foundations)	4	3	3			
Steelwork and electrical apparatus	4	2	1	1		
Control building	4	2	1			1
Landscaping, rehabilitation and demobilisation	2	1	1			
Commissioning	4					
Demobilisation	2	1	1			
PM-SH and SH-BU OHTL Dismantling						
Remove conductors with winch machine, cut tower legs, pull down tower with winch	5	2				
Dismantle tower and dispose of tower fittings	5	3				
Excavate around tower base and reinstate	2	1				

Expected maximum daily traffic volumes

Road ID	Road	Expected busiest traffic volume (vpd)	Period with busiest traffic volume (vpd)
1	Illawarra Road	294	Mid 2026
2	Tannery Road South	0	N/A
3	Wellington Street	294	Mid 2026
4	Marlborough Street	294	Mid 2026
5	Cressy Road 1	294	Mid 2026
6	Main Street (Cressy)	294	Mid 2026
7	Cressy Road 2	294	Mid 2026
8	Poatina Road 1	294	Mid 2026
9	Poatina Road 2	96	Late 2026 to early 2027
10	Saundridge Road	294	Mid 2026
11	Blackwood Creek Road	294	Mid 2026
12	Stoneycroft Road	96	Mid 2026 to early 2027
13	Liffey Road	235	Mid 2026
14	Bracknell Road	294	Mid 2026
15	Maria Street	294	Mid 2026
16	Louisa Street	294	Mid 2026
17	Elizabeth Street	294	Mid 2026
18	Oaks Road 1	294	Mid 2026
19	Oaks Road 2	294	Mid 2026
20	Bass Highway 1	294	Mid 2026
23	Wellington Street	0	N/A
24	Lower Charles Street	0	N/A
25	Goderich Street	294	Mid 2026
27	Cluan Road	294	Mid 2026
28	Osmaston Road	294	Mid 2026
29	Mary Street	0	N/A
30	King Street	0	N/A
31	William Street 1	294	Mid 2026
32	William Street 2	294	Mid 2026
33	Birralee Road	0	N/A

Road ID	Road	Expected busiest traffic volume (vpd)	Period with busiest traffic volume (vpd)
34	Bass Highway 2	294	Mid 2026
35	Quamby Brook Road	0	N/A
36	East Barrack Street	0	N/A
37	East Parade	294	Mid 2026
38	Meander Valley Road 1	294	Mid 2026
39	Meander Valley Road 2	294	Mid 2026
40	Exton Road	62	Mid 2026 to early 2027
41	Bowerbank Link	294	Mid 2026
42	Meander Valley Road 3	294	Mid 2026
43	Railway Street	62	Mid 2026 to early 2027
44	Grigg Street	62	Mid 2026 to early 2027
45	Emu Bay Road 1	294	Mid 2026
46	Emu Bay Road 2	294	Mid 2026
47	West Parade	62	Mid 2026 to early 2027
48	River Road	62	Mid 2026 to early 2027
49	Mole Creek Road	294	Mid 2026
50	Weetah Road	294	Mid 2026
51	Archer Street	294	Mid 2026
52	Bass Highway 3	294	Mid 2026
53	Bengeo Road	62	Mid 2026 to early 2027
54	Dunorlan Road	294	Mid 2026
55	Sadlers Road	0	N/A
56	Weegena Road	294	Mid 2026
57	Dynans Bridge Road	0	N/A
58	Strathaven Road	62	Mid 2026 to early 2027
59	Cox Brothers Road	0	N/A
60	Railton Road 1	294	Mid 2026
61	Railton Road 2	294	Mid 2026
62	Kimberley Road	0	N/A
63	Foster Street	294	Mid 2026
64	Latrobe Road	294	Mid 2026

Road ID	Road	Expected busiest traffic volume (vpd)	Period with busiest traffic volume (vpd)
65	Railton Road 3	294	Mid 2026
66	Frogmore Lane	294	Mid 2026
67	Gilbert Street	294	Mid 2026
68	Bradshaw Street	294	Mid 2026
69	Moriarty Road	294	Mid 2026
70	Bass Highway 4	0	N/A
71	Bridle Track Road	294	Mid 2026
72	Lower Beulah Road	294	Mid 2026
73	Beulah Road	62	Mid 2026 to early 2027
74	Blackberry Hill Road	62	Mid 2026 to early 2027
75	Tylers Road	62	Mid 2026 to early 2027
76	Sheffield Road 1	588	Mid 2026
77	Main Street 1	294	Mid 2026
78	Main Street 2	294	Mid 2026
79	Johnson Street	62	Mid 2026 to early 2027
80	High Street	294	Mid 2026
81	Nook Road 1	124	Mid 2026 to early 2027
82	Tarleton Street (Sheffield)	588	Mid 2026
83	West Nook Road	588	Mid 2026
84	Neika Road	62	Mid 2026 to early 2027
86	George Road	62	Mid 2026 to early 2027
87	Dalwood Road	588	Mid 2026
88	Nook Road 2	588	Mid 2026
89	Sheffield Road 2	588	Mid 2026
90	Sheffield Road 3	588	Mid 2026
91	Iles Road	62	Mid 2026 to early 2027
92	Weeks Road	62	Mid 2026 to early 2027
93	Mersey Main Road	588	Mid 2026
94	Stony Rise Road	588	Mid 2026
95	Tugrah Road	0	N/A
96	Bass Highway 5	0	N/A

Road ID	Road	Expected busiest traffic volume (vpd)	Period with busiest traffic volume (vpd)
97	Bridge Road	0	N/A
98	Tarleton Street (Devonport)	588	Mid 2026
99	Wright Street	0	N/A
100	Bass Highway 6	0	N/A
101	Lower Barrington Road	62	Mid 2026 to early 2027
102	Lake Paloona Road	62	Mid 2026 to early 2027
103	Paloona Dam Road	62	Mid 2026 to early 2027
105	Wilmot Road	62	Mid 2026 to early 2027
106	Forth Road 1	294	Mid 2026
107	Leith Road 1	294	Mid 2026
108	Leith Road 2	294	Mid 2026
109	Bass Highway 7	0	N/A
110	Geales Road	62	Mid 2026 to early 2027
111	Riggs Road	62	Mid 2026 to early 2027
112	Kindred Road	62	Mid 2026 to early 2027
113	Forth Road 2	294	Mid 2026
114	Turners Beach Road	294	Mid 2026
115	Westella Drive	294	Mid 2026
116	Clayton Road East	0	N/A
117	Bass Highway 8	0	N/A
118	Clerke Plains Road	62	Mid 2026 to early 2027
119	Jones Road	62	Mid 2026 to early 2027
120	Castra Road 1	62	Mid 2026 to early 2027
121	Castra Road 2	294	Mid 2026
122	Production Drive	0	N/A
123	Bass Highway 9	0	N/A
124	Bellingers Road	294	Mid 2026
125	Edinborough Road	0	N/A
126	Ellis Road	0	N/A
127	Picketts Road	62	Mid 2026 to early 2027
128	Top Gawler Road	62	Mid 2026 to early 2027

Road ID	Road	Expected busiest traffic volume (vpd)	Period with busiest traffic volume (vpd)
129	Hilltop Avenue	62	Mid 2026 to early 2027
130	Gawler Road	294	Mid 2026
131	Lovett Street	0	N/A
132	Adaihi Street	0	N/A
133	Bass Highway 10	0	N/A
134	West Gawler Road	62	Mid 2026 to early 2027
135	Mckennas Road	62	Mid 2026 to early 2027
136	Preston Road	62	Mid 2026 to early 2027
137	Isandula Road	62	Mid 2026 to early 2027
138	Mannings Jetty Road	62	Mid 2026 to early 2027
139	Walkers Road/ Allison Road	0	N/A
140	Bass Highway 11	0	N/A
141	Knights Road	0	N/A
142	South Road	294	Mid 2026
143	Bass Highway 12	0	N/A
144	Lobster Creek Road	62	Mid 2026 to early 2027
145	Golf Club Road	0	N/A
146	White Hills Road	62	Mid 2026 to early 2027
147	Lily Lane	0	N/A
148	Dial Road	62	Mid 2026 to early 2027
150	Sports Complex Avenue	62	Mid 2026 to early 2027
151	Ironcliffe Road	62	Mid 2026 to early 2027
152	Montgomery Road	62	Mid 2026 to early 2027
153	Crawford Road	62	Mid 2026 to early 2027
154	Bass Highway 13	0	N/A
155	Enterprise Avenue	0	N/A
156	Epsom Road	0	N/A
157	Pine Road 1	294	Mid 2026
158	Pine Road 2	294	Mid 2026
159	Browns Lane	62	Mid 2026 to early 2027
160	Creamery Road	0	N/A

Road ID	Road	Expected busiest traffic volume (vpd)	Period with busiest traffic volume (vpd)
161	West Pine Road	294	Mid 2026
162	Bonneys Road	0	N/A
163	Daveys Road	0	N/A
164	Nine Mile Road	294	Mid 2026
165	Bass Highway 14	0	N/A
166	Cuprona Road	294	Mid 2026
168	Albert Road	147	Mid 2026
169	River Avenue	147	Mid 2026
170	Bass Highway 15	0	N/A
171	Bass Highway 16	0	N/A
172	Minna Road 1	588	Mid 2026
173	Minna Road 2	588	Mid 2026
174	Devonshire Drive	294	Mid 2026
175	Natone Road	0	N/A
176	Stowport Road	62	Mid 2026 to early 2027
177	Maydena Road	62	Mid 2026 to early 2027
178	Bass Highway 17	0	N/A
179	Fern Glade Road	62	Mid 2026 to early 2027
180	Massy-Greene Drive	148	Late 2030 to early 2032
181	Bass Highway 18	0	N/A
182	Old Surrey Road 1	148	Late 2030 to early 2032
183	Old Surrey Road 2	148	Late 2030 to early 2032
184	Mount Street 1	331	Mid 2026
185	Mount Street 2	331	Mid 2026
186	Bass Highway 19	0	N/A
187	Roslyn Avenue	147	Mid 2026
188	Blackwood Parade	147	Mid 2026
189	Sassafras Crescent	147	Mid 2026
190	Manuka Drive	62	Mid 2026 to early 2027
191	Wirilda Drive	62	Mid 2026 to early 2027
192	Atkins Drive	62	Mid 2026 to early 2027

Road ID	Road	Expected busiest traffic volume (vpd)	Period with busiest traffic volume (vpd)
194	Three Mile Line Road	368	Mid 2026
195	Woniora Road	62	Late 2030 to early 2032
196	Wiseman Street	62	Late 2030 to early 2032
197	Wright Street	62	Late 2030 to early 2032
198	Bass Highway 20	0	N/A
199	West Park Grove	316	Late 2030
200	Mooreville Road	294	Late 2030
201	Oasis Drive	0	N/A
202	West Mooreville Road	316	Late 2030
203	East Cam Road	294	Late 2030
204	Laird Road	62	Late 2030 to early 2032
205	Penima Road	62	Late 2030 to early 2032
206	Ridgley Highway	322	Late 2030
207	Circular Road	0	N/A
208	West Ridgley Road	62	Late 2030 to early 2032
209	Menne Road	62	Late 2030 to early 2032
210	Oonah Road	62	Late 2030 to early 2032
211	Tena Road	62	Late 2030 to early 2032
212	Eighteen Mile Road	62	Late 2030 to early 2032
213	Neena Road	62	Late 2030 to early 2032
214	Talunah Road	170	Late 2030 to early 2032
215	Batzek Road	62	Late 2030 to early 2032
237	Zig Zag Road	0	N/A
238	Thompsons Road	62	Mid 2026 to early 2027
239	Randwick Road	0	N/A
240	Brooklyn Road	62	Mid 2026 to early 2027

Appendix K

Road Condition - Combined

Appendix K - Road Condition Combined
(Appendix A.3 - Road Attributes and Condition from the Traffic Impact Assessment for the DA/EIS)

Road ID	Road name	Road width	Shoulder width	Speed limit	Surface type	Road condition
10	Saundridge Road	5.7 (narrows at Poatina Tailrace Bridge)	0	100km/h	Sealed	Good condition One minor defect along section
11	Blackwood Creek Road	5.5 (narrows at Garcia Creek Bridge)	0	100km/h	Sealed	Good condition Minor defects at sparse intervals
12	Stoneycroft Road	3.5	0.0 - 0.5	80km/h	Gravel	Average condition Regular minor defects along section
13	Liffey Road	4.7	1	80km/h, 100km/h in the vicinity of Blackwood Creek Road	Gravel/ sealed at Blackwood Creek Road	Reasonable condition Generalised minor defect along short section
14	Bracknell Road	4.9 (narrows at Myrtle Creek bridge)	0.0 - 0.5	100km/h	Sealed	Reasonable condition Multiple minor defects along section
15	Maria Street	6.1	0.5	50km/h	Sealed	Average condition Regular minor defects along section
16	Louisa Street	5.7	0.5	50km/h	Sealed	Reasonable condition Generalised minor defect along short section
17	Elizabeth Street	5.7	0.5	50km/h	Sealed	Average condition Regular minor defects along section
18	Oaks Road 1	5.6	0	100km/h, slowing to 80km/h and 50km/h approaching Bracknell	Sealed	Average condition One major and one minor defect along section
27	Cluan Road	6	0.3	100km/h	Sealed	Good condition Minor defects at sparse intervals
28	Osmaston Road	6.2	0	100km/h	Sealed	Good condition One minor defect along section
29	Mary Street	5.3	1	100km/h, slowing to 80km/h, 60km/h and 50km/h approaching Westbury	Sealed	Average condition One major and one minor defect along section
30	King Street	5.7	1	50km/h	Sealed	Excellent condition No defects listed
31	William Street 1	7.2	0	40km/h	Sealed	Excellent condition No defects listed
35	Quamby Brook Road	6.2	0	100km/h, slowing to 60km/h approaching Deloraine	Sealed	Good condition One minor defect along section
36	East Barrack Street	6.1	1	50km/h	Sealed	Excellent condition No defects listed
38	Meander Valley Road 1	7	0	100km/h	Sealed	Excellent condition No defects listed
40	Exton Road	5.5	0.3	100km/h	Sealed	Reasonable condition Multiple generalised minor defects along section
43	Railway Street	8.2	0	50km/h	Sealed	Excellent condition No defects listed
44	Grigg Street	5.8	0	50km/h	Sealed	Excellent condition No defects listed
45	Emu Bay Road 1	6.8	0	Ranges from 40km/h to 60km/h through Deloraine	Sealed	Good condition One minor defect along section
47	West Parade	7	0	50km/h	Sealed	Excellent condition No defects listed
48	River Road	5.2	0.5	100km/h, slowing to 50km/h approaching Deloraine	Sealed	Reasonable condition One minor defect along short section
50	Weetah Road	5.3 (north of Archer Street), 8.2 (towards Bass Highway)	0.5-1.0	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
51	Archer Street	5.5	1	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
53	Bengeo Road	6.2	0.3	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
54	Dunorlan Road	5.0 - 5.9 (varies along length)	0.3 - 0.5	100km/h	Sealed	Good condition One minor defect along section
55	Sadlers Road	3.6	0.5	80km/h	Gravel	Average condition One major, two minor defects along section
56	Weegena Road	4.8	0.3	100km/h	Sealed	Good condition One minor defect along section
57	Dynans Bridge Road	4.8	0.3	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
58	Strathaven Road	2.8	0	80km/h	Gravel	Average condition Regular minor defects along section
59	Cox Brothers Road	2.8 - 4.0 (varies along length)	1	80km/h	Gravel	Reasonable condition Generalised minor defect along short section
60	Railton Road 1	5.8	0.8	60km/h	Sealed	Good condition Minor defects at sparse intervals
61	Railton Road 2	5.8	1	100km/h	Sealed	Good condition Minor defects at sparse intervals
62	Kimberley Road	5.8 (eastern 0.5km), 11.0 (western 0.2km)	0 - 0.5 (one side - east)	60km/h	Sealed	Excellent condition No defects listed
66	Frogmore Lane	6.7	0.3	80km/h	Sealed	Reasonable condition Multiple minor defects along section
67	Gilbert Street	7.5 (locations of parking/ kerb outstands), 12.5 (typical)	0	50km/h	Sealed	Reasonable condition Generalised minor defect along short section
68	Bradshaw Street	8.5 (location of kerb outstand), 12.0 (typical)	0	60km/h	Sealed	Excellent condition No defects listed
69	Moriarty Road	12	0	60km/h	Sealed	Reasonable condition Generalised minor defect along short section
71	Bridle Track Road	5.8	0.75	100km/h	Sealed	Good condition Minor defects at sparse intervals

Road ID	Road name	Road width	Shoulder width	Speed limit	Surface type	Road condition
72	Lower Beulah Road	4.8	0	80km/h	Gravel	Good condition One minor defect along section
73	Beulah Road	5.2	0.5	100km/h	Sealed	Excellent condition No defects listed
74	Blackberry Hill Road	3.6	0.5	80km/h	Gravel	Poor condition Two major defects along section
75	Tylers Road	4.5	0.5	80km/h	Gravel	Reasonable condition Generalised minor defect along short section
76	Sheffield Road 1	5.9	0.5	100km/h generally, 80km/h approaching Sheffield	Sealed	Excellent condition No defects listed
77	Main Street 1	5.5 (east of Sheffield), 10.5 (through Sheffield)	0.0 - 0.5	80km/h, 60km/h at Sheffield	Sealed	Reasonable condition Multiple minor defects along section
79	Johnson Street	4.4	0.5	50km/h	Sealed	Reasonable condition One minor defect along short section
80	High Street	5.8 (locations of parking), 10 (typical)	0	50km/h	Sealed	Reasonable condition Generalised minor defect along short section
81	Nook Road 1	5.2	0.3	50km/h in vicinity of Tarleton Street, 100km/h thereafter	Sealed	Reasonable condition Generalised minor defect along short section
82	Tarleton Street (Sheffield)	5.8 - 7.8 (varies along length)	0	50km/h in the vicinity of High Street, 60km/h thereafter	Sealed	Reasonable condition One minor defect along short section
83	West Nook Road	5.4 - 7.0 (varies along length)	0.5	100km/h, slowing to 60km/h approaching Sheffield	Sealed	Reasonable condition Multiple minor defects along section
84	Neika Road	3.7	1	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
86	George Road	3.6	0.5	80km/h	Gravel	Average condition Generalised minor defect along short section of road
87	Dalwood Road	4.2 - 5.1 (varies along length)	0.0 - 0.5	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
88	Nook Road 2	5.4 - 7.0 (varies along length)	0.5	Ranges from 60km/h to 100km/h along section	Sealed	Good condition Minor defects at sparse intervals
91	Iles Road	4.3	0.3	80km/h	Gravel	Average condition Generalised minor defects along section
92	Weeks Road	4.7	0.5	80km/h	Gravel	Average condition Generalised minor defects along section
94	Stony Rise Road	7.6 - 11.3 (varies along length)	0.0 - 0.5	60km/h, 80km/h for short span south of Stony Rise Road/ Middle Road intersection	Sealed	Excellent condition No defects listed
101	Lower Barrington Road	5.3	1	100km/h	Sealed	Reasonable condition Multiple minor defects along section
102	Lake Paloona Road	5.3	0.5	100km/h	Sealed	Good condition One minor defect along section
103	Paloona Dam Road	5.6	0.3	80km/h	Sealed	Reasonable condition Generalised minor defect along short section
105	Wilmot Road	6.5	0.5	100km/h, slowing to 50km/h or 60km/h at towns	Sealed	Good condition Minor defects at sparse intervals
108	Leith Road 2	6.3 - 7.0 (varies along length)	0.5 - 1.0	Ranges from 60km/h to 80km/h along section	Sealed	Good condition One minor defect along section
110	Geales Road	5.6	0.5	100km/h	Sealed	Reasonable condition Multiple minor defects along section
111	Riggs Road	5.1	0.5 - 1.0	100km/h	Sealed	Good condition One minor defect along section
112	Kindred Road	5.8 - 6.3 (varies along length)	0.5 - 1.0	100km/h	Sealed	Good condition Minor defects at sparse intervals
114	Turners Beach Road	7.7	0	50km/h	Sealed	Excellent condition No defects listed
118	Clerke Plains Road	5.3 (narrows at Claytons Rivulet Bridge)	0.0 - 0.5	100km/h	Sealed	Good condition One minor defect along section
119	Jones Road	3.5	0.3	60km/h	Gravel	Reasonable condition Generalised minor defect along short section
120	Castra Road 1	5.5 - 6.0 (varies along length)	0.5	80km/h near Ulverstone and Abbotsham, 100km/h elsewhere	Sealed	Excellent condition No defects listed
121	Castra Road 2	7.5	0	60km/h	Sealed	Excellent condition No defects listed
124	Bellingers Road	5	0.5	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
125	Edinborough Road	5.9 (narrows at Buttons Creek Bridge)	0.0 - 0.5	100km/h	Sealed	Good condition One minor defect along section
126	Ellis Road	5.8	0.3	80km/h	Sealed	Reasonable condition Multiple minor defects along section
127	Picketts Road	5.4 (narrows at Buttons Creek)	0.0 - 0.5	100km/h	Sealed	Excellent condition No defects listed
128	Top Gawler Road	5.9	0.0 - 1.0	100km/h, slowing to 80km/h and 60km/h approaching Gawler	Sealed	Good condition Minor defects at sparse intervals
129	Hilltop Avenue	5.8	0.5	60km/h	Sealed	Excellent condition No defects listed
130	Gawler Road	7.4	2	Ranges from 50km/h to 70km/h	Sealed	Good condition One minor defect along section
131	Lovett Street	13	0	50km/h	Sealed	Excellent condition No defects listed

Road ID	Road name	Road width	Shoulder width	Speed limit	Surface type	Road condition
134	West Gawler Road	6.3 (narrows at Gawler River Bridge)	0.0 - 0.5	60km/h	Sealed	Reasonable condition Generalised minor defect along short section
135	Mckennas Road	4.1 - 5.6 (varies along length)	0.0 - 0.5	60km/h	Sealed/ gravel	Average condition Generalised minor defect along short section of road
136	Preston Road	5.8 - 6.4 (varies along length)	1	100km/h, slowing to 80km/h, 60km/h and 50km/h approaching Gawler	Sealed	Good condition One minor defect along section
137	Isandula Road	5.7	0.5	80km/h	Sealed	Reasonable condition Generalised minor defect along short section
138	Mannings Jetty Road	4.5 - 5.8 (varies along length)	0.3 - 0.5	100km/h	Sealed	Good condition One minor defect along section
139	Walkers Road/ Allison Road	5.1	1	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
142	South Road	6.4 - 7.8 (varies along length)	0.0 - 0.5	80km/h to 60km/h travelling west at 143 south road	Sealed	Good condition Minor defects at sparse intervals
144	Lobster Creek Road	4.7 - 5.5 (varies along length)	0.0 - 0.5	80km/h	Sealed	Good condition One minor defect along section
145	Golf Club Road	3	0	60km/h	Sealed	Reasonable condition One minor defect along short section
146	White Hills Road	5.1	0.5	60km/h	Sealed	Reasonable condition Generalised minor defect along short section
147	Lily Lane	6.1	1	60km/h	Gravel	Poor condition One major defect along short section
148	Dial Road	4.3 - 8.0 (varies along length)	0.0 - 0.5	50km/h through Penguin, 60km/h thereafter	Sealed/ gravel final 200m	Reasonable condition Multiple minor defects along section
150	Sports Complex Avenue	7	0	50km/h	Sealed	Reasonable condition One minor defect along short section
151	Ironcliffe Road	5.2	0.5	50km/h through Penguin, 60km/h then 100km/h	Sealed	Excellent condition for first km. Reasonable condition, minor cracking and rutting, and some edge breakage for last 1.4km. No defects listed
152	Montgomery Road	5.2	0.5	60km/h	Sealed	Reasonable condition Generalised minor defect along short section
153	Crawford Road	4.8	0.5	60km/h	Sealed	Reasonable condition Generalised minor defect along short section
156	Epsom Road	11	0	60km/h	Sealed	Excellent condition No defects listed
157	Pine Road 1	8.8	0	60km/h	Sealed	Good condition One minor defect along section
158	Pine Road 2	5.8 - 6.4 (varies along length)	0.2 - 1.0	60km/h near Penguin, 100km/h thereafter	Sealed	Good condition Minor defects at sparse intervals
159	Browns Lane	4.4 - 4.8 (varies along length)	0.0 - 0.5	60km/h	Sealed	Reasonable condition Generalised minor defect along short section
160	Creamery Road	6.3	0.5	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
161	West Pine Road	5.0 - 5.8 (varies along length)	0.0 - 1.0	100km/h	Sealed	Good condition One minor defect along section
162	Bonneys Road	4.6 - 5.3 (varies along length)	1	100km/h	Sealed	Good condition One minor defect along section
163	Daveys Road	5	1	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
164	Nine Mile Road	4.3	1	100km/h	Sealed	Good condition One minor defect along section
166	Cuprona Road	4.8 - 6.0 (varies along length)	0.5	100km/h, 50km/h approaching Heybridge	Sealed	Good condition One minor defect along section
168	Albert Road	4.6	0	100km/h	Sealed	Reasonable condition Multiple minor defects along section
169	River Avenue	6.6	1	50km/h	Sealed	Excellent condition No defects listed
173	Minna Road 2	5.6	1	90km/h	Sealed	Good condition Minor defects at sparse intervals
174	Devonshire Drive	7.1	1	90km/h	Sealed	Excellent condition No defects listed
175	Natone Road	7.8	0	70km/h, 100km/h	Sealed	Excellent condition No defects listed
176	Stowport Road	6.6	1	100km/h, 70km/h at Stowport, 60km/h at winding section south of Wivenhoe	Sealed	Good condition Minor defects at sparse intervals
177	Maydena Road	4.3	0.5	100km/h	Sealed	Reasonable condition Generalised minor defect along short section
179	Fern Glade Road	5.5 - 6.2 (varies along length)	0.0 (1.5 sotuhbound lane only)	60km/h	Sealed	Reasonable condition Multiple minor defects along section
182	Old Surrey Road 1	7.9 - 9.8 (varies along length)	0	60km/h	Sealed	Good condition One minor defect along section
185	Mount Street 2	6.0 - 12.5 (varies along length)	0	60km/h	Sealed	Excellent condition No defects listed
187	Roslyn Avenue	9.6 - 10.2 (varies along length)	0	50km/h	Sealed	Excellent condition No defects listed
188	Blackwood Parade	9.8	0	50km/h	Sealed	Excellent condition No defects listed
189	Sassafras Crescent	7.2	0	50km/h	Sealed	Excellent condition No defects listed

Road ID	Road name	Road width	Shoulder width	Speed limit	Surface type	Road condition
190	Manuka Drive	6.9	0	50km/h	Sealed	Reasonable condition Multiple minor defects along section
191	Wirilda Drive	6.9	0	50km/h	Sealed	Excellent condition No defects listed
192	Atkins Drive	9	0	50km/h	Sealed	Reasonable condition One minor defect along short section
194	Three Mile Line Road	7.0 - 11.6 (varies along length)	0.0 - 1.0	100km/h, slowing to 60km/h approaching Burnie	Sealed	Average condition One major and one minor defect along section
195	Woniora Road	10	0	50km/h	Sealed	Excellent condition No defects listed
196	Wiseman Street	6.6 - 10.2 (varies along length)	0.0 - 2.0	60km/h	Sealed	Reasonable condition One minor defect along short section
197	Wright Street	10	0	50km/h	Sealed	Excellent condition No defects listed
199	West Park Grove	7.5 - 11.1	0	60km/h	Sealed	Reasonable condition Multiple minor defects along section
200	Mooreville Road	5.3 (towards Mooreville), 11.2 (towards Park Grove)	0.0 - 0.5	60km/h	Sealed	Excellent condition No defects listed
201	Oasis Drive	8	0	50km/h	Sealed	Excellent condition No defects listed
202	West Mooreville Road	6.1, 9.7 (towards Park Grove)	0.0 - 1.0	Ranges from 60km/h to 100km/h along section	Sealed	Good condition Minor defects at sparse intervals
203	East Cam Road	8	0	60km/h	Sealed	Reasonable condition One minor defect along short section
204	Laird Road	6.5	0.0 - 1.0	50km/h	Sealed	Reasonable condition One minor defect along short section
205	Penima Road	4.3	0	60km/h	Sealed/ gravel	Excellent condition No defects listed
207	Circular Road	6.8	0	60km/h from Ridgley, 100km/h from Water Treatment Plant	Sealed	Excellent condition No defects listed
208	West Ridgley Road	6.2	0.5	80km/h	Sealed	Reasonable condition One minor defect along short section
209	Menne Road	3.5	0.5	80km/h	Gravel	Reasonable condition One minor defect along short section
210	Oonah Road	6.2	0.5	100km/h	Sealed	Reasonable condition One minor defect along short section
211	Tena Road	3.5	0.5	80km/h	Gravel	Excellent condition No defects listed
212	Eighteen Mile Road	5	0.5	80km/h	Sealed/ gravel	Excellent condition No defects listed
213	Neena Road	3.3	0.5	80km/h	Gravel	Excellent condition No defects listed
215	Batzek Road	3.8	1	80km/h	Gravel	Excellent condition No defects listed
237	Zig Zag Road	4.5	0	80km/h	Sealed	Good condition, not excellent
238	Thompsons Road	3.7-5.5 (varies)	0	100km/h, 80km/h where unsealed	Sealed / Gravel	Reasonable condition. Excellent after bridge, then reasonable after 90 degree turn.
239	Randwick Road	4.8	0	80km/h	Gravel	Reasonable condition
240	Brooklyn Road	5.0 - 5.9 (varies along length)	0.3 - 0.5	100km/h	Sealed	Reasonable condition Generalised minor defect along section

Appendix A.2 - Road Defects

ID	Road name where defect occurs	Road owner	Defect type	Description	Location
10.A	Saundridge Road	Northern Midlands Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Saundridge Road section
11.A	Blackwood Creek Road	Northern Midlands Council	Uneven road surface	Uneven and patched road surface.	2.2km south of Liffey Road/ Blackwood Creek Road intersection
11.B	Blackwood Creek Road	Northern Midlands Council	Expedient patching	Crocodile cracking, patchwork, uneven surface and potholes.	1.2km east of Blackwood Creek Road/ Stoneycroft Road intersection
11.C	Blackwood Creek Road	Northern Midlands Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Blackwood Creek Road section
12.A	Stoneycroft Road	Northern Midlands Council	Potholes	Intermittent patching, worn surface and edge break.	Entire length of Stoneycroft Road section
12.B	Stoneycroft Road	Northern Midlands Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Stoneycroft Road section
13.A	Liffey Road	Northern Midlands Council	Potholes	Loose gravel surface with potholes and ruts.	Entire length of Liffey road section
14.A	Bracknell Road	Meander Valley Council	Cracking	Crocodile cracking, patchwork, uneven surface and small potholes.	Bracknell Road/ Cluan Road intersection
14.B	Bracknell Road	Meander Valley Council	Edge break or dropoff	Broken edge on both sides of the road west of Bracknell Road/ Cluan Road intersection, crocodile cracking and shoving.	Just west of Cluan Road/ Bracknell Road intersection
14.C	Bracknell Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Bracknell Road section
15.A	Maria Street	Meander Valley Council	Cracking	Uneven and patched surface	20m south of Louisa Street/ Maria Street intersection
15.B	Maria Street	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Maria Street section
16.A	Louisa Street	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Louisa Street section
17.A	Elizabeth Street	Meander Valley Council	Expedient patching	Crocodile cracking, patchwork and uneven surface.	0.25km span south of Louisa Street/ Elizabeth Street intersection
17.B	Elizabeth Street	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Elizabeth Street section
18.A	Oaks Road 1	Meander Valley Council	Cracking	Crocodile cracking, patchwork, uneven surface and small potholes.	Page Transport Access
18.B	Oaks Road 1	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Oaks Road 1 section
27.A	Cluan Road	Meander Valley Council	Cracking	Crocodile cracking, patchwork, uneven surface and small potholes.	6.1km south of Osmaston Road/ Cluan Road intersection
27.B	Cluan Road	Meander Valley Council	Cracking	Crocodile cracking, patchwork, uneven surface and small potholes.	7.7 km south of Osmaston Road/ Cluan Road intersection
27.C	Cluan Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Cluan Road section
28.A	Osmaston Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Osmaston Road section
29.A	Mary Street	Meander Valley Council	Potholes	Potholes and edge breakup on inside of corner.	Mary Street/ King Street intersection
29.B	Mary Street	Meander Valley Council	Cracking	Cracking and uneven surface	1.7km span south of King Street/ Mary Street intersection
35.A	Quamby Brook Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Quamby Brook Road section
40.A	Exton Road	Meander Valley Council	Expedient patching	Intermittent patching, worn surface and edge break.	Entire length of Exton Road section
40.B	Exton Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Exton Road section
45.A	Emu Bay Road 1	Meander Valley Council	Expedient patching	Patched and uneven sections for entire length of the road.	Entire length of Emu Bay Road 1 section
48.A	River Road	Meander Valley Council	Cracking	Crocodile cracking, patchwork, uneven surface and small potholes.	0.7km north of Emu Bay Road/ West Parade/ West Barrack Street roundabout
50.A	Weetah Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Weetah Road section
50.B	Weetah Road	Meander Valley Council	surface distress	Minor deformation and cracking at 90 degree bend	At entrance to access for T104
51.A	Archer Street	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Archer Street section
53.A	Bengeo Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Bengeo Road section
54.A	Dunorlan Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Dunorlan Road section
55.A	Sadlers Road	Meander Valley Council	Potholes	Loose gravel surface with potholes and ruts.	Entire length of Sadlers Road section
55.B	Sadlers Road	Meander Valley Council	Uneven road surface	Gravel washout	Southern end of Sadlers Road section
55.C	Sadlers Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Sadlers Road section
56.A	Weegena Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Weegena Road section
57.A	Dynans Bridge Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Dynans Bridge Road section
58.A	Strathaven Road	Meander Valley Council	Potholes	Loose gravel surface with potholes and ruts.	Entire length of Strathaven Road section
58.B	Strathaven Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Strathaven Road section
59.A	Cox Brothers Road	Meander Valley Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Cox Brothers Road section
60.A	Railton Road 1	Meander Valley Council	Potholes	Pothole in asphalt on bridge deck.	Mersey River Bridge
60.B	Railton Road 1	Meander Valley Council	Potholes	Pothole in eastbound lane on edge of road.	0.8km southeast of Kimberley
60.C	Railton Road 1	Meander Valley Council	Rutting, Potholes	Pothole and ruts on inside corner of westbound lane.	1.3km southeast of Kimberley
60.D	Railton Road 1	Meander Valley Council	Seal condition	Crocodile cracking in seal in eastbound lane.	1.3km southeast of Kimberley
60.E	Railton Road 1	Meander Valley Council	Seal condition	Crocodile cracking in seal intermittent over 200m in both lanes.	3.1km southeast of Kimberley
61.A	Railton Road 2	Kentish Council	Edge break or dropoff	Edge break in westbound lane	7.7km east of Foster Street/ Kimberley Road roundabout
61.B	Railton Road 2	Kentish Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Railton Road 2 section
66.A	Frogmore Lane	State Growth	Worn surface	Worn surface	Frogmore Lane/ Gilbert Street/ Twiss Street intersection
66.B	Frogmore Lane	State Growth	Expedient patching	Crocodile cracking, patchwork, uneven surface and small potholes.	Mersey Main Road/ Railton Road/ Frogmore Lane intersection
67.A	Gilbert Street	State Growth	Cracking	Crocodile cracking, patchwork, uneven surface and small potholes.	Entire length of Gilbert Street section
69.A	Moriarty Road	Latrobe City Council	Expedient patching	Patched sections	Entire length of Moriarty Road section
71.A	Bridle Track Road	Kentish Council	Potholes	Potholes in centre of the road.	Bridle Track Road/ Lower Beaulah Road intersection
71.B	Bridle Track Road	Kentish Council	Potholes	Pothole on edge of northbound lane.	2.7km southwest of Railton Road/ Bridle Track Road intersection
72.A	Lower Beulah Road	Kentish Council	Potholes	Loose gravel surface with potholes and ruts.	Entire length of Lower Beulah Road section
74.A	Blackberry Hill Road	Kentish Council	Edge break or dropoff	Edge break on east side of road.	Sealed section of Blackberry Hill Road
74.B	Blackberry Hill Road	Kentish Council	Potholes	Loose gravel surface with potholes and ruts. Large rocks, loose surface and loose edges.	Gravel section of Blackberry Hill Road
75.A	Tylers Road	Kentish Council	Potholes	Loose gravel surface with potholes and ruts.	Entire length of Tylers Road section
77.A	Main Street 1	Kentish Council	Rutting	Sunken/rutted section both lanes, previous patch in northbound lane is cracked.	0.7km east of Main Street/ Johnson Road intersection
77.B	Main Street 1	Kentish Council	Seal condition	Patch in poor condition in northbound lane. Poor seal condition in southbound lane.	0.2km east of Main Street/ Johnson Road intersection
77.C	Main Street 1	Kentish Council	Potholes and seal condition	Pothole and seal cracking	0.4km southeast of Main Street/ Johnson Road intersection
79.A	Johnson Street	Kentish Council	Edge break or dropoff	Edge break in westbound lane.	Main Street/ Johnson Street intersection
80.A	High Street	Kentish Council	Cracking	Crocodile cracking, patchwork, uneven surface and small potholes.	Entire length of High Street section
81.A	Nook Road 1	Kentish Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Nook Road 1 section
82.A	Tarleton Street (Sheffield)	Kentish Council	Cracking	Crocodile cracking, patchwork, uneven surface and small potholes.	Entire length of Tarleton Street section
83.A	West Nook Road	Kentish Council	Edge break and potholes	Edge break and potholes	0.7km east of Main Street/ Johnson Street intersection

ID	Road name where defect occurs	Road owner	Defect type	Description	Location
83.B	West Nook Road	Kentish Council	Potholes	Two potholes in the southbound lane.	0.4km north of West Nook Road/ Dalwood Road intersection
83.C	West Nook Road	Kentish Council	Potholes	Three potholes in outer wheel path in both lanes.	0.2km north of West Nook Road/ Dalwood Road intersection
83.D	West Nook Road	Kentish Council	Minor rutting	Minor rutting present in wheel path	0.6km northwest of West Nook Road/ Tarleton Street intersection
84.A	Neika Road	Kentish Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Neika Road section
86.A	George Road	Kentish Council	Potholes	Loose gravel surface with potholes and ruts.	Entire length of George Road section
87.A	Dalwood Road	Kentish Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Dalwood Road section
88.A	Nook Road 2	Kentish Council	Rutting, potholes	Rutting present in wheel path and deteriating road surface.	0.2km north of Nook Road/ West Nook Road intersection
88.B	Nook Road 2	Kentish Council	Seal condition	Worn surface	Nook Road/ Bramich Road intersection
91.A	Iles Road	Kentish Council	Potholes	Loose gravel surface with potholes and ruts.	Entire length of Iles Road section
91.B	Iles Road	Kentish Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Iles Road section
92.A	Weeks Road	Kentish Council	Potholes	Loose gravel surface with potholes and ruts.	Entire length of Weeks Road section
92.B	Weeks Road	Kentish Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Weeks Road section
101.A	Lower Barrington Road	Kentish Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Lower Barrington Road section
102.A	Lake Paloona Road	Kentish Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Lake Paloona Road section
103.A	Paloona Dam Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Paloona Dam Road section
104.A	Paloona Road	Central Coast Council	Worn surface	Worn surface and surface breakup.	Wilmot Road/ Paloona Road intersection
104.B	Paloona Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Paloona Road section
105.A	Wilmot Road	Central Coast Council	Cracking	Crocodile cracking, patchwork, uneven surface and small potholes.	70m south of Forth Road/ Wilmot Road intersection
105.B	Wilmot Road	Central Coast Council	Edge break or dropoff	Crocodile cracking and edge break.	At existing Access Track to T18
105.C	Wilmot Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Wilmot Road section
108.A	Leith Road 2	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Leith Road 2 section
110.A	Geales Road	Central Coast Council	Potholes	Potholes and loose gravel on road surface.	Kindred Road/ Geales Road intersection
110.B	Geales Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Geales Road section
111.A	Riggs Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Riggs Road section
112.A	Kindred Road	Central Coast Council	Cracking	Worn surface, surface breakup and crocodile cracking.	0.5km span north of Kindred Road/ Clerke Plains Road intersection
112.B	Kindred Road	Central Coast Council	Cracking	Crocodile cracking and edge break.	Castra Road/ Kindred Road intersection
112.C	Kindred Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Kindred Road section
118.A	Clerke Plains Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Clerke Plains Road section
119.A	Jones Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Jones Road section
124.A	Bellingers Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Bellingers Road section
125.A	Edinborough Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Edinborough Road section
126.A	Ellis Road	Central Coast Council	Patches/ potholes	Crocodile cracking, patchwork and uneven surface.	0.1km span north of Castra Road/ Ellis Road intersection
126.B	Ellis Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Ellis Road section
128.A	Top Gawler Road	Central Coast Council	Patches/ potholes	Multiple patched sections	Preston Road/ Top Gawler Road intersection
128.B	Top Gawler Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Top Gawler Road section
130.A	Gawler Road	Central Coast Council	Uneven road surface	Crocodile cracking, patchwork, uneven surface and small potholes.	Entire length of Gawler Road section
134.A	West Gawler Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of West Gawler Road section
135.A	Mckennas Road	Central Coast Council	Uneven road surface	Loose gravel surface with potholes and ruts.	Westernmost 1.0km section of McKennas Road
136.A	Preston Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Preston Road section
137.A	Isandula Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Isandula Road section
138.A	Mannings Jetty Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Mannings Jetty Road section
139.A	Walkers Road	XXX	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Walkers Road section
142.A	South Road	Central Coast Council	Patches/ potholes	Patches/ potholes for 600m section in the eastbound lane.	0.1km east of Dial Road/ South Road intersection
142.B	South Road	Central Coast Council	Cracking	Crocodile cracking, patchwork, uneven surface and small potholes.	Between Lobster Creek Road and White Hills Road
142.C	South Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of South Road section
144.A	Lobster Creek Road	Central Coast Council	Uneven road surface	Crocodile cracking, patchwork, uneven surface and small potholes.	Entire length of Lobster Creek Road section
145.A	Golf Club Road	Central Coast Council	Cracking	Crocodile cracking and patching.	Lobster Creek Road/ Golf Club Road intersection
146.A	White Hills Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of White Hills Road section
147.A	Lily Lane	Central Coast Council	Rutting	Major rutting in wheel path and loose gravel present on the road.	Southern end of Lily Lane section
148.B	Dial Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Dial Road section
150.A	Sports Complex Avenue	Central Coast Council	Uneven road surface	Uneven surface for 0.1km span.	0.3km east of Ironcliffe Road/ Sports Complex Avenue intersection
151.A	Ironcliffe Road	Central Coast Council	Cracking	Minor cracking	After Hardys Road intersection
152.A	Montgomery Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Montgomery Road section
153.A	Crawford Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Crawford Road section
157.A	Pine Road 1	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Pine Road 1 section
158.A	Pine Road 2	Central Coast Council	Patches/ potholes	Top surface worn	20m south of Pine Road 2/ Creamery Road intersection
158.B	Pine Road 2	Central Coast Council	Patches/ potholes	Top surface worn	3.9km south of Pine Road 2/ Creamery Road intersection
158.C	Pine Road 2	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Pine Road 2 section
159.A	Browns Lane	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Browns Lane section
160.A	Creamery Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Creamery Road section
161.A	West Pine Road	Central Coast Council	Cracking	Cracking and patching for 0.2km span.	0.3km west of Creamery Road/ West Pine Road intersection
161.B	West Pine Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of West Pine Road section
162.A	Bonneys Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Bonneys Road section
163.A	Daveys Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Daveys Road section

ID	Road name where defect occurs	Road owner	Defect type	Description	Location
164.A	Nine Mile Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Nine Mile Road section
166.A	Cuprona Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Cuprona Road section
168.A	Albert Road	Central Coast Council	Expedient patching	Patched sections along centre of road for 0.35km span.	2.1km east of Cuprona Road/ Albert Road intersection
168.B	Albert Road	Central Coast Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Albert Road section
172.A	Minna Road 1	Burnie City Council	Cracking	Crocodile cracking and uneven surface.	Heybridge switching station Access
173.A	Minna Road 2	Burnie City Council	Edge break or dropoff	Potholes and broken edge in northbound lane.	40m north of Minna Road 2/ Devonshire Drive intersection
173.B	Minna Road 2	Burnie City Council	Deformation	Uneven existing repair work in northbound lane.	2.2km south of Bass Highway/ Minna Road 1 intersection
173.C	Minna Road 2	Burnie City Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Minna Road 2 section
176.A	Stowport Road	Burnie City Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Stowport Road section
176.B	Stowport Road	Burnie City Council	Patching	Intermittent patching and uneven road surface.	0.4km to 1.6km south of Bass Highway/ Stowport Road intersection
177.A	Maydena Road	Burnie City Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Maydena Road section
179.A	Fern Glade Road	Burnie City Council	Expedient patching	Repaired sections near Massy Greene Drive/ Fern Glade Road intersection.	Massy Greene Drive/ Fern Glade Road intersection
179.B	Fern Glade Road	Burnie City Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	0.35km south of Massy Greene Drive/ Fern Glade Road intersection
179.C	Fern Glade Road	Burnie City Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Fern Glade Road/ Wattle Avenue intersection
179.D	Fern Glade Road	Burnie City Council	Uneven road surface	Crocodile cracking, patchwork, uneven surface and small potholes.	1.8km to 4.0km south of Massy Greene Drive/ Fern Glade Road intersection
179.E	Fern Glade Road	Burnie City Council	Uneven road surface	Uneven road surface typical of Tasmanian rural roads with intermittent minor patching and undulations.	Entire length of Fern Glade Road section
182.A	Old Surrey Road 1	Burnie City Council	Cracking	Crocodile cracking, patches and potholes.	Old Surrey Road/ Wattle Avenue intersection
190.A	Manuka Drive	Burnie City Council	Cracking	Crocodile cracking in eastbound lane.	Mount Street/ Manuka Drive intersection
190.B	Manuka Drive	Burnie City Council	Cracking	Crocodile cracking in northbound lane.	0.1km south of Sasfras Crescent/ Manuka Drive intersection
192.A	Atkins Drive	Burnie City Council	Deformation	Rutting and crocodile cracking in eastbound lane.	Mount Street/ Atkins Drive intersection
194.A	Three Mile Line Road	Burnie City Council	Deformation	Rutting in eastbound lane.	0.3km west from Mount Street/ Three Mile Line Road/ Atkins Drive intersection
194.B	Three Mile Line Road	Burnie City Council	Cracking	Crocodile cracking in the westbound lane and at the centre of the road.	0.1km west of Mount Street/ Three Mile Line Road/ Atkins Drive intersection
196.A	Wiseman Street	Burnie City Council	Deformation	Deformation	15m west of Woniora Road/ Wiseman Street intersection
199.A	West Park Grove	Burnie City Council	Cracking	Crocodile cracking in Bass Highway 20/ West Park Grove intersection.	Bass Highway 20/ West Park Grove intersection
199.B	West Park Grove	Burnie City Council	Cracking	Intermittent crocodile cracking and patchwork.	1.3km east of Mooreville Road/ Brickport Road/ West Park Grove intersection
199.C	West Park Grove	Burnie City Council	Cracking	Intermittent crocodile cracking	0.5km span west of Bass Highway 20/ West Park Grove intersection
202.A	West Mooreville Road	Burnie City Council	Patches/ potholes	Patched sections and potholes in southbound lane.	0.2km north of Ridgley Highway/ West Mooreville Road intersection
202.B	West Mooreville Road	Burnie City Council	Cracking	Crocodile cracking in southbound lane.	11.2km of south end of West Mooreville Road
202.C	West Mooreville Road	Burnie City Council	Cracking	Crocodile cracking in the centre of the road.	11.9km of south end of West Mooreville Road
203.A	East Cam Road	Burnie City Council	Cracking	Crocodile cracking in the centre of the road.	East Cam Road/ Laird Road intersection
204.A	Laird Road	Burnie City Council	Potholes	Potholes and cracking in the northbound lane.	East Cam Road/ Laird Road intersection
208.A	West Ridgley Road	Burnie City Council	Potholes	Small potholes in West Ridgley Road at intersection	Ridgley Highway/ West Ridgley Road intersection
209.A	Menne Road	Burnie City Council	Potholes and remnants of past seal	Small pothole and remnants of previous sealing at intersection	Ridgley Highway/ Menne Road intersection
210.A	Oonah Road	Burnie City Council	Rutting, Potholes	Rutting and potholes developing in the road centreline	0.7km west of Ridgley Highway/ Oonah Road intersection
214.A	Talunah Road	Burnie City Council	Potholes	Potholes on Talunah Road at the Ridgley Highway/ Talunah Road intersection.	Ridgley Highway/ Talunah Road intersection
214.B	Talunah Road	Burnie City Council	Seal condition	Poor seal condition along Talunah Road.	Entire length of Talunah Road section
214.C	Talunah Road	Burnie City Council	Seal condition	Crocodile cracks present	1.4km west of Ridgley Highway/ Talunah Road intersection
238.A	Thompsons Road	Central Coast Council	Edge break and surface distress	Polishing of surface and edge cracking	Section from Kindred Road to bridge
240.A	Brooklyn Road	Meander Valley Council	Edge break and cracking	Edge break and periodic sections of cracking	Entire length of Brooklyn Road section



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