



Cr Rick Britton  
Chair  
IQ-RAP Working Group



Cr Jane McNamara  
Deputy Chair  
IQ-RAP Working Group



Cr Tom Gilmore  
Deputy Chair  
IQ-RAP Working Group

## A UNITED, COLLABORATIVE APPROACH

A common goal to improve regional sustainability, productivity and safety on Queensland's inland road network has brought 28 local governments, 5 RDA Committees and RACQ together to develop a strategy that takes a long-term, network-wide approach to planning and investment.

## REGIONAL QUEENSLAND IS AN ECONOMIC POWERHOUSE

The inland Queensland economy is driven by resources and energy, agriculture and tourism industries contributing significantly to export income and in 2015/16 the 28 local government areas in IQ-RAP contributed \$43.5 billion to the national economy, more than the Northern Territory, South Australia, and Tasmania combined. The area has: a population of 441,100; 32,200 Indigenous people; and 16,900 unemployed people.

## THE INLAND QUEENSLAND ROAD NETWORK STRATEGY

In August 2018 the IQ-RAP Working Group launched the new Inland Queensland Road Network Strategy (IQRNS).

The vision is to increase the quality and accessibility of the road network to maximise the economic prosperity of inland Queensland, thereby contributing to Australia's productivity, quality of life, safety and equity outcomes.

The IQRNS identifies the strategic road network west of the Bruce Highway and outside South East Queensland, based on the footprint of 28 partner local governments, and prioritises upgrades over the next 18 years.

The plan reviewed 16,200 km of the strategic inland road network in the western and eastern zones of Queensland and identified that approximately 3,000 km of roads and 300 bridges require upgrades to reach 'fit for purpose' standards. A multi-criteria assessment was used to prioritise investments into 4, 10, 15 and 15+ year program horizons.

**Over the first 10 years of the IQRNS, \$2.287 billion is required to catch up to the 'fit for purpose' standard based on current demand with no 'gold-plating' or 'blue sky'. That would deliver \$5.529 billion in output, \$2.566 billion in GRP, \$1.124 billion in income and 13,768 FTE jobs. (AECGroup)**



## Inland Queensland Roads Action Project

*Driving Productivity, Economic Development and Safety*

## ECONOMIC BENEFITS BEYOND THE REGION

Importantly the regional road network is not just relevant to those who live and work there, but also many industries and businesses across Australia that can benefit through productivity gains, improved access and safety. For example:

- Exporters and ports rely on the inland road network to deliver product to international markets.
- Mine sites rely on the road network to move over-mass equipment to and from ports.
- Brisbane Markets Ltd is Queensland's only central fruit and vegetable market, sourcing and distributing more than 600,000 tonnes of fresh fruit and vegetables across Australia each year from 7,000 growers. 4,000 people work or do business at the markets each day for 100 employers.
- The JBS abattoir in Ipswich, the largest in the southern hemisphere, relies on the regional road network for 3,350 cattle to be processed daily. They are the largest employer in Ipswich with 2,000 employees.
- Brisbane is also the largest source market of tourists to regional Queensland and is the most important gateway in Queensland for international travellers to start their drive holidays.
- More efficient freight movements can be achieved by ensuring freight efficient vehicles use inland routes, saving time, fuel, labour costs, wear and tear and congestion on the Bruce Highway. The inland route from Mareeba to Melbourne for example is more than 500 km shorter than the coastal route and is more weather resistant.

## WHAT ARE IQ-RAP PARTNERS SEEKING

- \$294 million over four years to address the most urgent safety and productivity pinch points on the network (this complements the \$106 million of commitments on IQRNS priorities noted in the 2018/19 QTRIP)
- An indicative commitment to \$1.887 billion over 2023/24-2028/29 to address the next highest priorities
- Completion of works on corridors prioritised under the Northern Australia programs
- The IQRNS to be used as a planning tool to support future road investment programs



Regional  
Development  
Australia

TOWNSVILLE AND NORTH WEST QLD

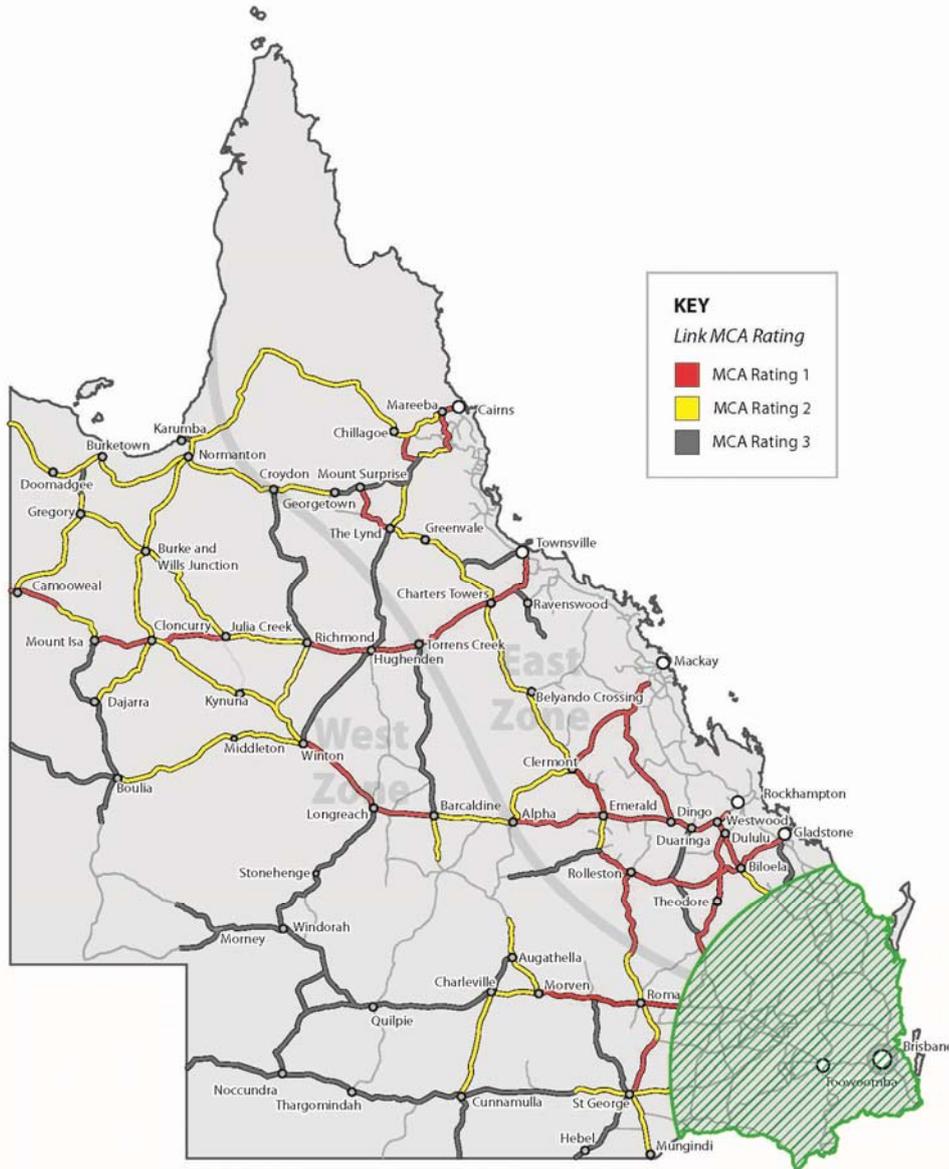
Secretariat  
P: 07 4410 3655  
E: [info@rdanwq.org.au](mailto:info@rdanwq.org.au)  
W: [www.rdanwq.org.au](http://www.rdanwq.org.au)  
IQ-RAP: [www.rdanwq.org.au/iq-rap](http://www.rdanwq.org.au/iq-rap)



# Inland Queensland Roads Action Project

*Driving Productivity, Economic Development and Safety*

## INLAND QUEENSLAND ROAD NETWORK STRATEGY MAP



The map indicates the strategic freight routes, as identified by partner local governments, in the area west of the Bruce Highway as per the scope of the project and the prioritisation of investment into 4, 10, 15 and 15+ year program horizons to reach vision standards based on multi-criteria assessment (MCA). MCA Ratings 1, 2 and 3 indicate meeting vision standards in 4, 10 and 15+ year horizons respectively. This means some projects should be commenced and completed in four years, while others are recommended to start in coming years but continue construction over several years to achieve vision standard over 10 - 15+ years, therefore making the best possible impact on local employment.