

Road Planning and Investment in FNQ

Qld Plan Foundation: Community, Regions, Economy, Health and Wellbeing, People, Infrastructure and Governance

Northern Australia Priorities: Our Business, Trade and Investment Gateway / Infrastructure to support growth / A Northern Workforce for Growth

State Electorate: Cairns / Barron River / Mulgrave / Cook / Hill / Traeger / Hinchinbrook

Federal Electorate: Leichhardt / Kennedy

Council: ALL FNQROC Councils

Priority Recommendation

FNQROC is seeking a commitment from the State to fund the 20% component of any future ROSI funding for State or Local Government Roads.

For noting: FNQ Regional Road Investment Strategy Tender has closed and is currently being assessed.

FNQROC will be nominating and advocating for the following road set to be included on the Federal Government "Roads of Strategic Importance":

- Peninsula Development Road
- Burke Development Road
- Mulligan Highway
- Ootann Road (LG)
- Gulf Development Road
- Croydon – Richmond Rd
- Hann Hwy (Kennedy Development) from (Hughenden to Lynd Junction)
- Bruce Highway,
- Captain Cook Highway,
- Kennedy Highway
- Cairns Western Arterial Road, and
- Palmerstone Highway

This road set forms part of the heavy vehicle network in the FNQ Regional Roads Investment Strategy.

FNQ Regional Road Investment Strategy - Project Overview

FNQROC member councils have consistently raised investment on our road network as a concern. This concern has never been substantiated and as a region we are focused on trying to substantiate or debunk anecdotal evidence.

Common concerns or needs raised include:

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Safety

- Single lane roads;
- Single lane bridges;
- Load limited bridges;
- Unsealed roads which deteriorate quickly under heavy transport vehicles;
- Conflict in road use between heavy transport vehicles and tourism vehicles (especially with the above 3 points);
- Equitable Community access;
- Efficient Daily commute.

Economic development

- Provision of infrastructure to support economic development, particularly efficient transport links;
- Tourist vehicles ranging from traffic delays (poor tourist experience) to the state of the road in terms of safety;
- Road train/b-double routes and the need to hitch and unhitch (Mt Garnet, Mareeba and Almaden);
- The use of some LG roads as heavy vehicle (road train) links and the inability to fund these roads;
- At capacity roads such as Kuranda Range Road which is impacting economic growth in the Tablelands, Gulf and Cape regions.

FNQROC has undertaken to develop a regional road transport investment strategy, bringing together multiple concurrent goals, these being the FNQROC strategic goals of developing resilient transport infrastructure and connectivity to drive sustainable economic growth and development, and maintaining equitable social infrastructure (in providing equal opportunity for prosperity to all regions) and TMR's FNQ Regional Transport Plan (yet to be released). The objectives we are seeking are:

- a) Recommended road investment strategy with indicative costs;
- b) Current and innovative substantiation supporting the recommended investment strategy; Recommendation for 'first and last mile' roads to be included as a Local Roads of Regional Significance (LRRS) (if identified);
- c) Executive advocacy document of prioritised investments for use by FNQROC.

The overarching purpose of this project is to develop a new, more effective basis with which to inform our infrastructure spending and funding applications to support strategic and sustainable economic growth and development for Far North Queensland.

This Regional Road Transport Investment Strategy has been scoped to three parts:

- Part 1 Tourism Network;
- Part 2 Heavy Vehicle Network;
- Part 3 'First and Last mile' network; and
- Part 4 Priority Project Listing.

It is noted that some roads may fit into 2 or more of these parts and this will be taken into consideration.

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Part 1 – Tourism Network

The aim is to have an economic assessment of the impacts of induced visitation (tourism) as a result of the sealing of routes. Development of concept will be proven, and subsequently applied in various scenarios such as tourism only unsealed routes and productivity improvement of Heavy Vehicle routes which may also have a tourism element, inclusive of scenarios including first and last mile.

Part 2 – Gap Analysis and Assessment of identified Heavy Vehicle Network

A gap analysis will be conducted on the identified heavy vehicle network.

This gap analysis will contain:

1. 'Fit for purpose-ness' analysis of the current heavy vehicle network, identifying any dimensional/structural (i.e. road formation width) deficiencies/bottlenecks in the current network; Following on from the above, an analysis of the current network identifying those parts of the network vulnerable to growth expected through 2040;

Consideration of opportunities for shorter routings of heavy vehicles not otherwise considered by the Heavy Vehicle Network/FNQ Regional Transport Plan (TMR), that could be developed by structural road improvement (i.e. a potential route/link where not identified, if (reasonably) upgraded would provide industry and long term network maintenance efficiencies).

Part 3 – First and Last Mile Freight Assessment

The study will provide a first and last mile freight assessment considering the movement of heavy vehicle freight on the FNQ local road network, from and to major freight source points.

Part 4 – Priority Project Listing

The study seeks to inform the FNQROC of the most effective investments in the regional road network, both in time and efficacy, in how road projects are prioritised within the region.

Higher order validation of the above projects may be validated using CSIRO Transit modelling and project specific improvement is to be done using the FNQROC Project Prioritisation Tool.

Key Strategic Drivers

Economic	Provision of infrastructure to support economic development (industry + Tourism), particularly with efficient transport links. Increased economic growth opportunities.
Social Enterprise	Safer community transport access and commutes.
Employment	Employment opportunities during infrastructure construction period.
Tourism	Improved tourism experience with efficient and safer transport links.