

FNQ RRTG Technical Committee Agenda

Meeting Details

Meeting No	147
Meeting Name	FNQ RRTG Technical Committee Meeting
Date	16 October 2026
Time	10:00am
Venue	McKenzie Room, Level 2, Cairns Regional Council, Spence Street, Cairns

Remote Access Details

Microsoft Teams meeting

[Join the meeting now](#)

Meeting ID: 496 001 781 737 9

Passcode: nb3mM7tC

Agenda

1.	Welcome and introductions.	A Hancock
2.	Apologies	A Hancock
3.	Project Prioritisation Tool – Benefit, Value and Road Safety Considerations Appendix 1	Justin Fischer, Shepherd Services
4.	Confirmation of Previous Minutes - RRTG TC 3.1 Minutes of Meeting No. 146 – 12 August 2026 & 17 August 2026 3.2 Business Arising from Previous Minutes – 12 August 2026 & 17 August 2026	Pages 5– 15

Actions arising from Meeting No. 146 – 12 August 2026 & 17 August 2026

Item	Action	Responsible Party	Status
142.6	Jarrold Hellmuth, LGAQ to share copies of LGAQ's to the RIA to reduce the open road default limit and National Road Safety Strategy.	Jarrold Hellmuth, LGAQ	Outstanding
144.3	Review and refine the Benefit Cost Analysis (BCA) component of the Program Management Tool (PMT) to be refined to improve its effectiveness with the project prioritisation framework.	Amanda Hancock, FNQROC & All Councils	Ongoing
144.5	FNQROC to Investigate feasibility of collective licencing for Australian Standards.	Amanda Hancock, FNQROC	Ongoing
145.1	Amanda to seek further information from TMR regarding Notifiable Road Use Agreements, including how they operate and the circumstances in which additional maintenance contributions may be required.	Amanda Hancock, FNQROC	Outstanding
146.1	Seek RRTG endorsement of the updated 2026-27 – 2029/30 work program.	Amanda Hancock, FNQROC	Complete
146.2	Prepare a report for the RRTG, seeking approval of the FNQ Road Treatment Practice Guides and, subject to approval, recommending their endorsement by the FNQROC Board.	Amanda Hancock, FNQROC	Complete
146.3	FNQROC to liaise with councils to identify current barriers to participation in the Regional Bitumen Reseal arrangement and explore potential actions to address those barriers.	FNQROC	Outstanding

146.4	Investigate existing council asset data and available TMR safety information to determine what information is already available to support the identification and prioritisation of future TIDS project, identify information gaps, and recommend possible actions.	Amand Hancock, FNQROC & All councils	See Item
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5.	Confirmation of Previous Minutes – RRTG 4.1 Minutes of Meeting No. 90 – 11 September 2026 4.2 Business Arising from Previous Minutes – 11 September 2026	Pages 6 - 27
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Actions arising from RRTG – 11 September 2026

Action Item No.	ACTION	Responsible Person(s)	Status
557.3	Douglas Shire Council to provide TMR with details of roads where washouts have been identified as a concern for further investigation. (updated)	Douglas Shire Council	
576.1	Cassowary Coast Regional Council to follow up with TMR regarding the relevant section of roadworks that appears to have remained incomplete for an extended period and seek an update on the project's status and anticipated completion timeframe.	Cassowary Coast Regional Council	
576.2	TMR to take action to address loose stone on roadworks between Feluga to Mission Beach	TMR	
579.1	Proposed priority questions for government speakers attending the Roads & Transport Forum, to be held as part of the LGAQ Annual Conference to be submitted to Amanda Hancock as soon as possible for collating and forwarding.	All councils	Completed

6.	Program 6.1 2026-27 Program 6.2 New Projects & Amendments to Existing Projects 6.3 2027-28 and 2028/29 6.5 2029-30	All
7.	Road Treatment Study	Amanda Hancock, FNQROC
8.	Joint Purchase & Resource Sharing - Regional Bitumen Reseal - Regional Aerodrome Inspections	Amanda Hancock, FNQROC
9.	Capability Agreement & Action Plan - Construction Contract Training - Bridge Inspection Training	All

10.	TMR Local Government Partnerships Update	Natalee Jennings, TMR
11.	TMR – Local District Office Update	Far North District, TMR
12.	LGAQ Roads & Transport Forum	Amanda Hancock, FNQROC
13.	Points for noting to the FNQ RRTG or FNQROC Boards	All
14.	Other Business	All
15.	Next Meeting Date	All

FNQ RRTG Technical Committee

Minutes

Meeting No	146
Meeting Name	FNQ RRTG Technical Committee Meeting
Date	12 August 2026 & 17 August 2026
Time	10:00am / 1:30pm
Venue	Disaster Coordination Centre, 11 Flying Fish Point Road, Innisfail, Cassowary Coast Regional Council / Online

Representatives

Name	Organisation
Travis Mitchell (Chair)	Cairns Regional Council
Luke McAvoy	Cassowary Coast Regional Council
Dan Dixon	Croydon Shire Council
Kiani Berzinski	Douglas Shire Council
Kael Whitnell	Mareeba Shire Council
Brendan Slattery <i>via teleconference</i>	Tablelands Regional Council
Nick Lennon <i>via teleconference</i>	Wujal Wujal Aboriginal Shire Council
Graeme Cowell	DTMR – Far North District
Amanda Hancock	Technical Coordinator, FNQROC

Observers

Name	Organisation
Nikita Taifalos	Cassowary Coast Regional Council
Steve Carr	Douglas Shire Council
Natalee Jennings	DTMR - LG Partnerships Team

Apologies

Name	Organisation
Adam Hagy	Cook Shire Council

Nicholas Hook	Cook Shire Council
Alan Clark	Etheridge Shire Council
Sam Bann	Yarrabah Aboriginal Shire Council
Michael Geoghegan	Yarrabah Aboriginal Shire Council
Jarrold Hellmuth	LGAQ

1. Welcome and introduction.

2. Apologies

Apologies noted.

3. Confirmation of Previous Minutes

3.1. Meeting No. 145 held 12 June 2026

3.2. Business Arising from Previous Minutes 12 June 2026

Item	Action	Responsible Party	Status
142.6	Jarrold Hellmuth, LGAQ to share copies of LGAQ's to the RIA to reduce the open road default limit and National Road Safety Strategy.	Jarrold Hellmuth, LGAQ	Outstanding
144.3	Review and refine the Benefit Cost Analysis (BCA) component of the Program Management Tool (PMT) to be refined to improve its effectiveness with the project prioritisation framework.	All Councils	Ongoing
144.5	FNQROC to Investigate feasibility of collective licencing for Australian Standards.	Amanda Hancock, FNQROC	Ongoing
145.1	Amanda to seek further information from TMR regarding Notifiable Road Use Agreements, including how they operate and the circumstances in which additional maintenance contributions may be required.	Amanda Hancock, FNQROC	Outstanding
145.2	Seek RRTG endorsement of the updated 2025-26 – 2028-29 program	Amanda Hancock, FNQROC	Complete
145.3	Councils to undertake a final review of the draft Road Treatment Practice Guides and advise of any recommend final amendments by 19 June 2026 to enable completion of the Guide and their progression to the RRTG and FNQROC Board for consideration.	All Councils	Complete
145.4	All member councils to confirm their participation in the Technical Tour 2026 including number of attendees, at the earliest opportunity.	All Councils	Complete

145.5	Councils to provide details of any internal Guardian training currently being undertaken within their organisations and share any relevant training resources with TMR.	All Councils	Complete
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4. Confirmation of Previous Minutes – RRTG

4.1. Minutes of Meeting No. 89 – 2 July 2026

4.2. Business Arising from Previous Minutes – 2 July 2026

Item No.	ACTION	Responsible Person(s)	Status
557.3	Douglas Shire Council to provide TMR with details of roads where washouts have been identified as a concern for further investigation. (updated)	Douglas Shire Council	Ongoing
565.1	FNQROC to arrange a meeting with TMR Regional Manager to discuss concerns regarding the intended outcomes of the updated Regional Road Investment Strategy (RRIS) and the scope of the project.	FNQROC	Ongoing

5. Program

5.1. 2025-26 Program

Amanda noted that the 2025/26 TIDS program was fully expended and thanked the RRTG TC again for their considerable effort and work together to achieve this outcome.

5.2. New Projects & Amendments to Existing Projects

Two new projects were reviewed and admitted to the program to be allocated funding when it becomes available. The projects were as follows:

Mareeba Shire Council

ID661 – Byrnes Street (Mareeba main street)/Railway Avenue (Mareeba-Dimbulah Road) – Non-LRRS – Drainage. Below ground stormwater infrastructure on Byrnes Street and discharge via Railway Avenue. Project valued at \$10m. Other sources of funding being sought.

ID662 – Byrnes Street (Mareeba main street)/Railway Avenue (Mareeba-Dimbulah Road) – Non-LRRS – Drainage. Rankin Street stormwater infrastructure upgrade and reconfigure Railway Avenue. Project valued at \$10m. Other sources of funding being sought.

Steve Carr departed the meeting at 9.31am

Amendments were made to the following existing projects:

Douglas Shire Council

ID588 – Upper Cassowary Road – Non-LRRS – Upgrade narrow single lane bitumen road in poor condition to 2-lane seal. Project originally valued at \$2,256,000. Cost estimate increased to \$4,120,774 following detailed design.

Kiani requested that the following projects be combined:

ID388 – Alchera Drive – Non-LRRS – State Road – Footpath - Construct a new 2m wide footpath. \$150,000 funding allocated in 2026/27 and;

ID498 – Alchera Drive – Non-LRRS – State Road – Drainage – Replace kerb & channel, new underground stormwater infrastructure and shoulder widening. Currently unfunded.

Whilst funding has been allocated to ID388, ID498 needs to be completed first and it was therefore suggested that the projects be combined to allow the funding to be put towards the drainage aspect in the first instance. Combining the projects only increases the overall project score from 22% to 23% due to environmental benefits. It was agreed that the projects be combined with ID388 updated to include ID498 information and costs. No additional funding was allocated at this stage, but the project would now become priority to receive any available funding.

Nick Lennon departed the meeting at 9.59am

Mareeba Shire Council

ID574 – Leadingham Creek Road – LRRS – Widen and seal. Funding is currently allocated in 2028/29, but Mareeba Shire Council would like to bring the project forward if possible as they have crews in Leadingham and they wish to avoid unnecessary mobilisation/demobilisation costs. Whilst they can complete works in 2027/28 and claim costs on 1 July 2028 for 2028/29 funding, they cannot claim for works completed in 2026/27. In order for this happen they would either need to:

- a. Seek permission from TMR or
- b. Try and get someone to move funding from with 2026/27 or 2027/28.

It was agreed to reconsider the position again at the next meeting when Mareeba Shire more certain about project completion timeline.

ID264 – Tinaroo Creek Road – LRRS – New Alignment. Project partially funded in 2025/26. Council underfunding added for consideration of available funds I 2026/27.

Brendan Slattery departed the meeting at 10.59am

5.3. 2026-27

Cairns Regional Council

ID273 – Lake Street – LRRS – Lighting upgrade. Project withdrawn as no longer proceeding in its current form due to hospital upgrade. \$450,669 funding released for reallocation.

ID280 – Hussey Road – LRRS – Pavement rehabilitation. Project withdrawn as no longer proceeding as road is inside PDA. \$339,000 funding released for reallocation.

ID279 – Lake Street – LRRS – Lighting upgrade. Project withdrawn as no longer proceeding due to Ergon timeframes and cost escalation. \$150,000 funding released for reallocation.

ID275 – Lake Street – LRSS – Lighting upgrade. Project withdrawn as no longer proceeding due to Ergon timeframe and cost escalation. \$250,000 funding released for reallocation.

Cassowary Coast Regional Council

ID556 – Butler Street – LRRS – Design and construct of intersection upgrade and asphalt overlay. Additional \$11,284 funding allocated.

ID341 – Kennedy Creek Road – LRRS – Drainage. Additional \$292,000 allocated.

Croydon Shire Council

ID269 – Croydon-Richmond Road – LRRS – Upgrade to sealed standard. \$412,500 funding brought forward from 2027/28.

Douglas Shire Council

ID388 – Alchera Drive – Non-LRRS – State Road – Footpath and drainage. Additional \$462,740 funding allocated as maximum non-LRRS available.

Mareeba Shire Council

ID575 – Springmount Road – LRRS – Bridge Works. \$11,155 funding brought forward from 2027/28 to allow for design.

5.4. 2027/28

Cairns Regional Council

ID278 – Lake Street – LRRS – Lighting Upgrade – Florence Street to Upward Street. Funding of \$248,655 allocated. Project is currently unfunded but will be proceeding so tagged as potential Banked Project for 2026/27.

Mareeba Shire Council

ID632 – Oak Forest Road – LRRS – Resurfacing approaches for Barron River Bridge crossing on Oak Forest Road. Funding of \$150,000 allocated.

ID574 – Leadingham Creek Road – LRRS – Widen and seal. Funding of \$25,000 allocated to allow for design.

5.5. 2028-29 and 2029-30

To be reviewed next meeting.

ACTION ITEM 146.1 Seek RRTG endorsement of the updated 2026-27 – 2029/30 work program.

6. TMR Local Government Partnerships Update

Natalee provided a summary of the following update:

Transport and Infrastructure Development Scheme (TIDS) Funding

- Statewide expenditure for the 2025-26 TIDS program was 100%.
- TMR acknowledges the efforts by FNQ RRTG TC to help achieve this outcome, well done!
- **ACTION:** please complete **your End of Financial Year Program Acquittal** and email through to the LGP team mailbox **by 30 September 2026**.
- First quarter expenditure reports for 2026-27 program will be issued after the end of September 2026 quarter.

Statewide Capability Development Fund

- RRTG members can apply for training or capability-building opportunities through SCDF for 2026-27 financial year.
- Of the \$600,000 available, approximately \$155,000 has already been committed to date.
- The application form, program guidelines and post-training feedback form are available on the Alliance SharePoint Portal.

Aboriginal and Torres Strait Islander TIDS

- Each year, TMR invites eligible councils to submit applications for Aboriginal and Torres Strait Islander TIDS funding.
- 2026-27 projects have been awarded and the Councils notified.
- Anticipated that 2027-28 project submissions will be sought in late 2026 with, applications closing in early 2027 (all dates to be advised).

Annual Progress Report

- Thank you for your RRTGs contribution to the 2025-26 Annual Progress Report.
- The LGP team appreciates the efforts of all Councils and Technical Coordinators in providing this content.
- The Annual Progress Report is a wonderful showcase of your stories, pictures and the successful projects delivered through the Alliance. The report is expected to be circulated in October.

TIDS Project Recognition Signage

- Reminder that TIDS Project Recognition Policy requires councils to erect signs for projects with a TIDS contribution of \$250,000 or more.
- As part of the project completion process, photographic evidence of signs must be provided to your TMR District Office and emailed to lgpteam@tmr.qld.gov.au.
- The TIDS Project Recognition signage design files have been updated to reflect current Queensland Government branding. Please make sure all new signs use the updated design files, which are available on the RTA SharePoint site.

Queensland Crash Data – Local Government Road – Data to 30 September 2025

- Latest reports for crash data on local government roads were emailed to all Alliance members (RRTG Chairs, Technical Committee Chairs and Technical Coordinators) on 17 June 2026, from Local Government Partnerships.
- Report files were attached to the email and are also available on your RRTG SharePoint site under the Crash Data button. These files can be shared with council colleagues as needed.
- The two reports, Emerging Crash Locations and Ranking of Midblock and Intersections, are produced by TMR's Safer Roads team and contain data to 30 September 2025.
- Councils are asked to investigate the highest ranked sites to determine road infrastructure related factors that may have contributed to the increase in crash rate and identify potential mitigation treatments.
- Funding for treatments can be sought from the Black Spot program or other road safety grants that may arise.
- The **Safer Roads team also provides practical support to local governments** to help build capability, improve project development, and deliver better road safety outcomes on local road networks.
- The team is available to deliver targeted presentations or training sessions, either online or in person, for interested councils or RRTGs. If your RRTG is interested, please contact the LGP team.

QTRIP Industry Briefing

- TMR is holding a QTRIP industry briefing on Thursday, 13 August 2026, invitations were emailed to RRTG Chairs and Deputy Chairs.
- Presentation materials will be published on TMR's website after the event.

TMR Consultation

Harmonised version of the Queensland Manual of Uniform Traffic Control Devices (QMUTCD) Part 11: Parking Controls

- TMR's Safer Roads team is seeking feedback from local governments on a **draft, harmonised version of the Queensland Manual of Uniform Traffic Control Devices (QMUTCD) Part 11: Parking Controls**.
- Email was sent out on Monday, 10 August 2026 to all Technical Committee Alliance members and Technical Coordinators.
- Purpose of this consultation is to ensure that the proposed updates are practical, clearly understood, and appropriately meet the needs of road authorities across Queensland.
 - The team is seeking **feedback on the attached draft** (attached in email) using the provided feedback register (also attached in email). Please return your response to TrafficEngineering.Support@tmr.qld.gov.au by **4 September 2026**.

Regional Transport Plan Review

- TMR is undertaking a statewide review of Regional Transport Plans alongside Regional Plan updates.

- The review ensures Regional Transport Plans continue to meet evolving regional transport needs across Queensland.
- TMR is working closely with the Department of State Development Infrastructure and Planning (DSDIP) to ensure regional transport planning aligns with regional land use and infrastructure plans, and that transport priorities support housing, economic growth and other regional outcomes.
- Regional Transport Plan updates are being rolled out in stages, aligned with DSDIP's Regional Plan and Regional Infrastructure Plan review schedule.
- Regional Transport Plans complement Regional Plans, supporting integrated land use and transport planning and informing future investment decisions.

Engagement with LGs in RTP Reviews

- **Tranche 2b includes FNQ, including non-RRTG councils.**
 - **For Tranche 2b (FNQ and NWQ),** TMR will engage will **Kowanyama Aboriginal Shire Council** as part of consultation on the **North West Queensland** Regional Transport Plan update. *Noting Kowanyama ASC is part of the FNQ Regional Transport Plan but within the North West Qld RRTG.*
- TMR values local government input as critical to reflecting current and future regional needs and priorities.
- TMR will engage with local governments through workshops and briefings to discuss regional challenges and opportunities.
- TMR will reach out to council contacts at key stages to seek input to the updated Regional Transport Plans.
- Subject to approvals, TMR intends to publish the draft Regional Transport Plans on TMR's website for local government and wider consultation from key stakeholders.

TMR Advice

New Queensland e-mobility Laws

- Advice for local governments on the **new Queensland e-mobility laws** was emailed to all Technical Committee Alliance members on 13 July 2026.
- This follows on from letters sent to all Mayors from the Honourable Brent Mickelberg MP, Minister for Transport and Main Roads about the commencement of the new laws.
- Email included a factsheet which provides additional targeted information to assist you and your community, including guidance about the legislative definitions between footpaths and shared paths. A link for further information about the new rules was also included.
- Further changes will commence from 31 August 2026, including a minimum rider age of 16 and a requirement to hold a valid driver licence (minimum Learner) (with limited exemptions).
- TMR's LAVR team have offered to host a webinar in late August 2026, please email your interest, questions and specific topics for inclusion in the webinar directly to lavr@tmr.qld.gov.au.

External Safety Alert

- An **External Safety Alert (ESA)** was emailed to all Technical Committee Alliance members on 15 July 2026.
- Recently, there have been two incidents resulting in fatalities involving queued vehicles at roadworks. Traffic queues at roadworks sites pose risks due to congestion and reduced visibility. Proper control measures are crucial to prevent end-of-queue crashes.
- To raise awareness of the risks of end-of-queue crashes, the attached ESA and factsheet have been developed. Please distribute this material to all relevant parties involved in roadworks.
- Please email TrafficEngineering.Support@tmr.qld.gov.au if you have questions or would like to discuss further.

TMR Funding Programs

School Transport Infrastructure Program (STIP)

- **STIP Tranche 10 funding** round is still open.

- STIP ideas can be submitted at any time during the year. Submitting the STIP idea is the first stage of the process before a formal nomination can be developed.
- Information, guidelines and forms are available online at [School Transport Infrastructure Program](#).
- If you need assistance, please email STIP@tmr.qld.gov.au.

Australian Government's Black Spot Program 2027-28 to 2028-29

- Submissions for the **Australian Government's Black Spot Program 2027-28 to 2028-29 development round are open.**
- For this year's Black Spot Development round, funding is being primarily provided for the 2027-28 to 2028-29 two-year period. However, funding can also be provided for 2029-30 for locations where complexity / time required to construct requires three years to complete.

As the committee were required to attend a previously arranged site visit as part of the Technical Tour, the meeting was adjourned at 11:50am due to time constraints. The committee agree to reconvene on Monday 17 August 2026 at 1:30pm to consider the remaining agenda items. These minutes constitute a single record of proceedings across both meeting sessions.

Meeting Reconvened - Online – Monday 17 August 2027 at 1:30pm with the following attendees present:

Name	Organisation
Travis Mitchell (Chair)	Cairns Regional Council
Luke McAvoy	Cassowary Coast Regional Council
Dan Dixon	Croydon Shire Council
Kiani Berzinski	Douglas Shire Council
Steve Carr	Douglas Shire Council
Kael Whitnell	Mareeba Shire Council
Graeme Cowell	DTMR – Far North District
Kirstin Knight	DTMR P- LG Partnerships (Guest)
Amanda Hancock	Technical Coordinator, FNQROC

7. TMR – Local District Office Update

Graeme Cowell provided an overview of the slope stabilisation works recently completed by DTMR on the Palmerston Highway as there has been insufficient time during the Technical Tour for Graeme to take the committee through the presentation.

A copy of the presentation provided by Graeme Cowell circulated with the minutes.

8. Road Treatment Study

- Amanda shared the final version of the FNQ Road Treatment Practice Guides prepared by Phil Hunt, Road Engineering Services, noting that FNQROC branding and colour-coding had been incorporated to clearly identify the different sections of the guide.
- The Guides will be presented to the RRTG at its meeting on 11 September 2026 and, subject to approval, will be recommended to the FNQROC Board for endorsement.

- Following endorsement, the Guides will be made available to councils via the FNQROC website.
- To support the rollout and implementation of the Guides, additional funding has been provided through the SCDF for Phil Hunt to deliver a one-day training course on their use.
- The training will be scheduled for later in the year following Phil Hunt's return from long-service leave.

ACTION ITEM 146.2 Prepare a report for the RRTG, seeking approval of the FNQ Road Treatment Practice Guides and, subject to approval, recommending their endorsement by the FNQROC Board.

9. Joint Purchasing & Resource Sharing

Amanda advised:

- Regional Bitumen Reseal
A Request for the Tender of the 2026/27 Regional Bitumen Reseal had recently closed and the contract was expected to be award shortly.
The following councils are participating in this year's arrangement:
 - Cassowary Coast Regional Council
 - Mareeba Shire Council
 - Tablelands Regional Council

It was suggested that at least one council is not seeing as much value in the regional arrangement with pricing similar to their own outside of the arrangement and that the number of councils participating are currently not sufficient to realise economy of scale pricing. Another commented that they are always last in the schedule due to the weather which isn't ideal and ideally more councils are required to participate to realise the benefits.

ACTION ITEM 146.3 FNQROC to liaise with councils to identify current barriers to participation in the Regional Bitumen Reseal arrangement and explore potential actions to address those barriers.

- Regional Aerodrome Inspections
A Request for Quote for the Regional Aerodrome Inspections has been released and is due to close on 21 August 2026. This arrangement is for three years, and the following councils are participating in this arrangement:
 - Cassowary Coast Regional Council
 - Cook Shire Council
 - Croydon Shire Council
 - Hinchinbrook Shire Council
 - Mareeba Shire Council
 - Tablelands Regional Council

10. Capability Agreement & Action Plan

The Capability Agreement & Action Plan was reviewed and updated.

A copy of the updated Plan and agree actions circulated with the minutes.

11. LRRS Network Assessment

- TMR advised that its current condition assessment contract only applies on State-controlled roads. LG are responsible for undertaking condition assessments on their own road networks and TMR does not providing funding for this activity.
- In response, FNQROC approached NTRO, TMR contractor, who provided a range of pricing options for undertaking network condition assessments.
- Several councils noted that they already undertake condition assessments through Shepherds and do not wish to duplicate the effort and associated costs.
- Councils acknowledged the additional information specifically on safety risks across the LRRS network would be beneficial in identifying and prioritising future TIDS projects.

- Councils discussed the potential to review existing council asset data and available TMR safety information to determine what information is already available, identify any gaps, and consider possible actions.

ACTION ITEM 146.4 Investigate existing council asset data and available TMR safety information to determine what information is already available to support the identification and prioritisation of future TIDS project, identify information gaps, and recommend possible actions.

12. LGAQ Update/Roads & Transport Group Advisory Update

LGAQ not present.

13. Points for noting to the FNQ RRTG or FNQROC Boards.

- Updated Works Program
- Completed FNQ Road Treatment Practice Guide
- Asset Condition update.

14. Other Business

Query raised regarding the quality of pre-cast concrete units being supplied to councils discussed,

15. Next meeting – RRTG 11 September 2026, RRTG TC 16 October 2026

The meeting closed at 2:30pm

ACTION ITEMS

Actions arising from Meeting 146 – 12 & 17 August 2026

Item	Action	Responsible Party
142.6	Jarrold Hellmuth, LGAQ to share copies of LGAQ's to the RIA to reduce the open road default limit and National Road Safety Strategy.	Jarrold Hellmuth, LGAQ
144.3	Review and refine the Benefit Cost Analysis (BCA) component of the Program Management Tool (PMT) to be refined to improve its effectiveness with the project prioritisation framework.	Amanda Hancock, FNQROC & All Councils
144.5	FNQROC to Investigate feasibility of collective licencing for Australian Standards.	Amanda Hancock, FNQROC
145.1	Amanda to seek further information from TMR regarding Notifiable Road Use Agreements, including how they operate and the circumstances in which additional maintenance contributions may be required.	Amanda Hancock, FNQROC
146.1	Seek RRTG endorsement of the updated 2026-27 – 2029/30 work program.	Amanda Hancock, FNQROC
146.2	Prepare a report for the RRTG, seeking approval of the FNQ Road Treatment Practice Guides and, subject to approval, recommending their endorsement by the FNQROC Board.	Amanda Hancock, FNQROC

146.3	FNQROC to liaise with councils to identify current barriers to participation in the Regional Bitumen Reseal arrangement and explore potential actions to address those barriers.	FNQROC
146.4	Investigate existing council asset data and available TMR safety information to determine what information is already available to support the identification and prioritisation of future TIDS project, identify information gaps, and recommend possible actions.	Amand Hancock, FNQROC & All councils

Minutes of the 90th FNQROC Regional Roads and Transport Group

Meeting No	90
Meeting Name	FNQ Regional Roads and Transport Group
Date	11 September 2026
Time	9:00am
Venue	Online

REPRESENTATIVES

Name	Organisation
Cr Teresa Millwood, Mayor	Cassowary Coast Regional Council
Brian Joiner (proxy)	Cook Shire Council
Cr Barry Hughes, Mayor (Chair)	Etheridge Shire Council
Cr Mladen Bosnic	Mareeba Shire Council
Cr Annette Haydon	Tablelands Regional Council
Peter O'May (proxy)	Wujal Wujal Aboriginal Shire Council
Mr Darryl Jones	Dept of Transport and Main Roads
Amanda Hancock (Coordinator)	FNQROC

OBSERVERS

Name	Organisation
Andrew Graffen	Cassowary Coast Regional Council
Jacqui Creswell	Croydon Shire Council
Louise Knol	Etheridge Shire Council
Natalee Jennings	Dept of Transport & Main Roads

APOLOGIES

Name	Organisation
Cr Matthew Tickner (Deputy Chair)	Cairns Regional Council
Mark Wuth	Cairns Regional Council
Cr Robyn Holmes, Mayor	Cook Shire Council
Cr Trevor Pickering, Mayor	Croydon Shire Council
Cr Lisa Scomazzon, Mayor	Douglas Shire Council
Scott Osman	Douglas Shire Council
Alan Clark	Etheridge Shire Council
Peter Franks	Mareeba Shire Council
Cr Alistair Gibson	Wujal Wujal Aboriginal Shire Council
Cr Daryl Sexton	Yarrabah Aboriginal Shire Council
Mick Miller	Yarrabah Aboriginal Shire Council
Jarrold Hellmuth	LGAQ

572. INTRODUCTION

The meeting commenced at 9:00am.

Cr Hughes welcomed all attendees to the RRTG meeting and advised that he would be chairing the meeting. He acknowledged and thanked Cr Tickner, Deputy Chair, for chairing the previous meetings in his absence.

573. CONFIRMATION OF PREVIOUS MINUTES

Minutes of Meeting No. 89 held on 2 July 2026

Motion

“That the minutes of the 89th FNQ Regional Roads and Transport Group Meeting held on 2 July 2026 are confirmed.”

MOVED: Cr Mladen Bosnic

SECOND: Cr Annette Haydon

CARRIED

574.BUSINESS ARISING FROM PREVIOUS MEETING

Action Item No.	ACTION	Responsible Person(s)	Status
557.3	Douglas Shire Council to provide TMR with details of roads where washouts have been identified as a concern for further investigation. (updated)	Douglas Shire Council	Outstanding
565.1	FNQROC to arrange a meeting with TMR Regional Manager to discuss concerns regarding the intended outcomes of the updated Regional Road Investment Strategy (RRIS) and the scope of the project.	FNQROC	Complete – meeting scheduled for 16 September 2026

575.NOTING OF TECHNICAL COMMITTEE MINUTES & RECOMMENDED MOTIONS

575.1 Minutes of Technical Committee Meeting No. 146 – 12 August 2026 & 17 August 2026

Motion

“That the RRTG endorse the updated 2026/27 – 2029/30 Works Program (#7596796) as attached in Appendix A”

MOVED: Cr Barry Hughes

SECOND: Cr Mladen Bosnic

CARRIED

Motion

“That the RRTG approve the FNQ Road Treatment Good Practice Guides and recommend their endorsement by the FNQROC Board”

MOVED: Cr Teresa Millwood

SECOND: Cr Annette Haydon

CARRIED

For Noting

LRRS Network Assessment Update.

Amanda provided a verbal update on the LRRS Network Assessment.

576.PROGRAM UPDATE – MR DARRYL JONES, DISTRICT DIRECTOR (FAR NORTH) TMR

TMR provided a summary of the update below:

Disaster Recovery Funding Arrangements

Kennedy Highway (Kuranda Range Road)

Scheduled night closures are ongoing until Thursday 24 September 2026

- 9pm to 4am, from Sunday to Thursday.
- midnight let through
- no closures on Friday and Saturday nights.

The full road closure will enable works to be completed at the major downslope slip below Henry Ross Lookout. This will include reinstating the road pavement and installing new guardrail.

Potential delays - Cardiac Challenge - 19 September 2026 (Saturday)

- Uphill lane will be impacted between 6.30am and 8.30am on 19 September.
- Downhill lane remains open.

Progress of works as at September 2026:

TC Jasper

- 37 sites identified for repairs
- 30 sites completed (25 sites on Kuranda Range Road; 5 sites on Kennedy Highway, Kuranda to Mareeba)
- 4 downslope sites and 1 upslope site currently under repair, with works to continue until the end of 2026,
- 1 site has been removed from scope as it will be addressed in future planned works
- 1 other site to start later this year.
- February 2025 event
- 10 additional sites identified for repairs on Kuranda Range Road
- 5 sites completed
- 2 sites currently under repair
- 1 site has been removed from scope as it will be addressed in future planned works
- 2 sites targeted to commence in 2027 to reduce travel delays from having multiple sites operating concurrently.

Works to rebuild the traffic lane and rehabilitate the access track at the major downslope slip below Henry Ross Lookout will be completed, and two-way traffic restored, in late-September 2026.

Traffic management

- Day and night works are continuing.
- Single-lane sections operating under traffic control.

Captain Cook Highway

Night works - pavement rehabilitation

Scheduled night works are ongoing from mid-October 2026:

- between 6pm and 6am, Monday to Saturday.

The works are located at the following sections:

- Pebbly Beach
- Between Rex Lookout and Van Tongeren Beach (Turtle Cove)
- Northern end of Ellis Beach.

Progress of works

Pebbly Beach

- Work to restore the batter between the road and the Coral Sea are continuing, and pavement works is ongoing.

- Night works for pavement reconstruction works from mid-October 2026.

Traffic management

- Single-lane traffic control and reduced speed limits will be in place at the work sites.

Gillies Range Road

Reconstruction work is ongoing at eight upslope and downslope sites.

Progress of works

- 23 sites identified for repairs
- 8 sites completed
- 6 downslope sites and 2 upslope sites currently under repair, with works to continue until mid-2027

Mossman – Mount Molloy Road

Progress of works

- Slope stabilisation works to be completed by the end of September 2026.
- Betterment works have started and will be completed by the end of 2026.

Traffic management

- Single-lane traffic control and reduced speed limits in place.

Mossman – Daintree Road

Progress of works

Humbug Reach

- Pavement works are ongoing.

Betterment works

- Pavement repair works will start on 14 September and continue until early November 2026,

Bruce Highway Targeted Safety Program

The following projects on the Bruce Highway are underway under the \$9 billion Bruce Highway Targeted Safety Program, jointly funded by the Australian and Queensland governments on an 80:20 basis:

- Bruce Highway (Ingham – Innisfail), Mourilyan Harbour Road, upgrade intersection
- Bruce Highway (Ingham – Innisfail), Aldridge Road to Poppi Road, wide centre line treatment
- Bruce Highway (Ingham – Innisfail), Dean Road to Tully High School, wide centre line treatment
- Pavement strengthening at various locations between Cairns and Cardwell

Planning, design and procurement for other projects is progressing.

Cook Shire Council matters

Sealing of the Peninsula Developmental Road continues under Cape York Regional Package Stage 2.

Cairns Regional Council matters

- PUP works to relocate water and sewer infrastructure have commenced on Cairns Western Arterial Road between the Barron River bridge and Caravonica school have started.

Various queries were raised by councils:

- A section of TMR roadworks in the Cassowary Coast region that appears to have remained incomplete for an extended period, Council was encouraged to contact TMR following the meeting to discuss the matter further.

Action Item 576.1 Cassowary Coast Regional Council to follow up with TMR regarding the relevant section of roadworks that appears to have remained incomplete for an extended period and seek an update on the project's status and anticipated completion timeframe.

- A section of the Upper Barron Road in Tablelands that has collapsed and has been operating under traffic control for an extended period, with no visible progress on remediation works. TMR advised that detailed design activities have been underway and that construction works are expected to commence within the next couple of weeks.
- Progress regarding works on Forsyth Road in Etheridge and the Kennedy Development Road. TMR advised works to commence shortly.
- A query was raised regarding the potential increase of the current weight limit on the Barron River Bridge in Mareeba. TMR advised the bridge has been under a 42.5 tonne weight limit for the last three years with three monthly safety inspections taking place, which are now taking place at night. The bridge continues to exhibit signs of fatigue cracking and, as a result, the existing weight restrictions will remain in place. It was acknowledged that the restrictions are impacting fuel carriers, and councils were advised to direct any enquiries to TMR.
- Lack of community consultation in relation to the Mugumby Bridge in Cooktown, impacting community access in both Cook and Wujal Wujal. TMR's previous apology was noted.
- TMR roadworks between Feluga and Mission Beach. There have been complaints about lots of loose stone resulting in complaints about damaged windscreens.

Action Item 576.2 TMR to take action to address loose stone on roadworks between Feluga to Mission Beach

TMR encouraged councils to call them to raise issues and concerns as they come up although of course still happy to discuss in the meeting forum.

577. ROADS AND TRANSPORT ALLIANCE UPDATE – NATALEE JENNINGS, MANAGER (LOCAL GOVERNMENT PARTNERSHIPS), POLICY, PLANNING & INVESTMENT, TMR

Transport and Infrastructure Development Scheme (TIDS) Funding

- At end of August, Statewide expenditure for the 2026-27 TIDS program was at 10%.
- FNQ RRTG is well progressed, with 32% of the 2026-27 allocated funding spent.
- First quarter expenditure reports for 2026-27 program will be issued after the end of September 2026 quarter.
- The End of Financial Year 2025-26 Program Acquittal and is due via email (to the LGP team) by 30 September 2026.

Statewide Capability Development Fund

- RRTG members are encouraged to apply for training or capability-building opportunities through SCDF for this financial year.
- Of the \$600,000 available, approximately \$255,000 has been committed to date.
- FNQ RRTG TC has approved SCDF funding of around \$4,000 for training in respect of the regional road surfacings study and guidelines.

Aboriginal and Torres Strait Islander TIDS

- Each year, TMR invites eligible councils to submit applications for Aboriginal and Torres Strait Islander TIDS funding.
- 2026-27 projects have been awarded and the Councils notified.
- Anticipated that 2027-28 project submissions will be sought in late 2026 with, applications closing in early 2027 (all dates to be advised).

Annual Progress Report

- The 2025-26 Annual Progress Report is coming together with wonderful stories and vibrant photos showcasing the valuable work delivered through TIDS.
- The report is expected to be circulated in October.

TMR Consultation

Regional Transport Plan Review

- TMR is undertaking a statewide review of Regional Transport Plans (RTPs) alongside Regional Plan updates. The review ensures RTPs continue to meet evolving regional transport needs across Queensland.
- TMR is working closely with the Department of State Development Infrastructure and Planning (DSDIP) to ensure regional transport planning aligns with regional land use and infrastructure plans, and that transport priorities support housing, economic growth and other regional outcomes.
- RTP updates are being rolled out in stages, aligned with DSDIP's Regional Plan and Regional Infrastructure Plan review schedule.
- RTPs complement Regional Plans, supporting integrated land use and transport planning and informing future investment decisions.

Engagement with LGs in RTP Reviews

- **Tranche 2b includes FNQ, NWQ and NQ RTPs, and includes engagement with non-RRTG councils.**
- **For Tranche 2b, FNQ RTP engagement will include Kowanyama Aboriginal Shire Council** as they are within this RTP area, even though they are part of the NWQ RRTG (boundaries for RTPs and RRTGs are not the same, hence some regional differences).
- It is understood the Transport Planning Prioritisation and Integration team (who are undertaking this work) has already reached out to FNQ councils and provided a briefing/update on the FNQ RTP. There has been some confusion as to the process involved with setting up this briefing and seeking attendees from councils. LGP is seeking to find out some more information on this process and will provide an update back to Amanda in due course.
- For awareness, the current RTPs can be found at <https://www.tmr.qld.gov.au/regionaltransportplans>.
- Subject to approvals, TMR intends to publish the draft Regional Transport Plans on TMR's website for local government and wider consultation from key stakeholders.

TMR Funding Programs

Remote Communities Freight Assistance

- TMR provides freight subsidies to support remote and regional communities within the Northern Peninsula, Torres Strait and Gulf region, offering direct benefit to customers.
- The Cape Freight Subsidy provides a 20 per cent discount at the point-of-sale in participating retailers across the region for eligible essential goods such as fruit and vegetables; meat and dairy; frozen goods; and groceries.
- Assistance will be available until 30 June 2028, or until funding is exhausted.
- The eligibility criteria, guidelines and all relevant information on the program is available at <https://www.qrida.qld.gov.au/program/remote-communities-freight-assistance-scheme>.

Approved Black Spot Projects 2026-27

- 2026-27 approved Black Spot projects were announced in April 2026 with \$30.2 million awarded to address road safety at 44 locations across Queensland.
- Cassowary Coast Regional Council was successful in securing Black Spot funding of just over \$1.5 million for 2026-27 for the Grace Street / Rankin Street intersection in Innisfail.
- The treatments will address the intersection's geometry and poor sight distance which have contributed to crashes.

QTRIP Industry Briefing

- TMR held a QTRIP industry briefing on Thursday, 13 August 2026.
- The briefing provided an overview of Queensland's forward transport infrastructure program, highlighted upcoming opportunities across the state, and offered insights from TMR leadership on strategic priorities, procurement approaches, and the evolving delivery environment.
- Presentation materials are now available online at <https://www.tmr.qld.gov.au/qtriponline/qtrip-industry-briefing>
- There are separate Regional Information presentations, a video recording of the event as well as a transcript.

578. 2026 LGAQ ANNUAL CONFERENCE – ROADS AND TRANSPORT FORUM

An email was recently sent by Amanda Hancock seeking feedback from councils on priority questions for government speakers attending the Roads and Transport Forum, to be held as part of the LGAQ Annual Conference in Cairns on Monday 19 October 2026.

Action Item 578.1 Proposed priority questions for government speakers attending the Roads & Transport Forum, to be held as part of the LGAQ Annual Conference to be submitted to Amanda Hancock as soon as possible for collating and forwarding.

It was noted with disappointment that only the Deputy Director General would be in attendance at the Roads and Transport Forum. TMR advised it is possible the LGAQ conference clashes with a scheduled Cabinet meeting.

579. JOINT PURCHASING AND RESOURCE SHARING

Nil.

580. ROAD SAFETY

Nil.

581. GENERAL BUSINESS

Darryl Jones reiterated a previous offer to attend council meetings if requested to do so to provide an update on TMR activities.

582. NEXT TECHNICAL COMMITTEE MEETING NO. 147

Friday 16 October 2026 (Cairns Regional Council)

583. NEXT FNQ RRTG MEETING NO. 91

Thursday 5 November 2026 (Cairns Regional Council)

There being no further business, the Chair declared the meeting closed at: 09:51am.

Minutes prepared by FNQOC Regional Strategic Infrastructure Coordinator

AGREED ACTION ITEMS 11 September 2026

Action Item No.	ACTION	Responsible Person(s)
557.3	Douglas Shire Council to provide TMR with details of roads where washouts have been identified as a concern for further investigation. (updated)	Douglas Shire Council
576.1	Cassowary Coast Regional Council to follow up with TMR regarding the relevant section of roadworks that appears to have remained incomplete for an extended period and seek an update on the project's status and anticipated completion timeframe.	Cassowary Coast Regional Council
576.2	TMR to take action to address loose stone on roadworks between Feluga to Mission Beach	TMR
579.1	Proposed priority questions for government speakers attending the Roads & Transport Forum, to be held as part of the LGAQ Annual Conference to be submitted to Amanda Hancock as soon as possible for collating and forwarding.	All councils

Unconfirmed

Works Program Report

RTTG TC Recommended Works Program - 12 August 2026

Project No	TMR Number	Council	Road Name	Chainage (km)	Description	Letter Note	Current Status	Combined Score	Total Project Costs	Prior TIDS	2026-2027 TIDS	2027-2028 TIDS	2028-2029 TIDS	2029-2030 TIDS	2030-2031 TIDS
285	3858616	Cairns Regional Council	Abbott Street	Start: End: 0.23	Renew 230m length of footpath, full width, at frontages of 3-61 Abbott St Cairns City to current CBO footpath standards. Works to include up to 170m of K&C renewal.	Additional funding of \$65183 allocated as available in 26/27	Approved by Exec Committee	5.50	\$500,000		\$250,000				
278	2709035	Cairns Regional Council	Lake Street	Start: 1.08 End: 1.56	Lighting upgrade to Cat V3 along Lake Street from Florence St to Upward St to improve safety for motorists, cyclists and pedestrians	Funding allocated as works proceeding	Approved by Exec Committee	9.00	\$850,000			\$248,655			
440	1953653	Cairns Regional Council	TMR Management Fee	Start: End:		Annual funding reduced from \$6,082,559 to \$6,076,124 from 26/27 onwards as a result of TMRs review of the data used to calculate the TIDS allocation. 2.5% fee therefore reduced from \$152,064 to \$151,903.	Awaiting to Start	0.00	\$759,837	\$304,128	\$151,903	\$151,903	\$151,903		
556	38020066	Cassowary Coast Regional Council	Butler Street	Start: 0.31 End: 0.46	Design and construction of intersection upgrade + asphalt overlay at the intersection of Butler and Still Street	Additional funding of \$11,284 allocated as project currently underfunded and funding available.	Approved by Exec Committee	24.00	\$370,000		\$185,000				
630		Cassowary Coast Regional Council	Butler Street	Start: 0.62 End: 0.66	The Butler Street/Bryant Street intersection is an existing cross intersection located within the township of Tully, which is located between Innisfail and Cardwell. Upgrade the existing unsignalised 'X' arrangement to a single lane roundabout for improved safety. The outcome of the project is a new intersection configuration i.e. single roundabout, that safely accommodates all users i.e. motorists, pedestrians and cyclists.	Project admitted to the program and allocated full funding as highest priority project and funding available in 28/29	Approved by Exec Committee	34.01	\$3,050,000				\$1,525,000		
320	3802066	Cassowary Coast Regional Council	Flying Fish Point Road	Start: 0.266 End: 0.27	Replace existing 1/1850x1850 with 1/2400x1800 RCBC with headwalls, wingwalls and aprons. Alternatively, culvert to be repaired with a lining/tunnelling system or a similar product. Requires further investigation/modelling. Culvert No. 3	430	Approved by Exec Committee	5.00	\$210,000		\$105,000				
341	3802066	Cassowary Coast Regional Council	Kennedy Creek Road	Start: 7.49 End: 7.493	Replace like for like 2/1200 RCP Class 2 RRI RCP with headwalls, wingwalls and aprons. Culvert No. 29	Additional funding of \$292000 allocated as available and LRRS road.	Approved by Exec Committee	15.00	\$650,000		\$325,000				
296		Cassowary Coast Regional Council	McGowan Drive	Start: End: 0.6	Non LRRS - Renew kerb and channel, footpath, drainage and construct new shared path, pavement reconstruction (asphalt surfacing)	Project treatments changed and material costs increased - project costs significantly increased. Funding of \$320113 allocated - 50% of available of non-LRRS funding available as shared with Island Point Road - same priority score	Approved by Exec Committee	20.52	\$6,930,000				\$320,113	\$0	
558		Cassowary Coast Regional Council	Mourilyan Road	Start: 1.45 End: 2.45	Pavement rehabilitation design and construction on Mourilyan Road from Jubilee Bridge roundabout to Heavy Street intersection (Ch 1440 to 2440m)	Funding of \$19,358 allocated following removal of non LRRS project due to over allocation of non LRRS funding.	Approved by Exec Committee	15.00	\$731,250		\$365,625				
352		Cassowary Coast Regional Council	Mundoo Road	Start: 1.76 End: 1.7618	Replace like for like L1900 Class 3 RRR RCPs with headwalls, wingwalls and aprons. Culvert No. 4	\$57,707 allocated as funding available.	Approved by Exec Committee	15.00	\$115,414		\$57,707				
355	3802066	Cassowary Coast Regional Council	Tully Gorge Road	Start: 36.42 End: 36.43	Line existing 2600 armco with tunneline structural lining system or similar. Culvert No. 128	471	Approved by Exec Committee	5.00	\$130,000		\$65,000				
348	3802066	Cassowary Coast Regional Council	Tully Gorge Road	Start: 33.597 End: 33.6	Culvert No. 113	Chainage updated as requested by TMR	Approved by Exec Committee	5.00	\$80,000		\$40,000				
347	3802066	Cassowary Coast Regional Council	Tully Gorge Road	Start: 33.536 End: 33.54	Replace existing 600 RCP with new 750 Class 2 RRI RCP inclding headwalls, wingwalls and aprons. Culvert No. 112	Chainage updated as requested by TMR	Approved by Exec Committee	5.00	\$90,000		\$45,000				
364	3802146	Cook Shire Council	Finch Bay Road	Start: 0.795 End: 0.815	Non LRRS. Concrete existing causeway and installation of RCP	Funding moved forward from 27/28 as available. Total project costs to be reviewed by CSC.	Approved by Exec Committee	19.50	\$105,000		\$52,500				
458		Cook Shire Council	Finch Bay Road	Start: 0.27 End: 1.1	Upgrade to seal including drainage. Road requires maintenance yearly to repair damage from rainfall and localised flooding	Funding allocated as available.	Approved by Exec Committee	29.73	\$750,000				\$375,000		
187	3903086	Cook Shire Council	Home Rule Road	Start: End: 3.3	Stabilisation and seal, upgrade of shallow services.	CSC advised project spend less than expected for 25/26 - \$58,120 to reallocated in 25/26. Project costs moved to 26/27.	Approved by Exec Committee	20.50	\$1,500,000	\$81,333	\$66,179	\$544,368			
365		Cook Shire Council	Portland Roads Road	Start: 0.241 End: 0.2422	Packer Creek Bridge 1. Bridge upgrade works inc strengthening existing steel girders, installation of additional new girders, replacement of bridge decking and kerbs. Raise approach levels to match the bridge level, vegetation clearing and reinstatement of protective coating and replacement of any damaged road furniture.	501	Approved by Exec Committee	19.50	\$255,000		\$127,500				
367		Cook Shire Council	Portland Roads Road	Start: 0.201 End: 0.2016	Weymouth Bridge. Bridge upgrade works inc strengthening of bridge decking and kerbs. Raise approach levels to match the bridge level, vegetation clearing and reinstatement of protective coating and replacement of any damaged road furniture.	503	Approved by Exec Committee	19.50	\$175,000		\$87,500				
368		Cook Shire Council	Portland Roads Road	Start: 0.185 End: 0.1857	Dirty Water Bridge. Bridge upgrade works inc strengthening of existing steel girders, installation of new steel girders, replacement of bridge decking and kerbs. Raise approach to match the bridge level, vegetation clearing and reinstatement of protective coating and replacement of damaged road furniture.	504	Approved by Exec Committee	19.50	\$182,000		\$91,000				
366		Cook Shire Council	Portland Roads Road	Start: 0.242 End: 0.2426	Packer Creek Bridge 2. Bridge upgrade works inc strengthening of existing steel girders, installation of new steel girders, replacement of bridge decking and kerbs. Raise approach levels to match bridge level, vegetation clearing and reinstatement of protective coating and replacement of any damaged road furniture.	502	Approved by Exec Committee	19.50	\$170,000		\$85,000				
178		Cook Shire Council	Railway Avenue East	Start: 4 End: 5.55	Non LRRS. Upgrade to seal including drainage.	\$52,501 allocated as available and project underfunded. Cannot allocate anymore at this time due to maximum non-LRRS allocation being reached.	Approved by Exec Committee	16.50	\$910,000			\$322,494			
188		Cook Shire Council	Weary Bay Esplanade	Start: 0.91 End: 1.465	Upgrade road to seal including drainage	492	Approved by Exec Committee	24.13	\$699,300			\$349,650			
269		Croydon Shire Council	Croydon-Richmond Road	Start: 154.97 End: 157.97	Upgrade section of Richmond Rd to sealed standard. Importing suitable local gravel, compacting, constructing drainage works and 2 coat seal.	Funding moved forward from 27/28 to 36/27 as available and Croydon have crews on location in Sept/Oct	Approved by Exec Committee	38.00	\$825,000		\$412,500				
385	3802177	Croydon Shire Council	Croydon-Richmond Road	Start: 150.9 End: 154.9	(Old 540) Roadworks (Unsealed) - existing alignment - seal and widen	Added chainage from old PPT following query from TMR	Approved by Exec Committee	15.00	\$790,000		\$395,000				
388	3808632	Douglas Shire Council	Alchera Drive	Start: 1.3 End: 1.64	Stage 1 - Alchera Drive drainage upgrades (Stage 5 - Maxwell Street to Parker's Creek Culvert LHS) - includes replacement of existing kerb and channel, new underground stormwater infrastructure and shoulder widening to formalise roadside verge. Stage 2 - Construct a new 2m wide footpath connecting the new pedestrian bridge recently constructed as part of TMR's Parkers Bridge culvert replacement project.	Additional \$462740 allocated as maximum non LRRS available	Approved by Exec Committee	23.00	\$1,292,000		\$612,740				

550	3904668	Douglas Shire Council	Cape Tribulation Road	Start: 2.9 End: 4.7	Council are replacing the existing Daintree River Ferry with a larger/wider 4 lane ferry. To ensure the required efficiency outcomes of traffic movement across the river, there is a requirement to undertake landside infrastructure civil works before the new ferry is built and implemented. This project is to complete the landside infrastructure works on the North and South side of the river. Works include widening and realigning to add additional lanes, upgrade of the ferry ramp and construct infrastructure to extract ferry during flooding events.	Funding of \$295,983 moved from 2627 to 2728 - see ID583	Construction in Progress	48.00	\$13,038,058	\$1,194,949	\$1,241,253	\$982,827				
212		Douglas Shire Council	Cape Tribulation Road	Start: 13.66 End: 28.51	Resurfacing to improve safety	Additional funding of \$70,036 allocated as available following release	Approved by Exec Committee	10.00	\$1,158,300			\$579,150				
210		Douglas Shire Council	Cape Tribulation Road	Start: 4 End: 9	Resurfacing to improve safety	Funding of \$6274 that was previously removed reinstated as CCRC withdraw a number of projects so no longer necessary.	Approved by Exec Committee	10.00	\$358,800			\$179,400				
590		Douglas Shire Council	Island Point Road	Start: End: 0.62	Upgrade Island Point Road to improve safety. Upgrades include widening of Island Point Road to FNRROC standards, construction of a new shared path facility for pedestrian and cyclist access, and lighting.	Funding of \$320112 allocated as next priority project - 50% of non LRIS available funding shared with McGowan project same score	Approved by Exec Committee	20.52	\$2,400,000				\$320,112	\$0		
584		Douglas Shire Council	Mossman-Daintree Road & Newell Road	Start: End: 0.75	Construct a new 2.6km shared path on a Priority A route on the PCN from north Mossman to Newell Beach.	Project to be completed over 2 years. Funding of \$1m allocated as available and next highest priority project.	Approved by Exec Committee	21.00	\$3,730,000			\$500,000	\$1,365,000			
578	3808815	Mareeba Shire Council	Leadingham Creek Road	Start: 1.65 End: 8.04	Widen and seal from Ch.1.65 (Mareeba-Dimbulah Road Intersection) to Ch. 8.04. Amalgamation of project: 242, 244, 246, 248 and 250. Works include the upgrade culvert structures consistent with the previous projects.	Funding allocated of \$490,000 in 26/27 as available.	Approved by Exec Committee	17.53	\$5,540,000	\$1,387,500	\$1,382,500					
254	3365694	Mareeba Shire Council	Leadingham Creek Road	Start: 8.04 End: 11.48	Widen and Seal- Ch.8.04 - Ch.11.48 including the upgrade of a minor culvert at Sandy Creek.	\$142,289 allocated in 26/27 as funding available,	Construction in Progress	42.49	\$5,592,990	\$307,711	\$251,588					
574		Mareeba Shire Council	Leadingham Creek Road	Start: End: 1.65	Widen and seal from Mareeba-Dimbulah Road Intersection (Ch. 0) to Leadingham/Delacy Road Intersection (Ch. 1.65). Works connect to works funded under Project No. 242.	Additional funding of \$25000 allocated in 2728 as available.	Approved by Exec Committee	17.60	\$1,700,000			\$25,000	\$768,996			
632		Mareeba Shire Council	Oak Forest Road, Mareeba	Start: 7.17 End: 7.285	Resurfacing of approaches for Barron River Bridge crossing on Oak Forest Road.	\$150k allocated as funding available	Approved by Exec Committee	13.01	\$300,000			\$150,000				
404	3808815	Mareeba Shire Council	Rankin Street/Walsh Street	Start: 1.25 End: 1.28	Non LRIS Intersection works - Roundabout Upgrade	Funding allocated at the last RRTG TC to be removed as TMR advised \$116,194 was funded in 22/23. Project was then delayed. Have checked old PPT and funding showing as expended in 22/23 - was not captured as part of the transfer. Funding therefore updated to reflect prior year funding expended and \$116,194 to be reallocated to another project at the next RRTG TC.	Approved by Exec Committee	8.50	\$1,200,000	\$116,194	\$483,806					
580		Mareeba Shire Council	Springmount Road	Start: 18.2 End: 18.35	Ch. 18.22-18.32 Pavement strength improvement at intersection with sugar mill.	Funding of \$172,500 allocated as available	Approved by Exec Committee	21.32	\$345,000			\$172,500				
576		Mareeba Shire Council	Springmount Road	Start: 22.7 End: 22.92	Replacement of existing RCBC crossing with reinforced concrete bridge and associated approach works. Crossing located on MSC/TRC boundary, works within TRC will be required by agreement.	\$11155 brought forward from 2728 as available and quotes currently being sought to design	Approved by Exec Committee	26.53	\$20,200,000	\$11,155	\$88,845	\$1,000,000	\$0			
582		Mareeba Shire Council	Springmount Road	Start: 19.18 End: 19.3	Ch. 19.2 - Intersection upgrade at intersection with Chettle Road (both LRIS roads)	FUNDING ALLOCATED IN 28/29 AS AVAILABLE	Approved by Exec Committee	14.09	\$2,600,000			\$50,000	\$0	\$0		
407		Tablelands Regional Council	Junction Road	Start: End: 2.9	Widening and Sealing of Various Corners to achieve 7.0m Seal Width.	Funding of \$407500 allocated	Approved by Exec Committee	17.50	\$815,000			\$407,500				
482		Tablelands Regional Council	Silver Valley Road	Start: 29.02 End: 38.15	gravel resheet on Silver Valley Road ch 29.02 - 38.15km	\$259,500 allocated in 27/28 as available.	Approved by Exec Committee	24.50	\$519,000			\$259,500				
412	3174738	Wujal Wujal Aboriginal Shire Council	Standard Allocation	Start: End:	STANDARD ALLOCATION	Funding for 25/26 transferred to newly created ID636 to enable individual project details of be input for 25/26 project	Approved by Exec Committee	0.00	\$135,048	\$0	\$45,016	\$45,016	\$45,016			
613		Wujal Wujal Aboriginal Shire Council	WWASC - Standard Allocation , NA	Start: End:	STANDARD ALLOCATION		Approved by Exec Committee	0.00	\$45,016					\$45,016		
413		Yarrabah Aboriginal Shire Council	Gribble Street	Start: 0.65 End: 0.85	Roadworks (sealed) - New Alignment - Bitumen Seal of remaining 200m of roadway from CH650 to CH850 (Intersect with Pine Crescent) including reprofiling of road to improve drainage and construct seal. approx 1,300m2. Construction of intersection Gribble St & Pine Crescent.	Funding allocated so available in 28/29. Not considered in non LRIS calculation as significant local road for YASC	Approved by Exec Committee	12.74	\$200,000			\$200,000				
431	1929627	Yarrabah Aboriginal Shire Council	Standard Allocation	Start: 3240 End: 3375	STANDARD ALLOCATION.	25/26 allocation allocated to ID570	Approved by Exec Committee	10.00	\$217,830	\$0	\$72,610	\$72,610	\$72,610			
417		Yarrabah Aboriginal Shire Council	Workshop Road	Start: 0.36 End: 0.98	Road - Structure Improvement- Improvement of existing pavement, increase pavement thickness and Asphalt overlay, reconstruct kerb and channel and upgrade stormwater drainage. Intersection upgrades to FNRROC Standard.	Spoke to Michael, YASC - project to remain in the program, project costs and scope to be confirmed.	Approved by Exec Committee	13.50	\$300,000			\$300,000				
615		Yarrabah Aboriginal Shire Council	YASC - Standard Allocation	Start: End:	STANDARD ALLOCATION		Approved by Exec Committee	0.00	\$72,610					\$72,610		
									\$82,587,453	\$3,391,815	\$6,193,750	\$6,193,750	\$6,193,750	\$6,193,750	\$117,626	\$0

Project Prioritisation Tool – Benefit, Value and Road Safety Considerations

Purpose

To seek Technical Committee feedback on potential future approaches to:

- assessing project benefit and value for money within the FNQROC Project Prioritisation Tool; and
- improving the consideration of road safety and network risk within regional prioritisation.

The intent at this stage is to confirm the problem being addressed and agree the principles to guide further development and testing, rather than adopt a final methodology.

Background

The Project Prioritisation Tool (PPT) is intended to support the Technical Committee in developing a sound technical recommendation to the RRTG on the allocation of TIDS funding. Previous review work identified that professional judgement, moderation and consideration of projects relative to one another remain important parts of this process.

The current tool includes Multi-Criteria Analysis, Risk Analysis, Benefit Cost Analysis and alignment with the Regional Road Transport Investment Strategy. Previous review work identified that both the BCA and risk components were having less influence on project prioritisation than intended. The Risk Analysis was subsequently removed from the PPT.

Benefit Cost Analysis

A conventional benefit cost analysis seeks to compare the monetary value of project benefits with the cost of delivering and maintaining the project. In transport projects, benefits can include items such as reduced vehicle operating costs, travel time savings, crash reductions and other external benefits.

These assessments are commonly associated with larger project or business case assessments and can require significant project-specific data, modelling and professional judgement. A standalone project-level BCA can also involve a material cost to prepare, particularly where transport modelling or detailed benefit calculations are required.

The TMR BCA tool embedded within the PPT sought to provide a lower-cost, broad-scale alternative by incorporating a simplified BCA methodology within the prioritisation tool. The current calculation considers project costs against vehicle operating cost savings, travel time savings, crash cost savings and externalities. The previous review found that these benefit calculations were the most complex part of the PPT.

Previous advice also identified a number of limitations with the approach. In particular:

- the methodology was based on a 2011 TMR CBA framework;
- the original methodology was more suited to rural link upgrades where travel time, closures and operating costs could be readily quantified;
- it had subsequently been applied to a much broader range of project types, including projects whose benefits arise through maintaining access, preserving assets, improving safety or providing other user outcomes;
- project costs have continued to escalate while many of the underlying benefit parameters remain based on older values; and
- the complexity of the calculation was producing relatively little useful differentiation between projects.

Previous advice recommended limiting the existing BCA to projects where it was suited and considering a more detailed update at a future stage if the Committee considered this valuable.

The question for the Committee is therefore less about reproducing a detailed economic appraisal and more about what the BCA component is intended to contribute to regional prioritisation.

At a broad level, it is suggested that the intended outcome is to provide an indication of whether a project represents reasonable value for money and benefit to the regional transport network.

A simpler future approach could potentially consider:

- a small number of clearly defined benefit factors;
- different benefit expectations for different project or treatment types;
- known project cost;
- benchmark cost measures where suitable, such as cost per kilometre, cost per square metre or other relevant unit rates; and
- simple scoring or value bands to identify whether the scale of investment appears proportionate to the likely benefit.

This would not seek to calculate every transport benefit in dollar terms. Rather, it would provide a more proportionate and transparent means of differentiating projects for regional programming purposes.

Considerable further work would be required to develop the factors, benchmarks, scoring approach and project-type matrix. It is proposed that any methodology be workshopped with the Committee and tested against existing projects, including sensitivity testing, before being incorporated into the PPT.

Road Safety and Network Risk

Previous review work also identified limitations with the current risk approach. Before removal of the risk factor from the PPT the old methodology primarily linked risk likelihood directly to asset condition, which does not adequately account for exposure or the relative significance of different roads within the regional network.

There has more recently been discussion around the potential use of broader network risk assessment approaches. Before committing to a complex network-wide risk model, it may be useful to first clarify what the RRTG is seeking to achieve through greater consideration of road safety.

If the objective is to encourage greater regional investment in road safety, there may be a number of relatively practical steps available using existing or readily accessible information.

These could include:

- improved regional reporting and consideration of crash history;
- use of Compass IoT or similar information to identify emerging operational issues;
- better use of available road condition information;
- greater recognition of proactive road safety audits or other documented safety assessments (similar to proactive Blackspot applications); and

This could provide multiple pathways for a project to demonstrate road safety benefit. For example, a project may be supported by crash history, condition information, observed vehicle behaviour or a proactive road safety audit.

This is broadly consistent with the principle used in other road safety funding programs, where both demonstrated crash history and proactive assessment can provide evidence of a safety need.

Regional Condition Information

There may also be value in developing a more consistent regional understanding of the LRRS network. A number of councils already hold RACAS information. Subject to council agreement, there may be an opportunity to consolidate this information into an FNQROC regional dataset or hub, identify gaps in coverage and undertake targeted assessments where information is missing.

A consistent regional condition dataset would have value beyond road safety. It could improve visibility of the LRRS network and support more strategic consideration of where investment may be warranted.

Condition alone should not determine priority. However, condition considered alongside factors such as:

- traffic volume;
- heavy vehicle use;
- speed environment;
- road hierarchy and regional function; and
- crash or safety information

could help identify higher-order LRRS roads where deterioration or safety issues may warrant greater regional attention.

This may ultimately provide a more practical and dynamic basis for informing investment than relying solely on a single static network risk score.