# Regional First and Last Mile Project Update

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**National Local Roads & Transport Congress**
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# The Journey, so far…

**LGAQ advocacy efforts:**

- Greater alignment between state and local government freight network planning
- Leveraged actions identified in TMR *Moving Freight* Strategy (2013)
- Establish “First and Last Mile Pilot Project” through Qld Roads and Transport Alliance
- Established MOA with NHVR

**Phase 1: First and Last Mile Pilot Project (2014-2016)**

- TRC and WDRC selected as pilot regions
- Outcomes presented at 2015 Roads Congress (Ballarat)
- Agricultural Transport and Logistics Working Group established – November 2015

**Phase 2: Develop ‘First and Last Mile Strategy’ (2016-2018)**

- CSIRO engaged to undertake modelling through *TRaNSIT*
- Infrastructure deficiencies identified in Pilot analysed to determine ‘fit for purpose’ investment levels
- Development of ‘First and Last Mile Strategy’ by early 2018

**Early successes:**

- Bridges Renewal Program
- WDRC has granted “pre-approval” status with NHVR on some roads
- Common TRC/WDRC conditioning including 3yr permits
- Agricultural equipment – 12 month width pilot

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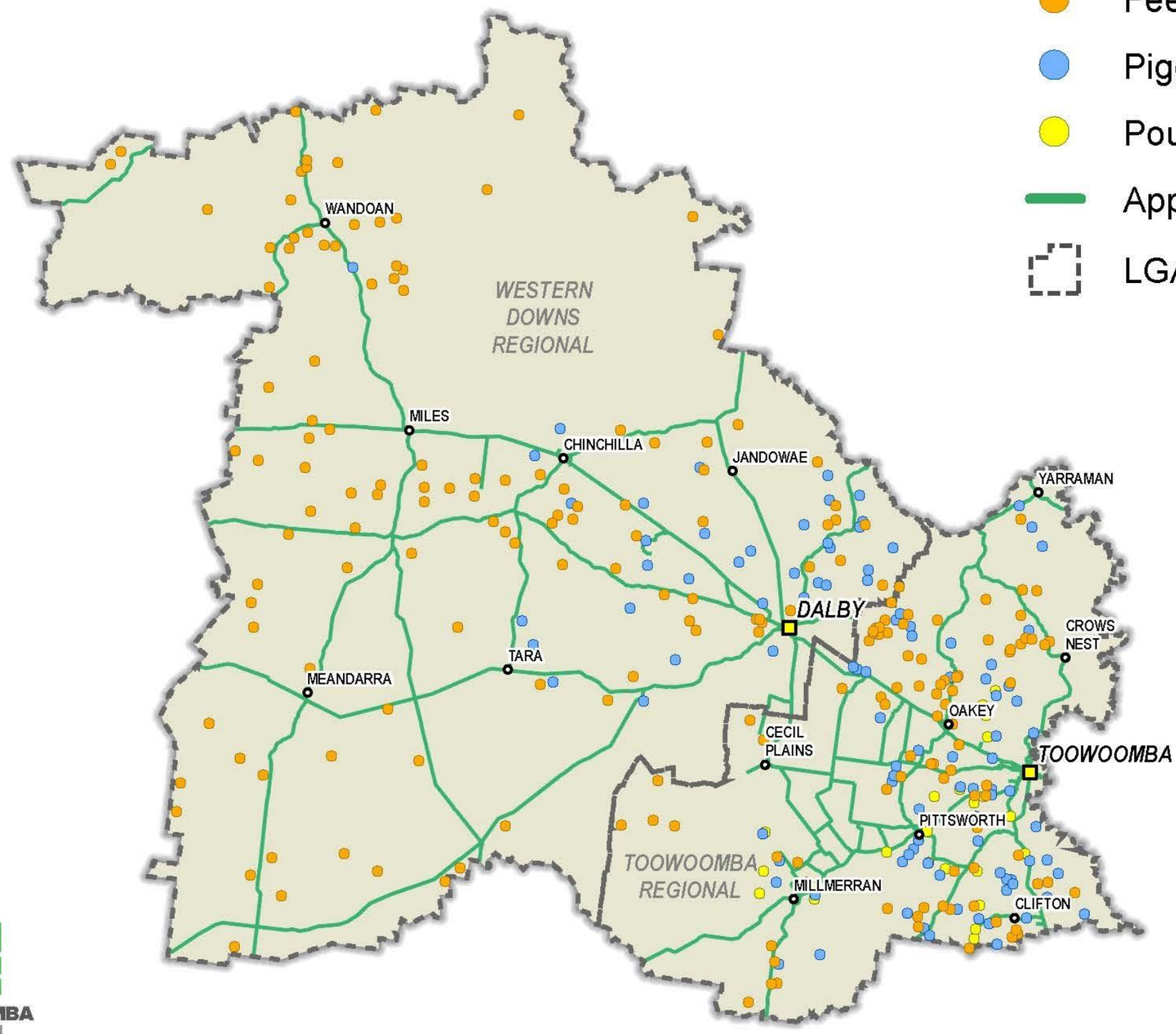
# HEAVY VEHICLE ROUTES




Feedlot

Piggery

Poultry

Approved Routes

LGA Boundary

N

1:1,600,000 (at A4)

0 5 10 20 30 40 50

Kilometres

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# 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)

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# 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

# HPV Access: Investment Principles

| PBS Level | Maximum combination Length | Description (typical length) | Example |
|---|---|---|---|
| 1 | 20 m | Rigid truck (12.5 m) |  |
| | | Rigid truck trailer (19 m) |  |
| | | Semi-trailer (19 m) |  |
| 2 | 30 m | Long semi-trailer (23 m) |  |
| | | B-double (25 or 26 m) |  |
| 3 | 42 m | B-triple (35 m) |  |
| | | A-double (36.5 m) |  |
| 4 | 60 m | A-triple (53.5 m) |  |

# Agricultural Transport and Logistics Working Group

Formulated following a workshop in October 2015 with industry and interested stakeholders including:

- Toowoomba Regional Council
- Western Downs Regional Council
- AgForce
- Cotton Australia
- QLD Livestock Transport Association
- National Heavy Vehicle Regulator
- State Government (Department of Transport and Main Roads and TMR and Department of Agriculture and Fisheries)
- Local Government Association Queensland

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# What have we achieved so far ?

**Short Term goals achieved:**

- ✓ Permits now issued for up to 3 years
- ✓ Standardisation of speed limits
- ✓ Increase in hours of operations
- ✓ Conditions for over-dimension agricultural equipment
- ✓ Heavy Vehicle Demonstration Day – Nov 2016

**Medium Term actions in progress:**

- ✓ Identification of roads for Pre- approval assessment
- ✓ Working on pre-assessment using RAVRAT
- ✓ Prioritisation of infrastructure improvements
- ✓ Working with CSIRO to model the broader economic benefits

# 2016 Heavy Vehicle Demonstration Day
# Toowoomba





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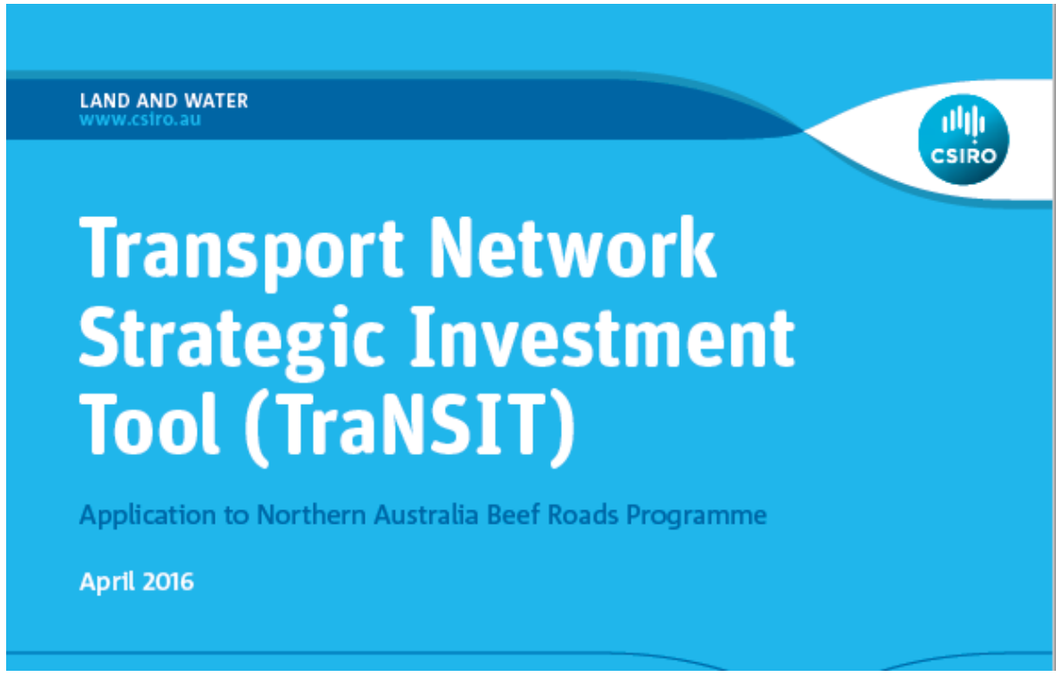
# CSIRO Project

## Transport Network Strategic Investment Tool - TraNSIT

TraNSIT incorporates information representing the locations of enterprises and data describing their supply chains. This data includes volumes of commodities moved between enterprises (origins and destinations) and transport characteristics (e.g. vehicle types, vehicle access) relating to these commodities.




### Benefits

- Origin / Destination information supplied on a confidential bases by industry sources
- Model is used to examine the effects of changes to permitted access.
- Effects detailed as number of vehicles and $/t savings
- Can examine the full journey not just the savings within the length of the “project”

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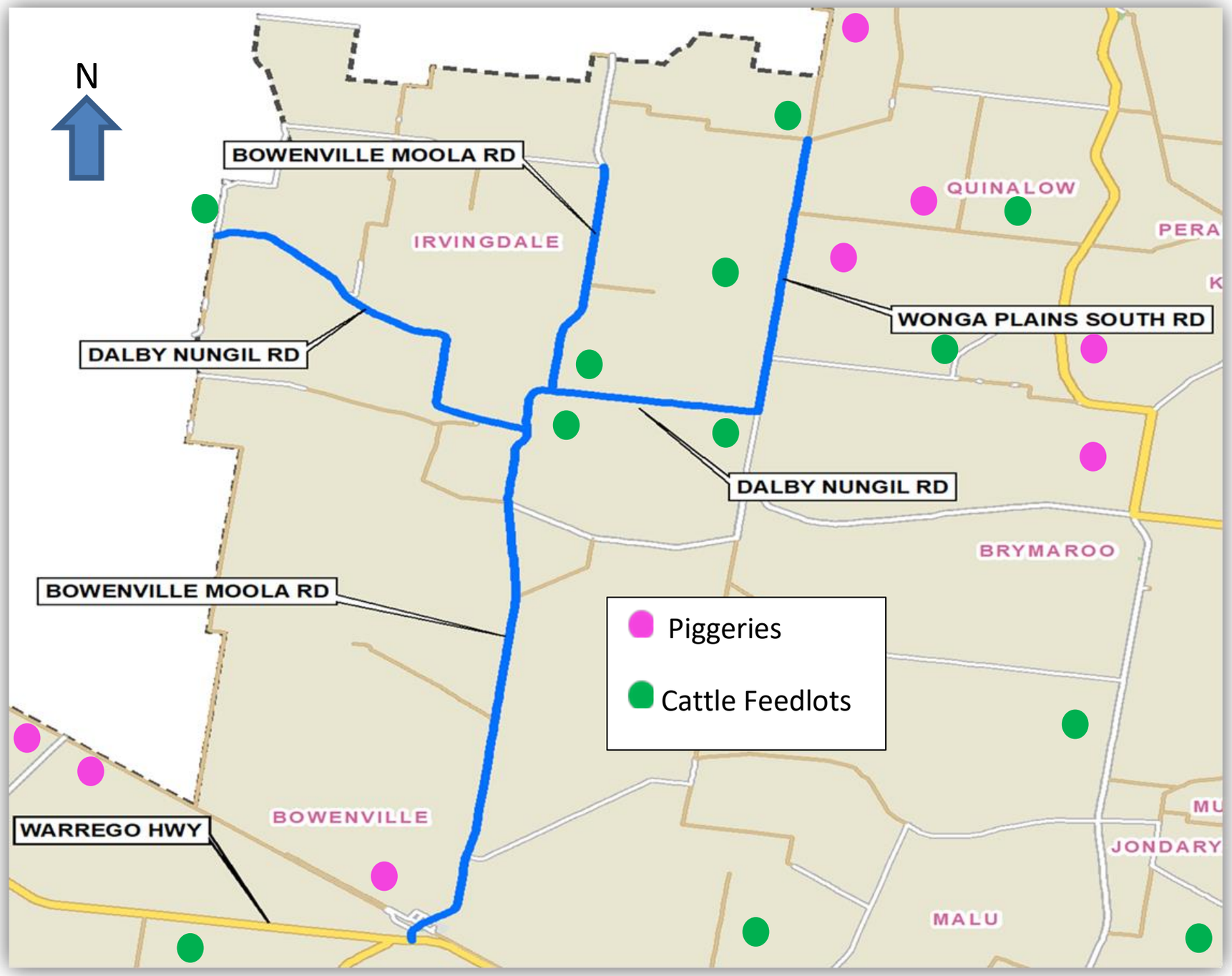
# HPV Access Case Study: Bowenville Area

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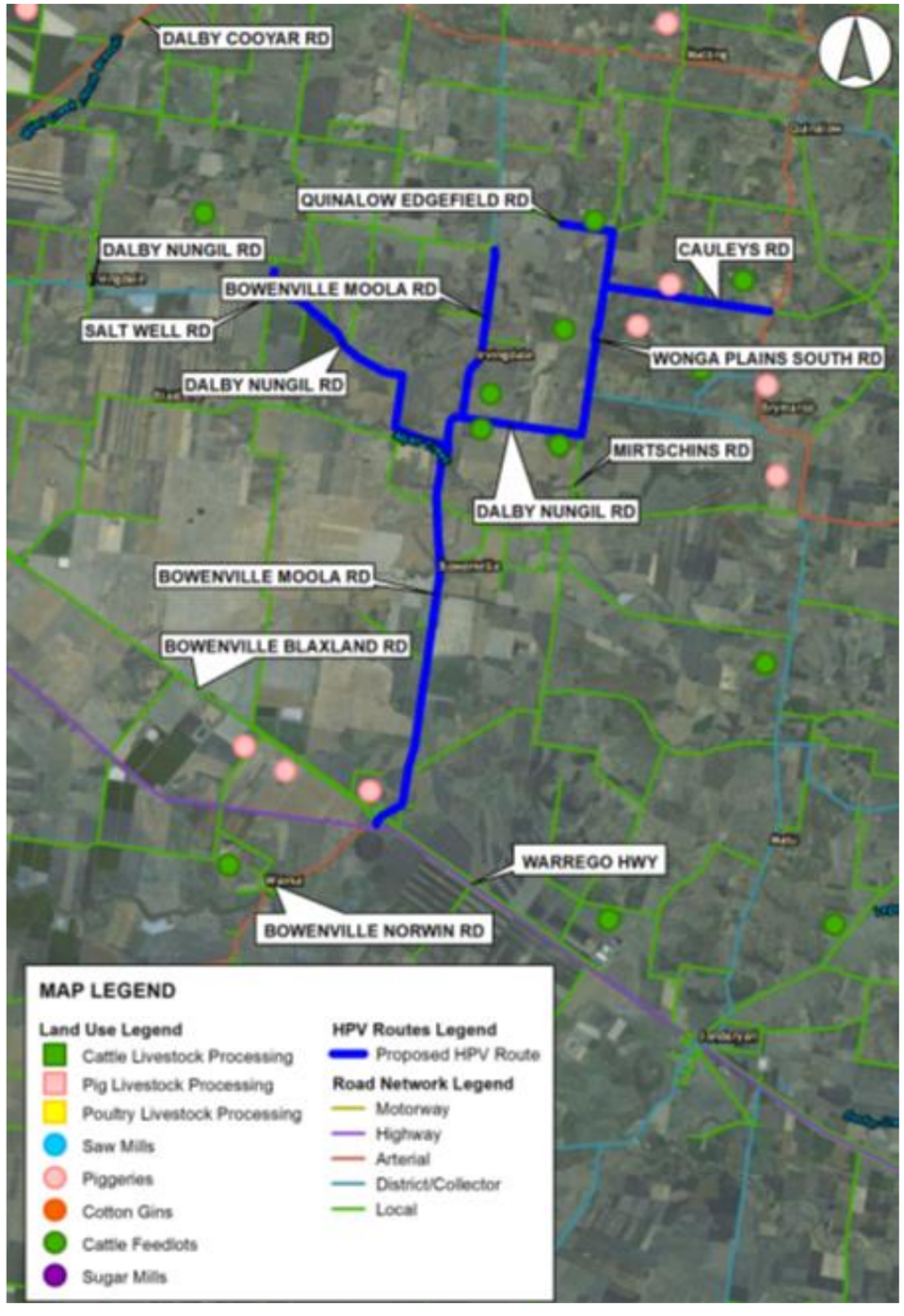


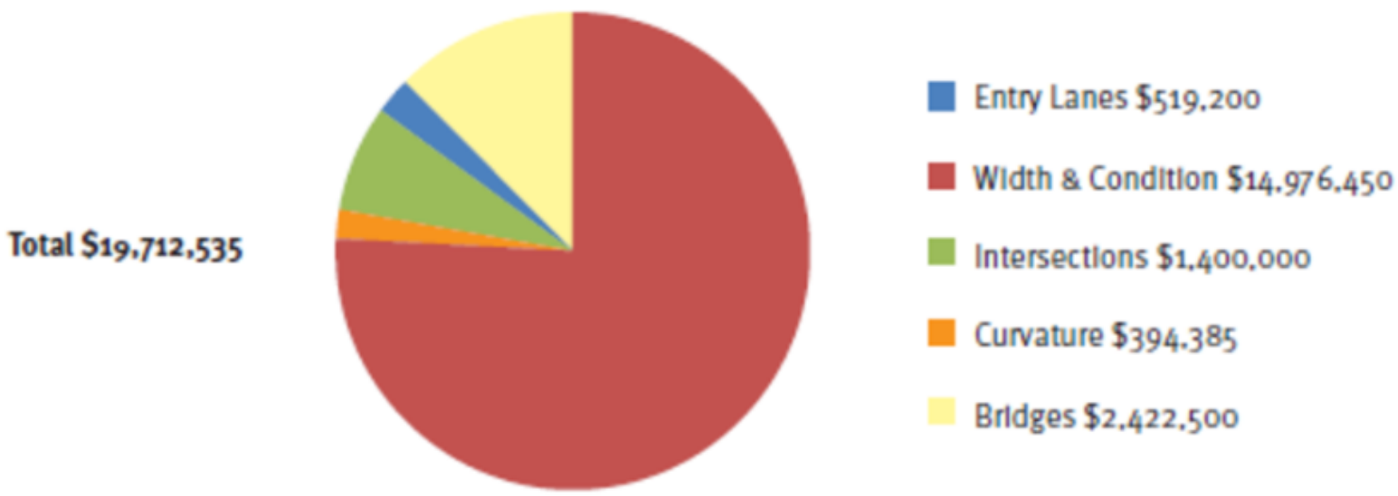


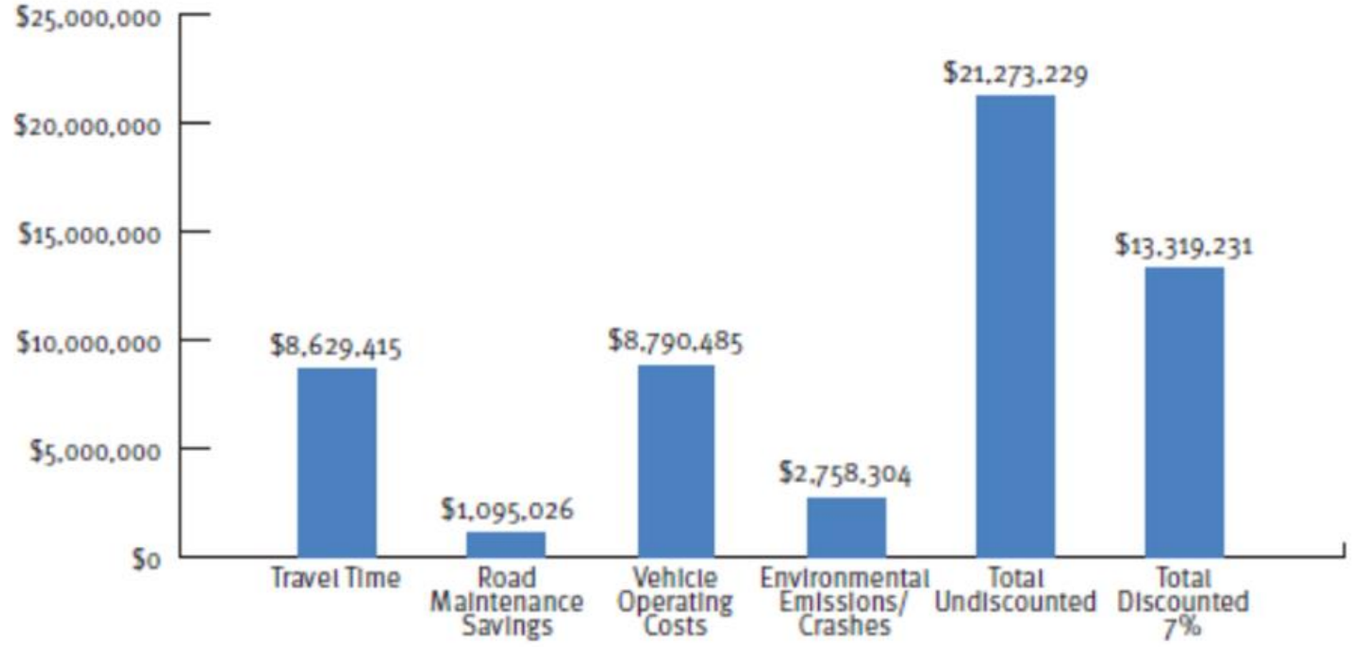


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# HPV Access Case Study: Bowenville Area

- Economic analysis shows the full infrastructure upgrade costs now would exceed benefits at current industry levels.

- Upgrades required staging over a longer term basis, on a value for money approach.

***"Staged Investment Strategy is Required"***

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# HPV Access Case Study: Bowenville Area

- Short – Medium Term upgrade strategy was adopted to initially upgrade three key access roads servicing industry in the area.

- Key route deficiencies of width, condition and intersection improvements were targeted to arrive at a affordable upgrade cost to allow increased HPV access.

- Initial upgrade cost to key access roads approx. $7M increasing BCR up to 3.

- Future staged investment required as HPV access increases with industry growth and development.

# Way Forward

- First and Last Mile Strategy – by early 2018
- LGs/ Regional Road Groups –robustly evaluate network needs
- Considered approach to staged investment into the network
- Initially, focus on major routes in the network
- Partnerships with Federal, State and Industry