

5.8. LOCAL ROADS OF REGIONAL SIGNIFICANCE - STATEMENT OF INTENT

REPORT AUTHOR(S): Michael Kriedemann, Manager Infrastructure
GENERAL MANAGER: Paul Hoyer, General Manager Operations
DEPARTMENT: Infrastructure Services

RECOMMENDATION

That Council resolve to adopt the Statement of Intent documents dated 2016 for the four Local Roads of Regional Significance.

EXECUTIVE SUMMARY

Council is a member of the Far North Queensland Regional Organisation of Councils (FNQROC) and is also an active member of the Regional Roads and Transport Group (RRTG). The RRTG administers the Transport Infrastructure Development Scheme (TIDS) each year on behalf of the Queensland Department of Transport and Main Roads and one of the requirements to be eligible for TIDS funding is for member Councils to develop a Statement of Intent for each Local Road of Regional Significance (LLRS) within their shire.

The Local Roads of Regional Significance in the Douglas Shire area are:

1. Johnston Road – Mossman;
2. Mossman Gorge Road – Mossman;
3. Cape Tribulation Road – Cape Tribulation; and
4. Cape Tribulation to Bloomfield River Road.

Each of the above roads has an existing Statement of Intent (SOI), which were completed in 2003. The RRTG has requested that FNQROC Councils update these SOI documents.

This report recommends that Council adopt the updated SOI documents and submit them to the RRTG.

BACKGROUND

There is 1,961km of LLRS across the FNQROC member Council areas, of which 849km are sealed roads and 1,104km are unsealed. Within the Douglas Shire Council area, there are four roads listed as LLRS, these are:

1. Johnston Road – Mossman;
2. Mossman Gorge Road – Mossman;
3. Cape Tribulation Road – Cape Tribulation; and
4. Cape Tribulation to Bloomfield River Road.

The total length of LLRS within Douglas Shire is 76km, of which 45km are sealed roads and 31km are unsealed.

The LLRS within the Douglas Shire area serve both local residents and tourists. Additionally, these roads support economic development across the region. These roads are important links within our network and are eligible for funding through the TIDS program, administered by the RRTG on behalf of the Department of Transport and Main Roads.

These corridors have existing SOI documents, which were developed in 2003 and these documents need to be reviewed and updated to reflect Council's current vision for each of these corridors.

COMMENT

The road corridors lead to or cut through some of the World Heritage Listed National Park areas within our Shire. Wet Tropics Management Authority (WTMA) and National Parks and Wildlife Services are key stakeholders in the maintenance and development of these corridors and Council will continue to partner with WTMA to achieve the best outcome for the environment, along each of these corridors.

The Mossman Gorge Road is a Council controlled road and Council has entered into a Road Use Agreement with the Mossman Gorge Visitor Centre to limit road access during the day. This section of road is narrow and has many constraints and road users (buses, pedestrian and cyclists) and each of these issues are identified in the SOI and will need to be considered in future maintenance and upgrade projects.

The Cape Tribulation to Bloomfield River Road (Bloomfield Track) is a 4-wheel drive only unsealed road with many natural creek crossings. The SOI for this corridor identifies the link vision is to maintain the four (4) wheel drive only status of this corridor, improve safety for users and to reduce the environmental impacts along the corridor.

PROPOSAL

That Council resolve to adopt the Statement of Intent documents dated 2016 for the four Local Roads of Regional Significance.

FINANCIAL/RESOURCE IMPLICATIONS

These documents set out Council's vision for the road corridor and enables Council to use these documents to support grant funding applications through FNQROC for TIDS funding. Additionally, these documents can be used to support other grant applications, to support or defend a Council position and to give strategic direction to the community and businesses dependent on these corridors for economic prosperity.

RISK MANAGEMENT IMPLICATIONS

Council is the asset owner of these road corridors and is responsible for the maintenance, community safety and equitable access along these corridors. Through these vision statements, Council will be able to prioritise and allocate capital and operational budget in the future and apply for external grants to complete projects that support the vision.

SUSTAINABILITY IMPLICATIONS

Economic: These documents will be used to support future capital and operational project bids. The corridors are important for local resident and are listed on the Local Roads of Regional Significance due to tourism and regional economic drivers.

Environmental: These documents will be used to advocate for improvements and infrastructure upgrades that will meet current best practice environmental outcomes and solutions.

Social: Equitable access for all roads users and ensuring future investment in the infrastructure will increase user safety along each of the corridors.

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2014-2019 Initiatives:

Theme 2 - Building a Sustainable Economic Base

2.1.1 - Develop management plans for all Council assets and adequately resource their implementation.

Theme 5 - Governance

5.1.1 - Establish and develop long term financial, resource and infrastructure planning to ensure ongoing capacity to fund operations and capital works programs.

COUNCIL'S ROLE

Council can play a number of different roles in certain circumstances and it is important to be clear about which role is appropriate for a specific purpose or circumstance. The implementation of actions will be a collective effort and Council's involvement will vary from information only through to full responsibility for delivery.

The following areas outline where Council has a clear responsibility to act:

Asset-Owner Meeting the responsibilities associated with owning or being the custodian of assets such as infrastructure.

CONSULTATION

Internal: Various Officers across the Infrastructure Group

External: Nil

ATTACHMENTS

Attachment 1 - Johnston Road SOI road number 2813010

Attachment 2 - Mossman Gorge Road SOI road number 2811005

Attachment 3 - Cape Tribulation Road SOI road number 2831002

Attachment 4 - Cape Tribulation to Bloomfield River Road SOI road number 2831003

Douglas Shire Council
JOHNSTON ROAD
 STATEMENT OF INTENT - 2016

Link Classification	7	
Link Description	Road Number	2813010
	Road Length	0.95 km
	Locality	Mossman
	Start Location	Mossman – Daintree Road (Front Street, Mossman)
	End Location	Intersection of Coral Sea Drive
Link Function	<ul style="list-style-type: none"> • Services Mossman Gorge which has the highest wet tropics visitor patronage in the region; • Provides access to the Gorge Community. 	
Link Vision	To maintain the section of road to service the residential properties and provide a link to the World Heritage Listed National Park.	
Current Link Status	<ul style="list-style-type: none"> • The eastern end of the corridor has kerb & channel, angle kerbside parking, centre parking, channelised intersections and streetlighting; • Moving west along the corridor, the land use changes to residential with kerb & channel, wide grassed parking areas and intersections do not include auxiliary lanes; • The western section of the corridor reflects a rural cross section with 2 lane sealed pavement and grassed swale drains; • Dedicated off road footpaths on both sides of corridor and on the southern side near the Coral Sea Drive intersection. 	
External Factors	<ul style="list-style-type: none"> • Increasing visitation to the Mossman Gorge Visitor Centre and the Gorge; • The corridor intersects Mossman – Daintree Road (Front Street) which is a declared main road. 	
Internal Factors	<ul style="list-style-type: none"> • Increased traffic volumes necessitate more frequent maintenance work; • Increasing number of tourists are cycling or walking from the Mossman Town Centre to the visitor centre along this corridor. 	
Configuration & Condition Standards	<ul style="list-style-type: none"> • Road surface and pavement in good condition; • Streetlighting does not currently meet Australian Standards 	
Gap Analysis	<ul style="list-style-type: none"> • Wide sealed shoulders to allow bike lanes on both sides. 	
Scope of Works	<ul style="list-style-type: none"> • Reconstruction and widening to incorporate bike lanes; • Intersection of Mossman – Daintree Road (Front Street) needs upgrading. The current channelised intersection is reaching saturation during peak holiday season and during school drop off and pick up times. A controlled intersection is the likely upgrade option e.g. roundabout or signalisation. 	
Development Strategy	<ul style="list-style-type: none"> • Upgrades to pedestrian facilities and bike lanes addresses Council’s Corporate Plan goal to develop and promote the shire as the ‘bicycle capital of Australia’ 	
Projected Outcomes	<ul style="list-style-type: none"> • Encourage active transport options such as walking and cycling; • Provide safe pedestrian and cycleway linkages that connect the community; • Improve the intersection performance at the intersection of Johnston Road and Front Street, increase safety for all road users, increase the level of service (LOS) and reduce average delays. 	
Projected Performance	<ul style="list-style-type: none"> • Proposed works will deliver increased safety for all road users; • Promote active transport options 	
Projected Investment	<ul style="list-style-type: none"> • 	

Douglas Shire Council
MOSSMAN GORGE ROAD
STATEMENT OF INTENT – 2016

Link Classification	4A	
Link Description	Road Number	2811005
	Road Length	4.27 km
	Locality	Mossman
	Start Location	Coral Sea Drive
	End Location	Western end of parking area at Mossman Gorge
Link Function	<ul style="list-style-type: none"> Services Mossman Gorge which has the highest wet tropics visitor patronage in the region; Provides access to the Gorge Community. 	
Link Vision	To maintain the section of road through the World Heritage Listed National Park.	
Current Link Status	<ul style="list-style-type: none"> Eastern end of the corridor reflects a rural cross section with 2 lane sealed pavement, standard “T” intersections and a wide sealed shoulder on the southern side which acts as a contra-flow shared use pathway; Marrs Bridge is a constrained area for pedestrian and cyclists; Road is narrow and winding with concrete causeway crossings through the World Heritage Listed area; Sections of pavement need to be reconstructed; There is a road use agreement in place between Council and Mossman Gorge Visitor Centre which limits daytime traffic via a boom gate system. This agreement expires in February 2027. 	
External Factors	<ul style="list-style-type: none"> Increasing visitation to the Mossman Gorge Visitor Centre and the Gorge; Wet Tropics Management Authority and National Parks and Wildlife Services are key stakeholders; Road Use Agreement limits road access during the day but increasing number of mini buses from the visitor centre. 	
Internal Factors	<ul style="list-style-type: none"> Increased traffic volumes necessitate more frequent maintenance work; Mossman Gorge is the water intake for the reticulated supply and this road is the only access to the water infrastructure; Increasing number of tourists are cycling or walking from the visitor centre to the gorge. 	
Configuration & Condition Standards	<ul style="list-style-type: none"> Sections of road need urgent repair; Marrs Creek Bridge is a ‘pinch point’ in the corridor; Concrete Causeway sections can become impassable by low floor mini buses during heavy rain events. 	
Gap Analysis	<ul style="list-style-type: none"> Narrow section (4m wide) from CH 2.6km to CH 3.9km needs urgent reconstruction; Additional passing areas from CH3.9km to CH 5.7km are required. 	
Scope of Works	<ul style="list-style-type: none"> Reconstruction and widening to incorporate bicycle and pedestrian lanes; Road pavement reconstruction in some areas; Bridge widening or separate pedestrian bridge across Marrs Creek; Reconstruct concrete causeways to increase flood immunity and to address the vertical geometry to improve access for low floor mini buses. 	
Development Strategy	<ul style="list-style-type: none"> Widen narrow sections CH 2.6km to CH 3.9km; Provide passing areas in the World Heritage Area; Marrs Bridge pedestrian connection is required at this ‘pinch point’ 	

Projected Outcomes	<ul style="list-style-type: none"> • Encourage active transport options such as walking and cycling; • Provide safe pedestrian and cycleway linkages that connect the community;
Projected Performance	<ul style="list-style-type: none"> • Increased safety for all road users; • Improved flood immunity to causeway sections.
Projected Investment	

Douglas Shire Council
CAPE TRIBULATION ROAD
STATEMENT OF INTENT - 2016

Link Classification	3	
Link Description	Road Number	2831002
	Road Length	40.0km
	Locality	Kimberley, Cow Bay, Diwan, Thornton Beach and Cape Tribulation
	Start Location	Mossman – Daintree Road
	End Location	Cape Tribulation (intersection of road to Cape Tribulation carpark)
Link Function	<ul style="list-style-type: none"> The corridor reflects a rural cross section with a 2 lane sealed pavement; Sections are flat and allow for higher speeds and some sections are steep and mountainous with low speed limits; Forms part of a coastal regional link between Mossman and Cooktown; Alternative access to Wujal Wujal Aboriginal Shire Council 	
Link Vision	To maintain the sealed pavement from Mossman to Cape Tribulation. Control traffic volumes at the current level and there are no plans to replace the ferry at the Daintree River with a bridge.	
Current Link Status	<ul style="list-style-type: none"> Generally meets current needs; Some safety improvements need to be incorporated around the bridges; Bitumen surfacing needs to be renewed along some section; An audit of existing linemarking and signage is required and renewal along some sections; Wildlife safety (cassowaries) awareness improvements need to be incorporated. 	
External Factors	<ul style="list-style-type: none"> Serving as an alternative remote community access; Need to meet Wet Tropics Management Authority (WTMA) World Heritage Listing standards; All work required WTMA approval; Need to control traffic volumes (road volumes are seasonal due to large tourist numbers). 	
Internal Factors	<ul style="list-style-type: none"> Maintain the road at its current standard; Protection and enhancement of the environment; Traffic management improvements at the ferry approaches; Introduction of presale tickets for ferry; Establish maintenance gravel source at the northern end of the road. 	
Configuration & Condition Standards	<ul style="list-style-type: none"> Sections of road pavement and surfacing in need of repair / reconstruction; Sections of the steep & mountainous areas needs widening, stabilising and improved delineation. 	
Gap Analysis	<ul style="list-style-type: none"> Surface improvements to improve safety; Widening at some bends; Improved speed controls and awareness of wildlife; Improved safety around bridge structures. 	
Scope of Works	<ul style="list-style-type: none"> Guardrail on Alexandra Range is a high priority; 	
Development Strategy		
Projected Outcomes	<ul style="list-style-type: none"> Road safety; Improved environmental outcomes 	
Projected Performance	<ul style="list-style-type: none"> Improved road safety for all road users; Improved flood immunity at structures. 	
Projected Investment		

Douglas Shire Council
CAPE TRIBULATION – BLOOMFIELD RIVER ROAD
 STATEMENT OF INTENT - 2016

Link Classification	3	
Link Description	Road Number	2831003
	Road Length	31.0km
	Locality	Cape Tribulation
	Start Location	Cape Tribulation
	End Location	Northern bank of Bloomfield River
Link Function	<ul style="list-style-type: none"> • Currently a four wheel drive (4WD) only access; • Forms part of a coastal regional link between Mossman and Cooktown; • Services 4WD tourism function and alternative access to Wujal Wujal Aboriginal Shire Council 	
Link Vision	<ul style="list-style-type: none"> • Link to remain 4WD only access; • Increase safety for all road users; • Reduce the environmental impacts along the link; • Maintain the road as an iconic Australian tourist route; • Maintain road surface at a sufficient width and pavement strength to cater for the traffic types and a surface condition that is at a level adequate for the road function; • Limited concrete surface improvements along flood prone sections and at steep sections; • Discourage traffic volume increases. 	
Current Link Status	<ul style="list-style-type: none"> • Winding in nature through mountainous terrain; • Entire link is considered low to medium speed environment; • Gravel road with short sections of concrete on steep ranges; • Natural creek crossings subject to flooding; • Can be closed for periods during the wet season. 	
External Factors	<ul style="list-style-type: none"> • Serving as an alternative remote community access; • Wujal Wujal Aboriginal Shire Council and Cook Shire Council have expressed a desire for this road to be sealed; • Residential traffic; • Tourism traffic including private vehicles and tour operators; • Need to meet Wet Tropics management Authority (WTMA) World Heritage Listing standards. 	
Internal Factors	<ul style="list-style-type: none"> • Maintain the road at its current standard; • Budgetary constraints – limited rateable properties exist along this link; • Seek external funding for the concrete surface improvements; • Establish maintenance gravel source at the northern end of the road. 	
Configuration & Condition Standards	<ul style="list-style-type: none"> • Meets the needs for intended purpose; • Sections of steep road needs to be sealed. 	
Gap Analysis	<ul style="list-style-type: none"> • Surface improvements to improve safety 	
Scope of Works	<ul style="list-style-type: none"> • Reinforced concrete surfacing at various locations 	
Development Strategy	<ul style="list-style-type: none"> • Seal steep sections and undertake annual maintenance to existing gravel road pavement. 	
Projected Outcomes	<ul style="list-style-type: none"> • Provide safe roadway along steep sections which will reduce the likelihood of road accidents 	
Projected Performance	<ul style="list-style-type: none"> • Increased safety for all road users. 	
Projected Investment	<ul style="list-style-type: none"> • Cowie Range – concrete pavement \$650,000 in 2016/2017; • Annual gravel re-sheeting and maintenance grade program 	

