



ROAD TRAIN MOVEMENTS

Road trains and other heavy vehicles frequently use roads across the Isaac region. The entire Isaac region is gazetted as a road train route which means that permits are not required for road trains to operate on our roads. This gazettal was undertaken by the Queensland Government some years ago.

ROAD OWNERSHIP AND ACCESS

There is over 4500kms of sealed and unsealed roads across the Isaac region owned by State Government and Council. From the Peak Downs Highway through to Dysart, Peak Downs Mine Road and Saraji Road are Council-controlled roads. From Dysart through to Middlemount and Dysart-Middlemount Road is a State-controlled road.

As a result of the gazettal of the regions roads, Type 1 and 2 road trains are able to access the above-mentioned roads without requiring approval from Council regardless of what they are carrying (e.g. water, fuel, explosives, gravel or coal).

TRAFFIC VOLUMES FOR MORANBAH TO DYSART ROAD INCLUDING:

Moranbah Access Road

- Average vehicles per day – 5894 (77% heavy vehicles);

 1331 light vehicles per day;

 4563 heavy vehicles per day.
Includes 35.5 coal haulage vehicles per day;

Peak Downs Mine Road

- Average vehicles per day – 2636 (32.5% heavy vehicles);

 1777 light vehicles per day;

 858 heavy vehicles per day.
Includes 17.8 coal haulage vehicles per day;

Saraji Road

- Average vehicles per day – 2729 (31.5% heavy vehicles);

 1868 light vehicles per day;

 861 other heavy vehicles per day.
Includes 30.2 coal haulage vehicles per day;

Note all figures are based on a return trip with the sample taken over a one-month period.

Other Relevant Traffic Counts

As part of the Peak Downs Mine Road/Saraji Road Intersection design, detailed traffic counts were undertaken on the intersection where it was determined that, of the traffic recorded, Peak Downs Mine (as destination or origin) contributed the following to the overall traffic numbers:

- Peak Downs Mine Road – 41%; and
- Saraji Road – 28%.

PLANNED INVESTMENT

Strategic Capital Investment

As part of the Bowen Basin Regional Roads Group, a Regional Road Investment Strategy has been commissioned and will be adopted in mid-September. This project has been underway for 18 months and seeks to outline the required works to bring the road up to standard, not only for the existing traffic, but allowing for planned growth. The investment strategy provides a prioritised list of road upgrade projects and broad scopes of the identified projects including indicative costing which is critical when seeking funding. This will be used for short-, mid- and long-term planning for the identified roads and also upcoming advocacy works.

Phillips Creek Bridge

Council has progressed the design and preliminary works for the replacement of Phillips Creek Bridge. The preliminary works include:

- Land acquisition
- Relocation of Telstra and water services
- Progression of detailed design to draft contract and tender documentation.

The cost of Council's investment to date is approximately \$1.4M. The estimate for the construction of the bridge is \$18.0M.

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Council has secured State Government funding for \$3.6M and is awaiting the outcome of the Federal Government Infrastructure Investment Pipeline Review for the remaining \$14.4M.

Peak Downs Mine Road/Saraji Road Intersection

Council has progressed the design and tendering for the upgrade to the Peak Downs Mine Road/Saraji Road intersection to bring the intersection up to compliance for both the Type 1 and 2 road trains and also building capacity for future growth. Council is currently attempting to negotiate funding contributions from primary road user BHP, with funding confirmed by secondary user Vitrinite.

MAINTENANCE WORKS AND ROAD INVESTMENT OR BUDGET

Pavement Rehabilitation Works

Council advertised a tender in July for sectional pavement rehabilitation of Peak Downs Mine Road and Saraji Road. It is estimated that this contract will be between \$750,000 to \$800,000 based on the approved Council budget. The works will include sectional rehabilitation over 6,452m².

Council's maintenance and capital budget is limited to ratepayers' funds and any additional contributions from Federal, State Government and industry. Due to ratepayer funds being finite, Council regularly has to move between roads or projects based on the greatest need. Every 1% increase in levied rates generates approximately \$677,000 in funds. For every kilometre of road, it costs over \$1.5M to undertake pavement repairs and upgrades.

Each year the Council allocates approximately 50% of the total budget to roads, road crews and road infrastructure.

FREQUENTLY ASKED QUESTIONS

What has Council done?

- Council invests more in roads and infrastructure than any other council service.
- Our engineering and roads team inspect all main arterial roads (like Saraji, Peak Downs Mine Road or Moranbah Access Road) monthly as part of our inspection program.
- Where there are concerns about the road conditions or traffic impacts, Council undertakes patch repairs and maintenance or implements traffic controls.
- There is not enough money to repair every road in the region at the same time, so Council has the difficult task of using a prioritisation schedule to spread the repairs across over 4500km of road under Council's care.
- Over the past 18 months Council has been working with the regional roads group to

complete a Regional Roads Strategy which is due by the end of September. This report is critical as it gives context and evidence to the amount of investment and intervention that is needed to improve key roads including Saraji Road.

- We have been negotiating with the State and Federal Government to secure the \$18M funding needed to upgrade Phillips Creek Bridge. This is the first step in ongoing upgrades to that road.
- Council is currently negotiating to secure contributions from industry to help upgrade Peak Downs Mine and Saraji Road intersection. We are in the final stages of negotiations and reviewing tenders.

What are Council going to do next?

- We are working hard to find the most pragmatic way to manage these roads while we seek the relevant funding.
- Increasing our advocacy to Federal and State Governments along with Industry to elevate the push for funds to improve safety and conditions of roads across the region.
- The information we need to be able to lobby for funds will come out of the Regional Roads Strategy as it quantifies the level of investment and scale of works needed.

What levers does Council have to pull and why don't you stop the road trains?

- The entire region is gazetted as a road train route so what that means is that permits are not required for road trains to operate on our roads. This gazettal was undertaken by the Queensland Government some years ago.
- We generally get notified about the coal haulage movements and do our best to track them.
- Council is not the approver of coal haulage - The only thing we are able to do is condition the frequency of the haulage.
- Council can set speeds on Council-owned roads - Any move by council to reduce speeds for heavy vehicles has to apply to all vehicles using that road, including cars.
- Lobby for funding - We already lobby for funding of road projects and have invested in a permanent advocacy team to help us to maintain consistent pressure and focus on government to return a fair share of royalties to impacted communities for critical road projects and repairs.
- Reassess our road budget allocations - The ratepayers funds are finite. We can and do move money between roads or projects based on the greatest need.

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