

Regional First and Last Mile Pilot Project

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Establishing the Regional First and Last Mile Pilot Project

The Journey.....

Key action identified in TMR's *Moving Freight* Strategy (2013)

- “work with local governments to identify and resolve first and last mile issues”

Through LGAQ advocacy efforts:

- Project request made to “The Roads and Transport Alliance Board” (QTMR/LGAQ)
- Funding made available through the State-wide Capability Development Fund (SCDF) in February 2014

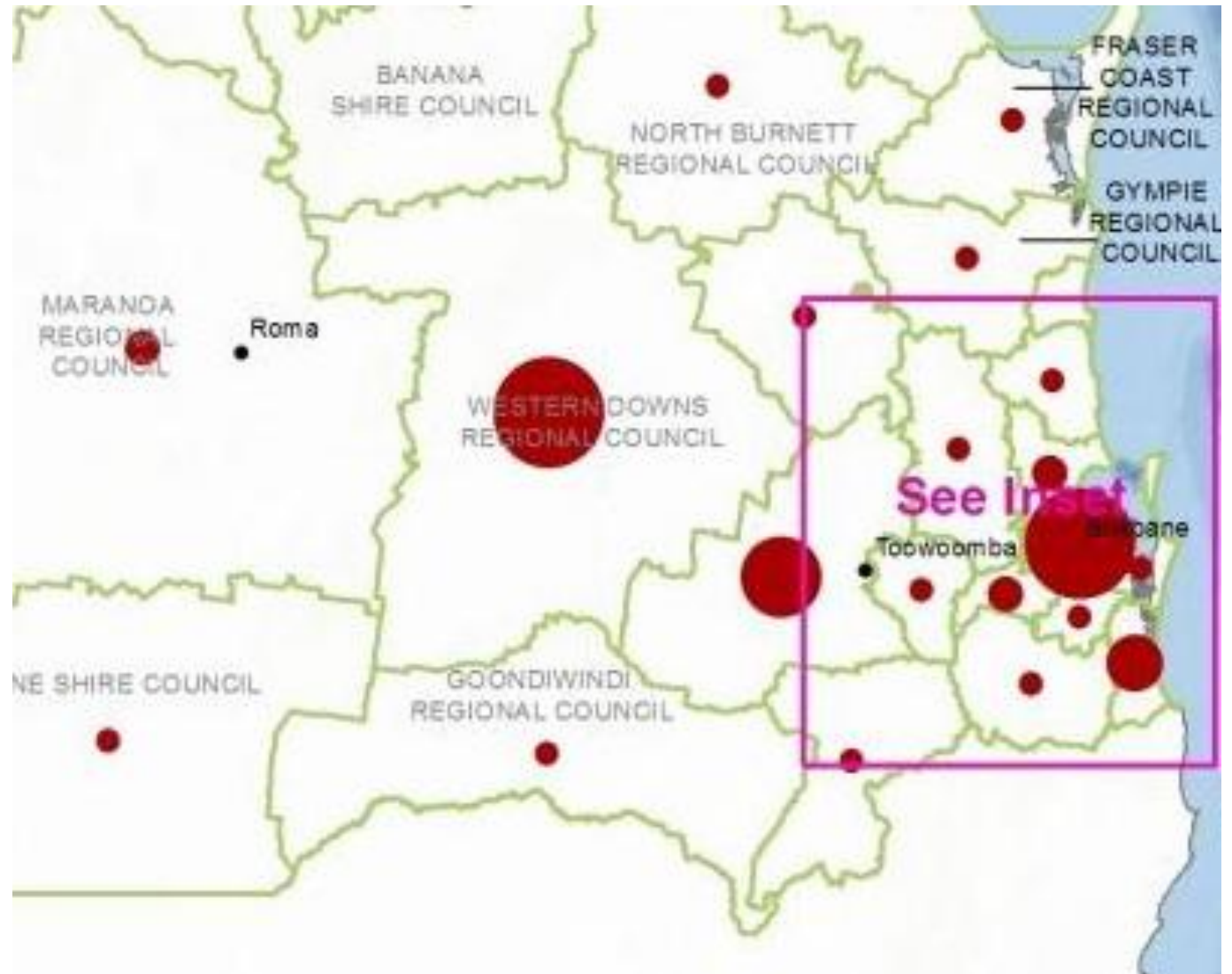
Engage Regional Roads and Transport Groups

- Eastern Downs: Toowoomba Regional Council & TMR's Darling Downs District
- Western Downs: Western Downs Regional Council & TMR's Darling Downs District

Pilot Project commenced in July 2014

Why Darling Downs?

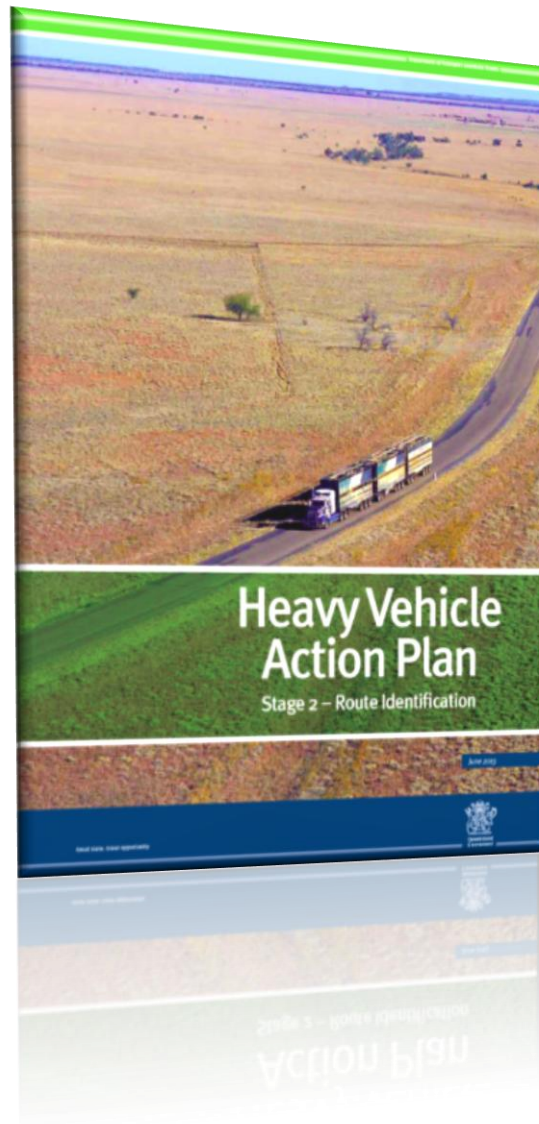
- Intense and highly productive agriculture and livestock sector
- Point freight generators e.g. Feedlots, Abattoirs, Cotton Gins, Piggeries.
- Rapid resource development e.g. CSG
- Data on local road use by freight vehicles
- High volume of permit applications



Permit Applications – 10 February to 1 July 2014

Starting Point: TMR's Heavy Vehicle Action Plan (HVAP)

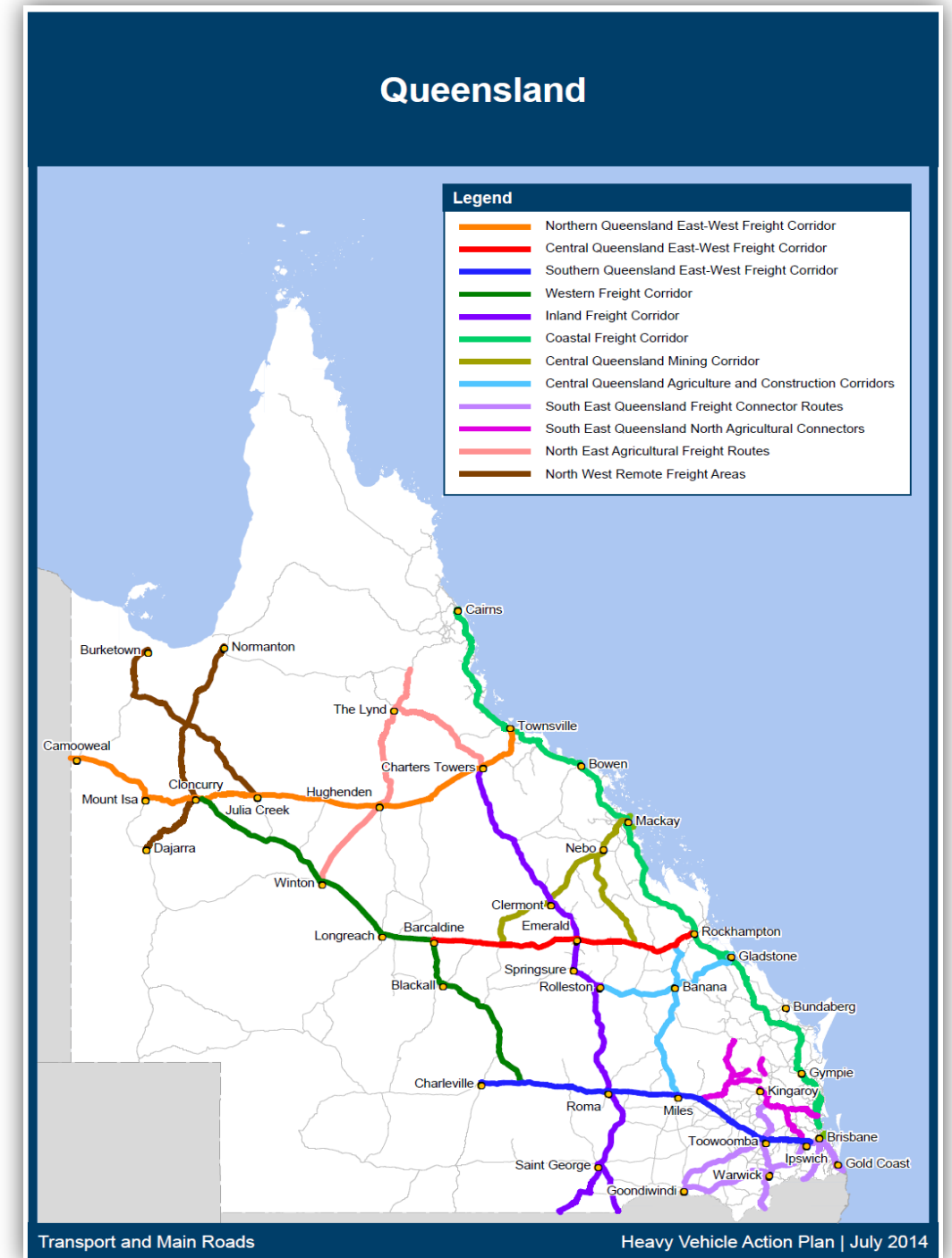
Stage 2 – Route identification



- The HVAP is about providing an infrastructure-focussed plan to improve and maintain access for Higher Productivity Vehicles (HPVs)
- Provide a tool to influence investment decisions and planning activity
- Improved industry consultation, a key part of the prioritisation process
- Supports TMR's Moving Freight Strategy

HVAP Outcome - Highest Priority Routes:

- Coastal Freight Corridor
- Inland Freight Corridor
- Western Freight Corridor
- North Qld East-West Freight Corridor
- North Qld East Agricultural Routes
- North Qld West Remote Freight Routes
- CQ East-West Freight Corridor
- CQ Mining Corridor
- CQ Agriculture and Construction Connectors
- Southern Qld East-West Freight Corridor
- SEQ North Agricultural Connectors
- SEQ Freight Connector Routes
- Port Connectors

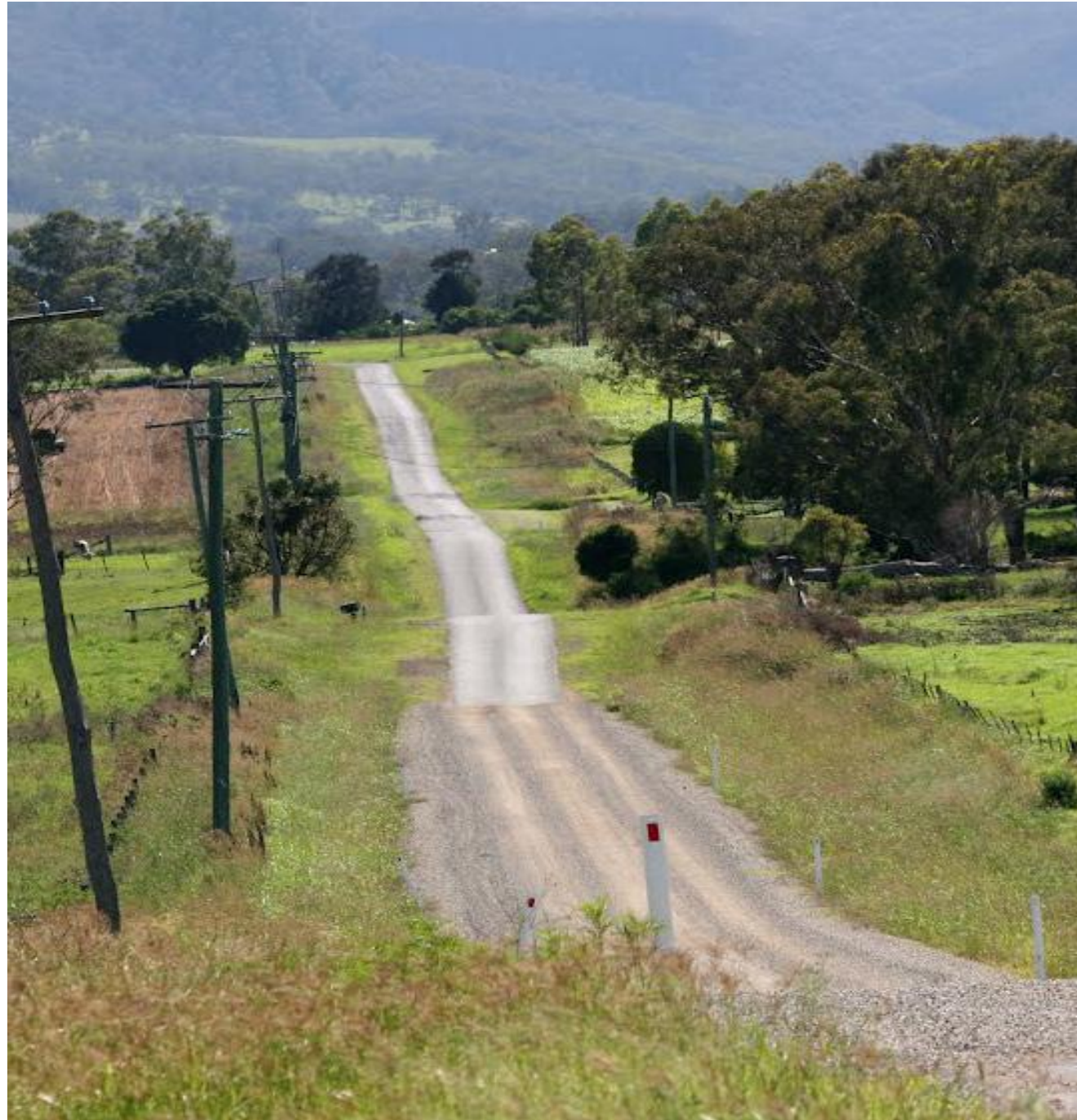


Regional First and Last Mile Pilot

- Pilot project to build on TMR's HVAP by focusing on identifying and resolving first and last mile issues – many of which occur on local roads
- Use common approach to HVAP which examined the State Controlled Road Network (SCRN)
- Pilot implementation of TMR's Moving Freight Strategy to increase access to HPVs to Queensland roads
- Produce a Regional Freight Strategy for Eastern Downs and Western Downs RRTGs
- Enhance Queensland's competitive position by increasing productivity of freight operations



Typical First and Last Mile Example.....



HVAP and Regional First and Last Mile Pilot Alignment

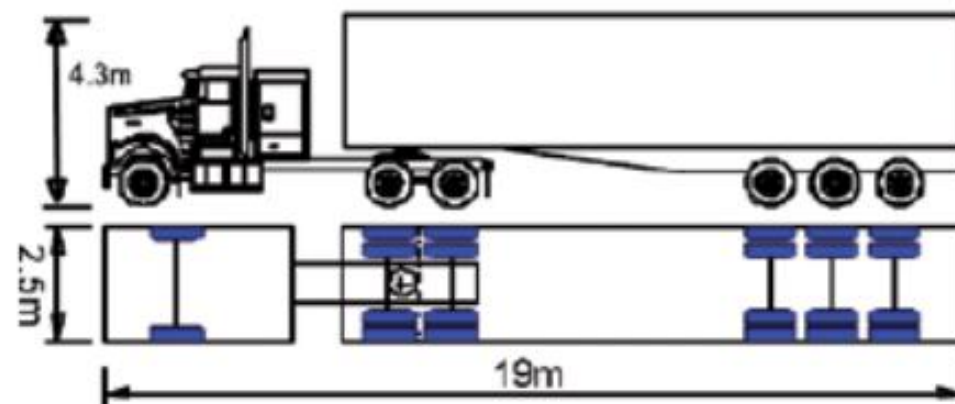
- Upgrading state-controlled roads may not provide maximum benefit if local road limits prevent complete journeys in HPVs
- Adjoining local roads must allow the same vehicle limits to operate between origins and destinations
- Need to identify and prioritise infrastructure upgrades in terms of economic benefit
- Both studies use the same approach, combining:
 - ✓ Industry consultation
 - ✓ Road managers' views and priorities
 - ✓ Road deficiency analysis
 - ✓ Economic benefit analysis
 - ✓ Quantifying cost savings to freight providers
- Aligned to Performance Based Standards (PBS) scheme
- In essence it is about collecting and analysing the best available objective evidence to assemble the best case for funding support

What is the PBS Scheme?

- Performance Based Standards, established 2008
- Innovative regulatory scheme for innovative vehicles
- Focuses on what the truck can do, not what it looks like

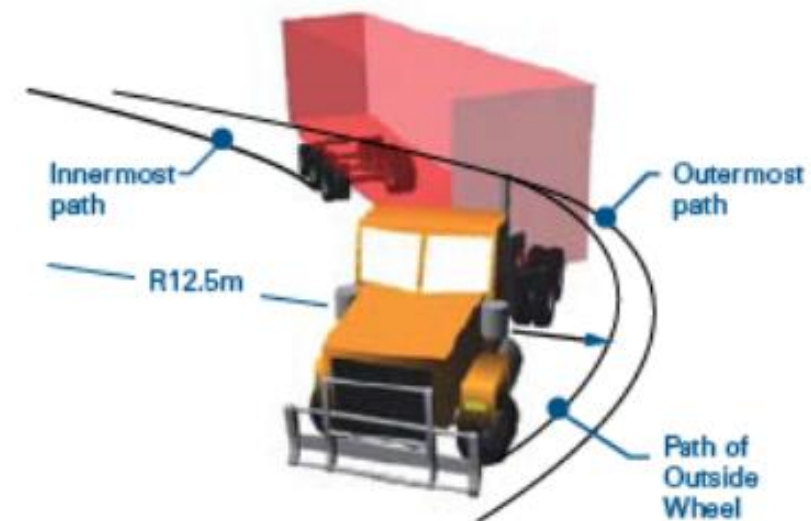
CURRENT PRESCRIPTIVE REGULATION

WHAT THE TRUCK LOOKS LIKE
(Mass and dimension)



FUTURE PERFORMANCE REGULATION

WHAT THE TRUCK CAN DO
(Performance Based Standards)



- Network access is based on vehicle performance
- 16 safety standards and 4 infrastructure standards

PBS Classification Levels

Vehicle Performance Level	Network access limit vehicle length (m)		Equivalent Heavy Vehicle
	Class 'A'	Class 'B'	
Level 1	≤ 20 (General access)		<ul style="list-style-type: none"> ■ Semi-trailer ■ Rigid truck and dog trailer ■ 19m B-double
Level 2	$L \leq 26$	≤ 30	<ul style="list-style-type: none"> ■ B-double (26m = Class 2A) ■ A-double (30m = Class 2B)
Level 3	≤ 36.5	≤ 42	<ul style="list-style-type: none"> ■ Type 1 roadtrain ■ B-Triple ■ AB-Triple
Level 4	$L \leq 53.5$	$L \leq 60$	<ul style="list-style-type: none"> ■ Type 2 roadtrain ■ BAB-Quad ■ AAB-Quad ■ ABB-Quad

Example of PBS Vehicle – the A-Double



Objectives of Regional First and Last Mile Pilot

- To identify and agree key local freight routes
- To determine desired level of service for each route
- To determine desired access requirements considered important to improve productivity
- To determine infrastructure deficiencies
- To estimate economic benefits from expanded access for high productivity vehicles (HPVs)

Benefits to...

....freight industry and customers:

- Reduced vehicle operating costs
- Reduced travel time
- Reduced crash exposure
 - ✓ Fewer heavy vehicles mixing with other traffic
 - ✓ Better roads
- Greater service reliability to end user freighters and customers

...local government:

- Reduce road maintenance costs
 - ✓ Encourage freight on to more suitable roads
 - ✓ Fewer trips with HPVs
- Improve compliance with road limits
- Reduce administrative burden from permit application processing
- Indirect benefits from more productive local industries - enhanced employment opportunities

Route and Deficiency Identification

- Road freight industry:
 - ✓ Web-based consultation map
 - ✓ Hard copy survey form
 - ✓ Web-based questionnaire
 - ✓ Workshops (Dalby & Toowoomba)
 - ✓ Phone interviews
- Local government technical staff
- Deficiencies = anything that prevents HPV access:
 - ✓ Bridge strength
 - ✓ Pavement strength
 - ✓ Pavement width
 - ✓ Corners, steepness, sight lines
 - ✓ Road shoulder width and treatment
 - ✓ Overtaking opportunities
 - ✓ Intersections
 - ✓ Surrounding land use and passenger vehicle mix

Route and Deficiency Identification

Road	Indicative location / length	Identified by industry	Identified by local government
Arubial Rd	Condamine area		✓
Auburn Rd	Chinchilla	✓	
Banana Bridge Rd	Chinchilla area		✓
Blaxland Rd/Winton St	Dalby area		✓
Bostock Rd			✓
Bowenville – Moola Rd		✓✓	✓
Bowenville-Norwin Rd	27km	✓	
Bundi/Clifford Rd	Wandoan area		✓
Bungaban/Roche Creek	Wandoan area		✓
Burnt Bridge Rd	Chinchilla area		✓
Carmichael/Zeller St	Chinchilla area		✓
Cecil Plains-Tara Rd	Cecil Plains to Moonie	✓	✓
Chinchilla-Tara Road		✓✓✓	
Cooper St	Intersection with Warrego Hwy & Taylor St		✓
Dalby-Cecil Plains Rd		✓✓	
Dalby-Nungil Rd		✓	✓

Industry ratings:

✓ = 1 mention




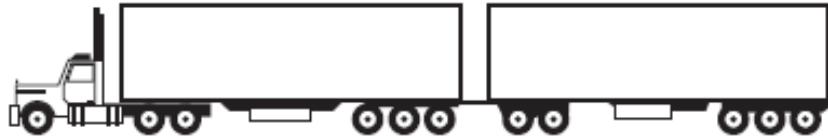


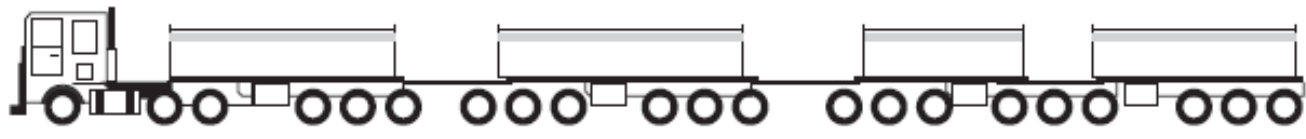

✓ ✓ = 2 – 3 mentions

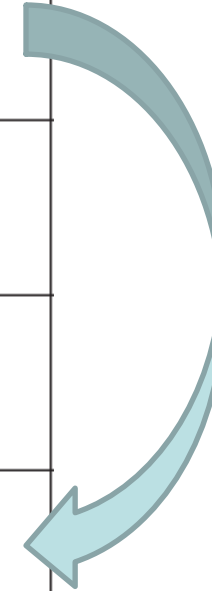
✓ ✓ ✓ = > 4 mentions

HPV Access: Investment Principles

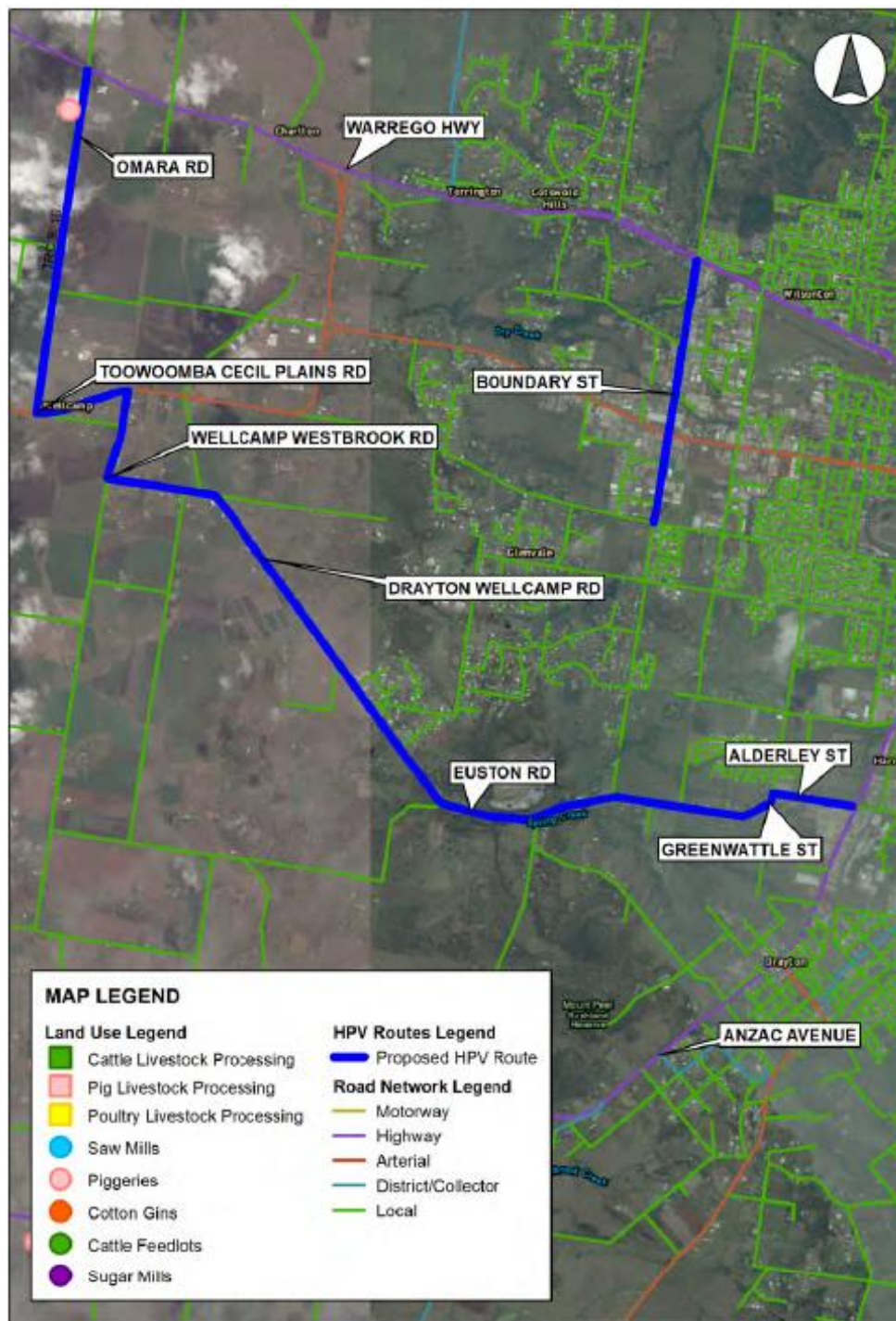
Investment principle	Situation
Maintain HPV access	<ul style="list-style-type: none">• Infrastructure that, without investment, would result in existing access being withdrawn or reduced• For example, a bridge that will have mass restrictions applied within two years unless it is strengthened• Effectively, this is removing or reducing existing access
Increase HPV access	<ul style="list-style-type: none">• Upgrading infrastructure to increase network access for HPVs• For example, a route currently at standards required for B-Doubles• Increased HPV access could be achieved by strengthening bridges and road width to allow Type 1 roadtrains

HPV Access: Investment Principles

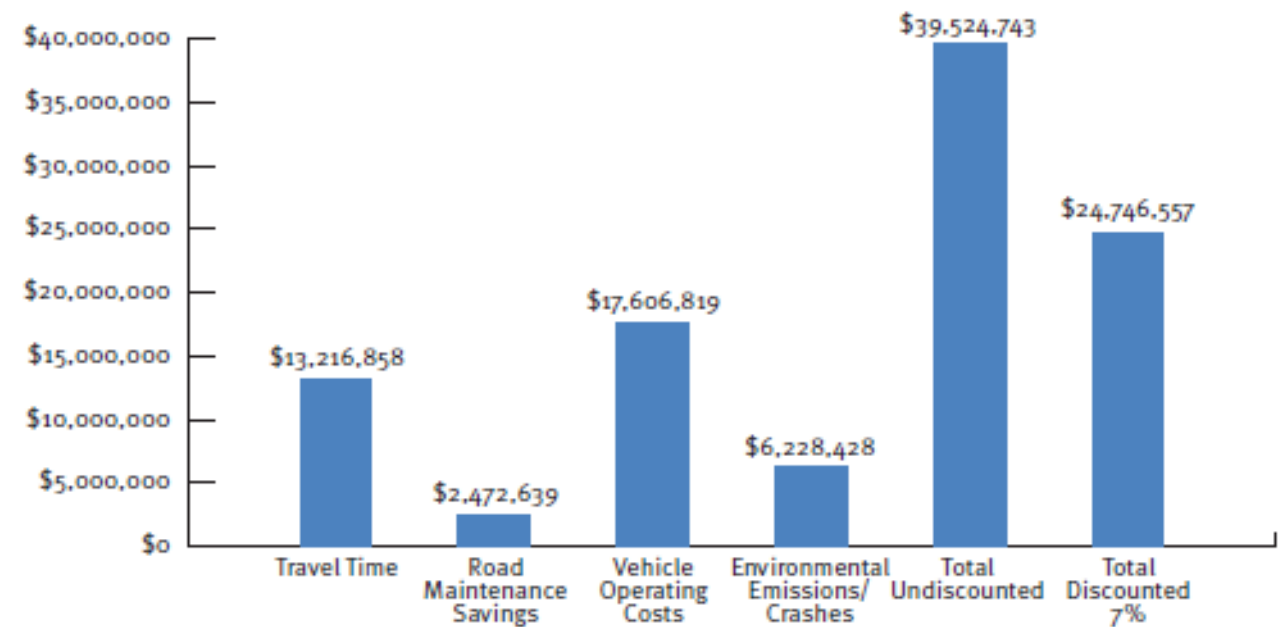
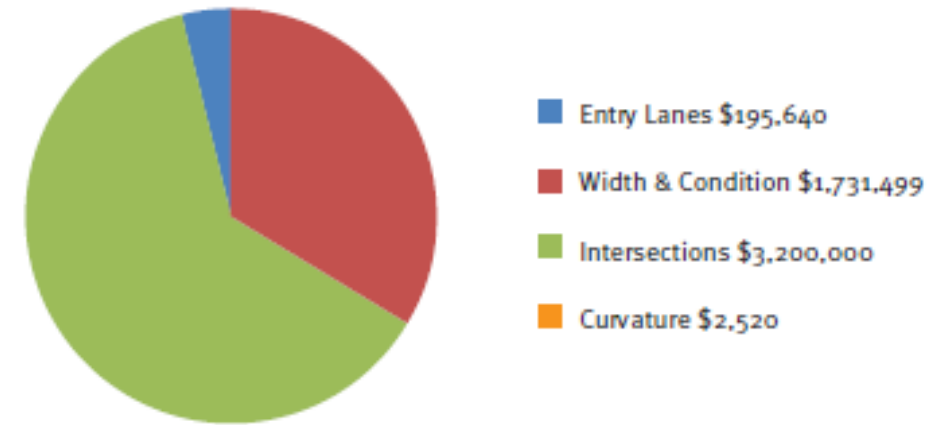
B-Double	
B-Triple	
AB Triple	
A-Double/ Type 1 Road Train	
A-Triple/ Type 2 Road Train	
ABB-Quad	
AAB Quads	
BAB-Quad	



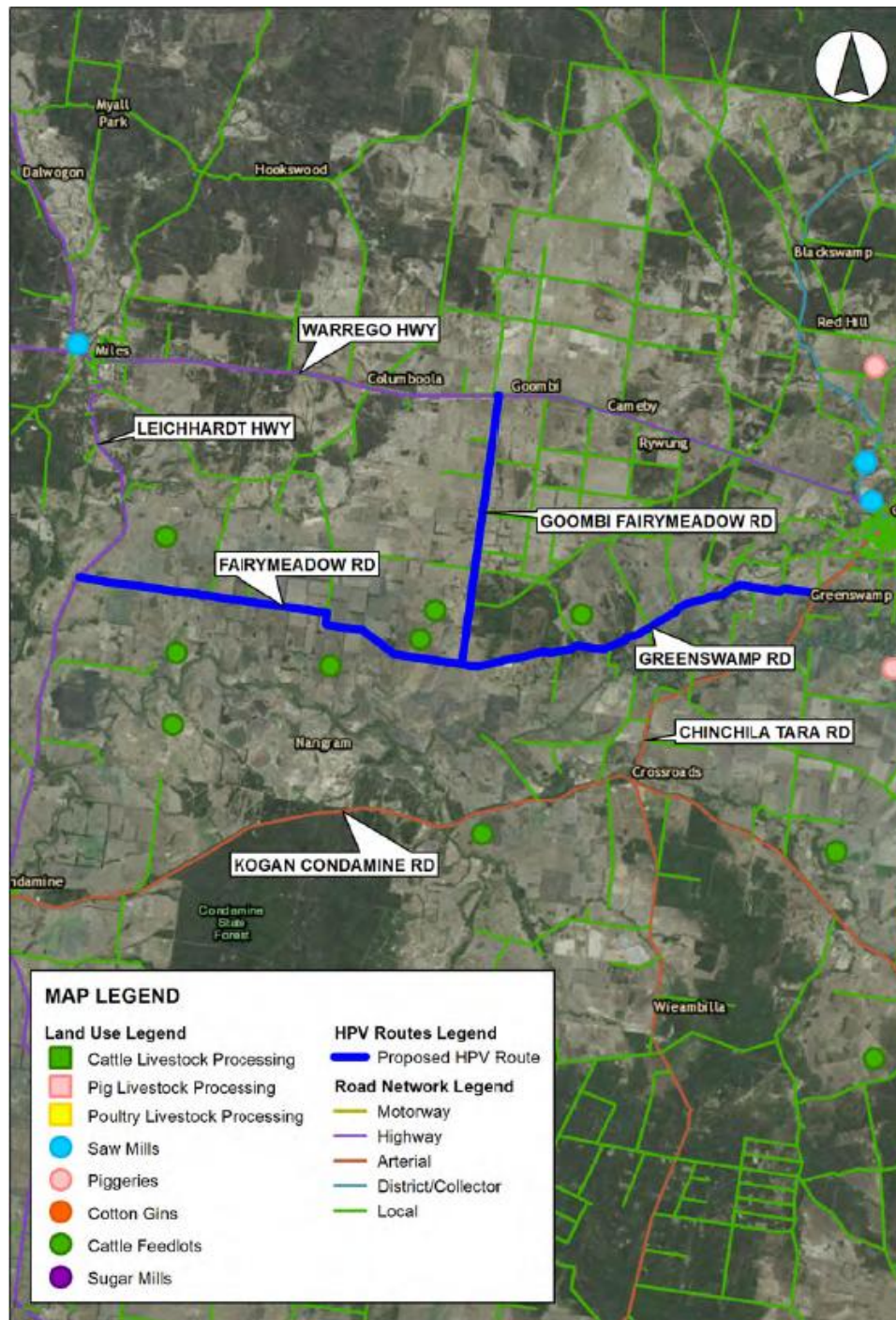
Increase HPV Access: Toowoomba Area



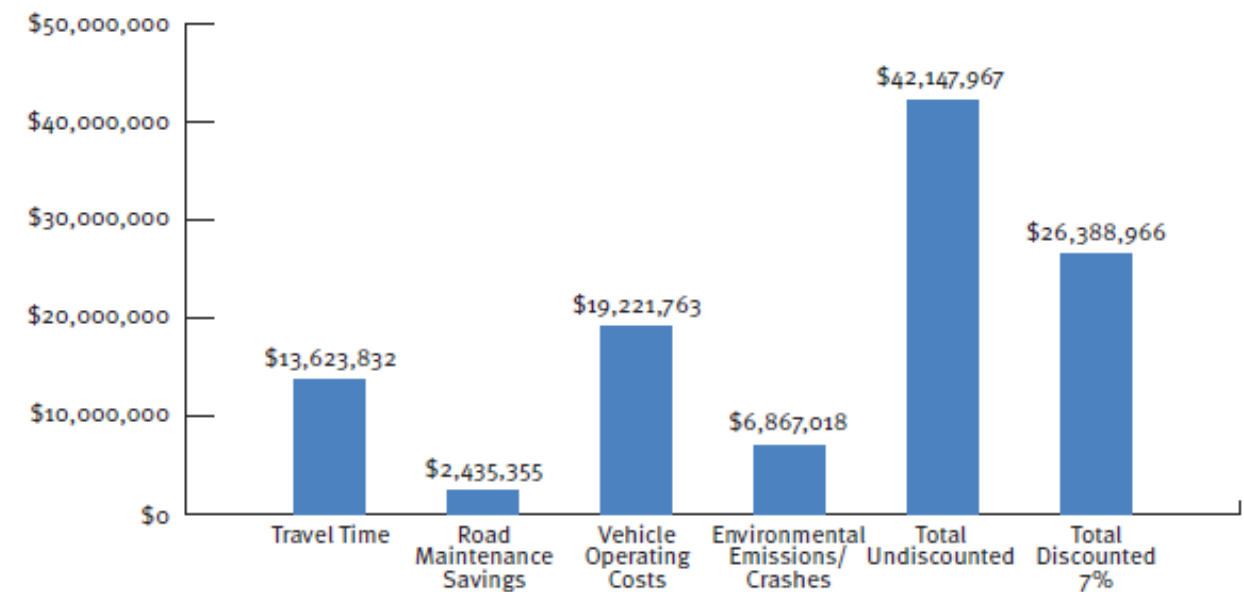
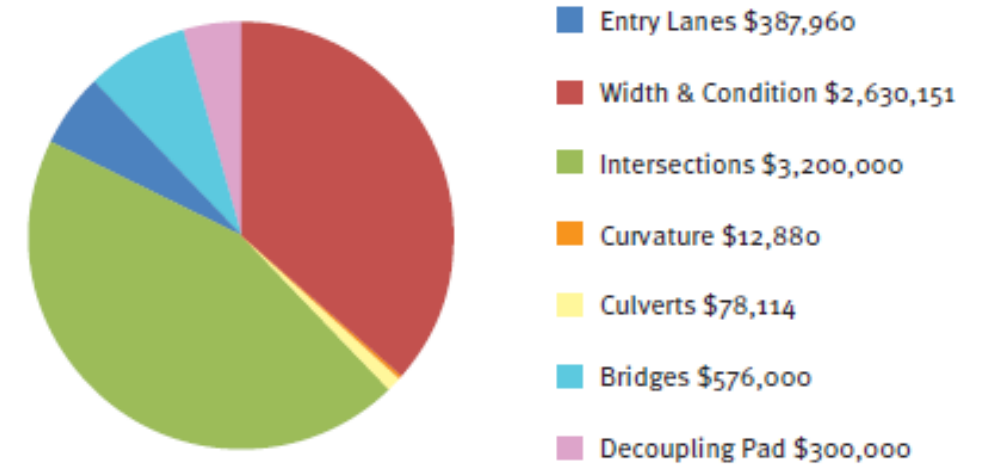
Total \$5,129,659



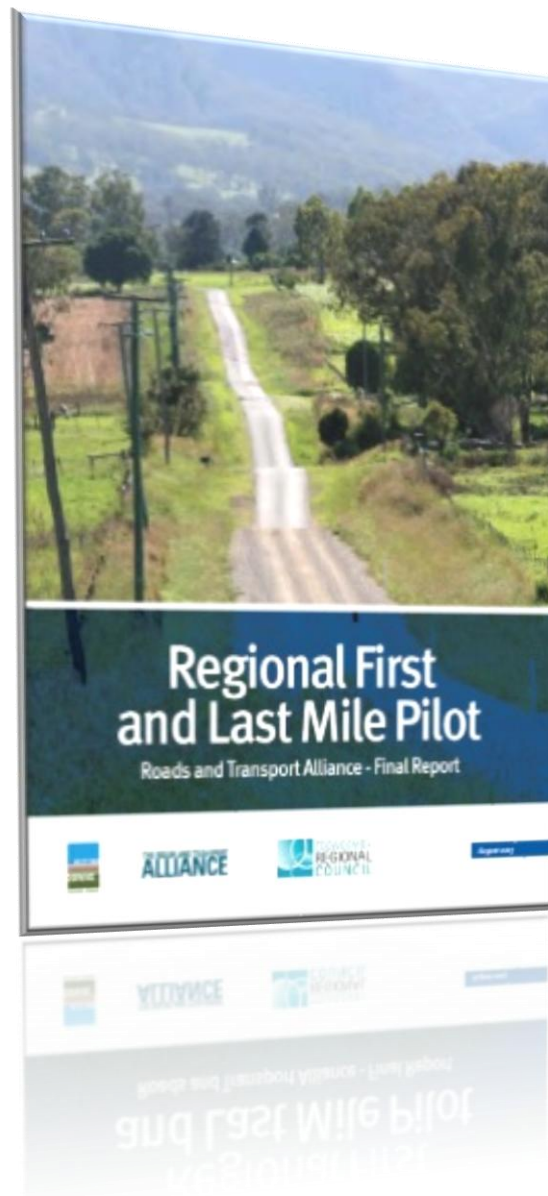
Increase HPV Access: Chinchilla West Area



Total \$7,185,105



The Road Ahead.....



- Fine tuning individual council priorities?
- Regional alignment?
- Develop Specific Business Cases for higher economic benefit HPV routes?
- Joint advocacy efforts?

Thank You.

Any Questions.