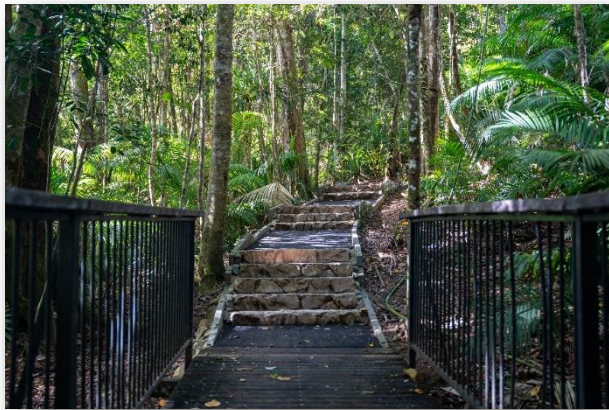




Mareeba
SHIRE COUNCIL



Kuranda Township Infrastructure Master Plan

2022-2031

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Executive Summary

A key requirement outlined in the Kuranda Infrastructure Agreement 2022 - 2031 (KIA) is to adopt a Kuranda Township Infrastructure Masterplan (KTIMP) in accordance with Section 7.4. This document presents the projects identified for completion over the coming years, based on the Kuranda Infrastructure Agreement Review (KIA Review) prepared in 2021. The priority projects listed below have been raised based on two primary sources as outlined in the KIA Review:

1. Significant consultation with a broad range of stakeholders, including tourists/visitors and Kuranda residents and/or business owners; and
2. Best practice asset management principles - replacements, upgrades and maintenance to align with the Mareeba Shire Council Asset Management Plan.

The funding provided by the State under the *Kuranda Fund* is directed specifically for the provision of infrastructure and services primarily intended to enhance visitors' experience of Kuranda and surrounds. While these projects specifically are targeted in improving the visitor experience, they also contribute to a broader range of objectives that enhance the well-being of the Kuranda community. The extent of the funding under the new Agreement limits the range and number of projects that can be delivered.

Background to KIA 2022-2031

A Kuranda Infrastructure Agreement has been in place since the mid 1990's and has successfully supported tourism and allowed Mareeba Shire Council (MSC) to invest in public infrastructure within Kuranda Village to meet tourist's need for access to the local township's facilities and services.

The KIA between the State of Queensland and the Mareeba Shire Council recognises that the township of Kuranda, adjoining the Wet Tropics World Heritage Area in Far North Queensland, is a unique tourist destination (the Village in the Rainforest) attracting up to one million tourists and other visitors on an annual basis, the majority of whom are historically overseas travellers.

The KIA also recognises that the scope and value of works required to maintain the character of Kuranda and conserve the natural environment, while still providing the necessary infrastructure to cater for the needs and demands of the annual tourist visitation, are such that the costs are too great for the residents of Kuranda or MSC to meet by usual means.

The KIA has enabled MSC to construct infrastructure to meet the needs of tourists and visitors within Kuranda which would not have been afforded otherwise. The provision of this infrastructure, the materials utilised, its configuration and its ongoing maintenance and renewal/upgrade has been set at the rate necessary to support the much higher level of service and more rapid consumption rate when compared to infrastructure provided and maintained in other Mareeba Shire towns and villages.

Since 1994, when the first KIA was entered into, the Queensland Government has, in recognition of the significant economic benefits that Kuranda brings to the Far North Region, and subject to the terms and conditions set out in the 1994 and succeeding infrastructure agreements, committed to make a financial contribution towards the funding of infrastructure and amenities that will enhance visitors' experience of the Kuranda area.

Previously this financial contribution which, at its peak reached approximately \$1m per annum was provided via monies collected by the State from corporations that have a licence to transport passengers through and across the World Heritage Wet Tropics between Cairns and Kuranda, these

corporations being Kuranda Scenic Rail (which is operated by Queensland Rail and therefore a State Government owned corporation) and Skyrail (privately owned and operated by the Chapman Group).

Under the new 2022-2031 agreement this financial contribution is now only to be provided via monies collected by the State from Kuranda Scenic Rail. Payments to the State by Kuranda Scenic Rail are made in accordance with relevant provisions of the *Local Government Regulation 2012*.

The current KIA is the fifth such agreement entered into between the State and the Mareeba Shire Council* and was signed by both parties on 30 November 2021. Prior agreements were the 1994 Agreement, the 1997 Agreement and the 2010 Agreement and extension.

**Note that the 2010 – 2020 agreement was executed by the Tablelands Regional Council, of which the Mareeba Shire at that time formed part*

Kuranda Infrastructure Agreement Vision, Objectives and Key Strategic Directions

Vision

The KIA will deliver infrastructure and improvements that enhance the 'Village in the Rainforest' as a unique, authentic experience for residents and tourists alike, by improving safety, accessibility, connection with the environment and integration between the activities of residents and tourists.

Objectives

Maintaining the character of the village and conserving the natural environment whilst still providing and maintaining necessary infrastructure remains a key objective.

The vast majority of the assets acquired under the previous and current KIA are infrastructure assets which by their nature are composite, or system assets, comprising a number of components and subcomponents. The components and subcomponents are all highly interdependent and deemed to be integral to the provision of the service but each of which can be individually replaced to enable the life of the overall asset to continue.

A key objective for Council therefore is to manage these installed assets in order to meet required levels of service in the most cost-effective way through the maintenance, renewal/rehabilitation and where necessary replacement of assets in order to provide for present and future tourists and customers.

Key Strategic Directions

To determine the strategic direction of the KIA, significant consultation with a broad range of stakeholders, including tourists/visitors and Kuranda residents and/or business owners, was undertaken during the review of the previous agreement in the lead up to the development of the Agreement.

This broad range of stakeholders included current and former KIA committee representatives, State and Local Government representatives, Indigenous group leaders, local businesses and traders, tourist operators, Skyrail and QRail representatives, local media representatives and tourism industry representatives. Many of these stakeholders have contributed to the deliverables and direction of KIA to date.

The approach adopted to engage with the stakeholders was via face to face, one on one meetings held at either the Kuranda Community Precinct meeting room or on site at the stakeholder's premise. For some stakeholder sessions, video conferencing facilities were utilised where necessary (i.e., based around preferred stakeholder availability).

In preparation for the discussions, the following pre-briefing questions were sent out to all stakeholders in advance of their scheduled sessions:

- Background – purpose/ objective of the review and review timeframe/ process
- Current provision and extent of existing Kuranda Infrastructure Agreement funded infrastructure assets (e.g., pathways, signage, public amenities etc)?
- What do you see as the focus for public infrastructure in Kuranda over the next 5-10 years?
- Other relevant Kuranda Infrastructure Agreement items to discuss?

The stakeholder discussions commenced by seeking stakeholder views about existing infrastructure and new and upgraded infrastructure requirements over the next 5 - 10 years. Discussions typically then evolved into broader social and economic issues affecting Kuranda township preceding, during and post COVID as well as future potential social and economic initiatives and the format of and functioning of the KIA Committee. This also included an expression of views in relation to both the format of and functioning of the KIA Committee. The coverage of feedback topics affecting the KIA and Kuranda was extensive.

Asset renewal requirements have been derived using asset condition data provided, indicative condition profiles, asset useful lives and remaining useful lives where provided. The great majority of existing assets and infrastructure within the Kuranda Township and subject to the KIA are in very good, good or fair condition. However much of the existing infrastructure will require renewal over the forward 10-year period. It should be noted that many of the asset renewal projects identified contain upgrade elements to bring infrastructure up to a modern standard or equivalents. This is typical for a high level of service precinct or areas such as Kuranda CBD whereby assets are not managed to failure or poor condition, rather they would be renewed as part of a precinct or streetscape renewal and upgrade project to ensure amenity levels are maintained.

As a result, an evidence-based approach has been adopted for the identification of the infrastructure demand (forward 10-year forecast) and associated works programs required to maintain the levels of service and amenity provided for tourists and visitors to Kuranda (i.e., to ensure physical sustainability).

Aligning both infrastructure sustainability and financial sustainability is critical to the long-term success of the KIA.

- **Physical sustainability** is ensuring that the physical assets supported by the KIA such as roads, pathways, signage and buildings are maintained in a sustainable manner over the long term such that they continue to support the services delivered into the future whilst minimising infrastructure whole of life costs.
- **Financial sustainability** is ensuring that a sustainable approach to financing the identified infrastructure needs is achieved over the long term.

These strategic directions continue to remain relevant to the ongoing provision of infrastructure, services and amenities that are required to meet the needs of visitors to the Kuranda area and fulfil the objectives of the KIA.

Project Selection and Prioritisation

A key factor in project selection is of course the requirement that projects must enhance visitors' experience, enjoyment and environmental understanding of the Kuranda area and support the well-being of the local Kuranda community but must not be projects that the Council itself should be reasonably expected to provide in the normal course of provision of services to its residents and ratepayers.

The selection and prioritisation of projects to be funded under the KIA has evolved and been influenced by a number of factors over the life of successive infrastructure agreements. The program presented in Appendix 1 was drawn upon to inform the extent of revenue necessary in order to support financial sustainability.

While the KIA Review highlights numerous projects, both capital and maintenance, the limited funding under the new Agreement will severely limit the capacity to deliver these needs.

Funds carried forward from the previous 2010 agreement will be used for critical capital renewal projects and then the ongoing income will be totally consumed by the required ongoing maintenance.

Relationship of KIA funding to broader objectives

While the funding provided by the State under the KIA is directed specifically for the provision of infrastructure and services primarily intended to enhance visitors' experience of Kuranda and surrounds. While these projects specifically are targeted in improving the visitor experience, they also contribute to a broader range of objectives that enhance the well-being of the Kuranda community.

All expenditure from the *Kuranda Fund* provided by the State will:

- be used to support the provision and maintenance of amenities which will enhance visitors' experience, enjoyment and environmental understanding of the Kuranda area while supporting the well-being of the Kuranda community.
- be consistent with best practice asset management principles. Specifically, planning for the construction of infrastructure should occur in concert with planning for replacements, upgrades and maintenance.
- be first approved by the Minister or his or her approved delegate via the incorporation of priority projects and their estimated costs in the KTIMP; and
- not be used to provide services and amenities that could and should reasonably be paid for by Council in the normal course of providing municipal services and amenities to residents, rate payers and businesses from whom it collects monies through rates and other charges.

Approved expenditure also includes the direct costs associated with the implementation of the KTIMP; repayment of borrowed monies to undertake projects identified in the KTIMP; cost of preparation of the KTIMP; acquisition of property required to implement a project identified in the KTIMP; purchase of equipment and plant required to give effect to the KIA, and accounting costs to operate.

KTIMP relationship to Mareeba Shire Infrastructure Provision and Service Delivery

While the KIA states that the funding provided is to be used in a considered manner designed to promote and maintain the well-being of the Kuranda community, it also states that funded projects should be recognisable parts of a broader infrastructure master plan.

In this regard, projects funded under the agreement should complement other projects and services funded and/or provided by the Council, all of which should work together as one overarching blueprint for the longer-term development of the Kuranda area and the well-being of its residents.

Apart from its role in delivering the projects approved under the KIA, there are a number of other infrastructure projects (costing in excess of \$12m) that have been or are to be undertaken by the Council and services that are provided by the Council (to the value of \$635,000) from its own funds that meet the above objective. These projects/services include:

Water and Sewerage Infrastructure: Since de-amalgamation in January 2014, Council has spent, or has programmed to spend, \$10.6m (including Government grants and subsidies) in the upgrading of water and sewerage infrastructure in Kuranda to ensure that not only are such services adequate to cater for the needs of local residents and visitors alike but to also meet the strict environmental standards required in the Wet Tropics World Heritage Area.

Kuranda Community Precinct: The old Kuranda Primary School was purchased from the State Government for \$782,927 and a further \$954,893 has been spent on development of the site and conversion into a community hub (Kuranda Community Precinct). The Kuranda Community Precinct contains the town library, meeting rooms and spaces for individual clubs and community organisations to operate from.

The library itself has direct relevance to tourists and visitors to the area as it provides free wi-fi and a large number of visitors call into the library to make use of this and the library's free computers.

The Kuranda Community Precinct is also a space that local residents can call their own and utilise for recreational, sporting, cultural and educational experiences and activities. In the extensive community consultation that took place in 2011 when developing the Tablelands Community Plan 2021, it was found that there is some divisiveness within the Kuranda community around the perception that Kuranda is all about tourism and the focus is on tourists and visitors and not the local community and that all funding is directed towards tourism.

Expenditure on the Kuranda Community Precinct is therefore complementary to the funding provided under the Kuranda Infrastructure Agreement in the sense that it goes someway to changing the community perception that tourism is number one and community needs run a poor second.

On an annual basis, Council contributes in excess of \$90,000 towards the operational and maintenance cost of the Kuranda Community Precinct.

Kuranda Parks, Gardens and Public Areas, including toilets:

The maintenance of Kuranda's public areas is an expense borne by Council through funds separate to the KIA. On an annual basis, in excess of \$400,000 is contributed to the Kuranda township. This exceeds the level of service other townships receive. If it were not for the additional requirements driven by tourism this cost to Council would be \$120,051. To service the volume of visitors, the level of service that Kuranda should ideally receive would cost \$833,486 inclusive of Council's \$120,051.

Visitor Information Centre (VIC): The Kuranda VIC is an integral part of the Kuranda tourism experience with its friendly and helpful staff providing expert advice to tourists and visitors on what to see and do in the Kuranda area. The centre provides advice and assistance to around 100,000 visitors per year and the annual cost to operate the centre is \$145,000.

Past Projects completed under 1994, 1997 and 2010 -2020 Infrastructure Agreements and KTIMP 2010 - 2020

A total of 37 projects with a combined value of \$16.6m were delivered under the previous infrastructure agreements. All of these completed projects are summarised hereunder.

Project	Scope of Works	Cost	Completion Year of Major Works
Underground Power	Installation of underground power	\$45,942	1995
Therwine and Coondoo Street Intersection	Upgrades and signage to intersection of Therwine and Coondoo Streets	\$72,313	1996
Centenary Park Stage 1 Redevelopment	Major redevelopment. Previously the park was a bare mound. The upgrade included substantial retaining walls and landscaping	\$818,989	1997
Sewerage Treatment	Connection and treatment	\$88,604	1997
Centenary Park Toilets	Constructed public toilet facilities that were incorporated with a tourist information centre	\$295,989 \$65,306	1997 2007
Upper Coondoo Street	Widening of the footpaths, protection of large fig trees, inclusion of street art	\$1,621,368	1999
Barron Falls Pendas Car Park	Additional Carparking at Barron Falls	\$242,666	1998
Red Path - Coondoo Street	Footpath works with public art	\$261,497	1998
Thoree Street Carpark	Car and bus parking area on Thoree Street	\$215,089	1999
Therwine and Thoree Streets	Roundabout landscaping, small car park on Therwine with paving leading to heritage markets	\$158,377	2000
Visitor Centre	TIC improvements and signage	\$33,566	2000 2007

Project	Scope of Works	Cost	Completion Year of Major Works
Feature road signs	Feature signage on Coondoo and Therwine Streets	\$60,916	2001
Parking and Regulated Parking	Provision of additional parking spaces and of parking signage and regulation	\$330,221	2002
Walking Tracks	Construction of new walking tracks: Jum Rum walk from Coondoo Street to Barron Falls road 1.4km; Jungle walk from Barron Falls road, via Amphitheatre to Barron River 900m; and River walk to rail station 760m	\$799,473	2002
Barang/Barron Falls car parks	Improve Parking along Barang Street with some landscaping	\$63,365	2002
Rail bus parking	Purpose built bus parking off the end of Barang Street and upgrade of the interchange parking in front of Skyrail	\$734,114	2004
Lower Coondoo Street	Similar work to Upper Coondoo	\$1,480,391	2005
Upper Coondoo Street refurbishment	Improve lighting and footpaths	\$604,723	2006
Footpath from Rail Station to pub	New path linking the rail and Skyrail station to Arara Street across from the pub	\$34,092	2006
Themed Planting	Street planting of iconic species	\$41,816	2007
Various minor infrastructure works	Minor projects under \$35,000: Underground power, footpath upgrades, signage, planning studies and sundry assets	\$187,600	2004 - 2010
Therwine Street Re-development	Undergrounding of power	\$577,324	2016
Toilet Block at Barron Falls Carpark	The KIP contributed towards the EPA to install toilet facilities	\$125,000	2010
Upgrade of Wright's Lookout	Upgrading of the access road to Wright's Lookout	\$20,597	2011

Project	Scope of Works	Cost	Completion Year of Major Works
Coondoo Street Lighting Improvements	Installation of 3 additional street lights in the lower section of Coondoo Street	\$11,323	2012
Covered Walkway	Covered walkway from Queensland Rail and Skyrail to the Bus Park and Village. Comprises a series of fully accessible pathways, partially covered, and covered interpretive 'pods' in the Lower Coondoo Street area	\$478,727	2014
River Walk	Signed walking track between Kuranda Rail Station to highway bridge along Barron River Esplanade	\$335,127	2014
Transport Interchange	Works to improve amenity and safety for passengers transferring between train/Skyrail and shuttle buses	\$66,806	2013
Visitor Information Centre Improvements	Alteration and expansion of existing Visitor Information Centre	\$708,296	2015
Therwine Street Redevelopment	Improved amenity, functionality and safety of Upper Therwine Street	\$2,147,990	2021
Wayfinding signage	New signage to assist self guided access to the Kuranda township, amenities and attractions	\$185,701	2022
Barron Falls Walking Track	New walking trails from Kuranda township towards the Barron Falls	\$2,808,494	2021
Rehabilitation of Jungle Walk and Jum Rum Walking Trails	Rehabilitation of existing walking trails	\$509,536	2021
Centenary Park Toilet Block Refurbishment	Complete refurbishment of amenities	\$307,631	2019
Street furniture	New street furniture in Kuranda CBD	\$39,134	2018

Project Priorities to 2031

The projects listed below are taken from the KIA Review as presented in Appendix 1. The highest priority needs have been funded in the 2022/23 year from the KIA Reserve. The remaining priority projects do not have funding allocated in the foreseeable future due to the changing landscape of the new Agreement.

Revenue generated in the 2022-2031 Agreement is likely to be in the vicinity of \$150k per annum which falls far short of funding the depreciation (renewal) of existing KIA infrastructure, maintenance, or amenity, let alone key projects to maintain the vision of the Kuranda Infrastructure Agreement.

Funded

These four projects are anticipated to be delivered by Council using carry-over funds held from previous levies collected. The current reserve balance is \$1.65m which has been fully allocated as follows:

- Anzac Park Upgrade \$300k
 - The project scope includes reconfiguration of and upgrade of Rotary Park to an open space park area. It also includes renewal of existing pathways, lighting and seating areas.
 - These works are planned to be delivered in the 2022/23 year.
- Centenary Park Upgrade \$500k (reduced scope)
 - The full scope for this project requires a budget of \$1m to include renewal and upgrade of playground, shade structure, pathways, seating, shelters, drinking water taps, lighting, BBQ, interpretive signage and surrounding footpath and stairs.
 - The reduced scope will provide a basic renewal of playground, shade structure and pathways only. The balance of the works prioritised will remain uncommitted and unfunded for the duration of the 2022-2031 agreement.
- Upgrade of planter boxes and garden bed planting through the CBD areas \$150k
 - Funding has been allocated to complete this priority project within the next 12-18 months.
 - The scope of works includes renewal of existing planter boxes and an addition of new planter boxes to create a botanical garden streetscape throughout the CBD
- Coondoo Street Upper Refurbishment \$750k (reduced scope)
 - The full scope for this project requires a budget of \$1.5m including renewal of existing road seal, footpaths, lighting, tree up-lighting, street furniture, public art renewal and upgrade, irrigation systems and root barrier.
 - The reduced scope will provisionally allow for a basic renewal of road seal, footpaths and lighting and is scheduled for completion in 2023.

Unfunded

There are five unfunded projects totalling \$4.45m, in addition to the two projects which have been partially funded above, requiring a further \$1.25m investment to complete full scope. Each of these projects have been identified as priority needs in the KIA Review and meet the criteria of the Agreement:

- Centenary Park Upgrade \$500k (balance of works allocated from reserve funds)
- Renewal of Kuranda Entrance Statement Totems and signage \$150k
- Rob Vievers Drive Footpath Renewal and Beautification \$300k
- Coondoo Street Upper Refurbishment \$750k (balance of works allocated from reserve funds)
- Coondoo Street Lower Refurbishments \$2m
- Barron Falls Road widening and reconstruction to Masons Road \$1m
- Barron Falls Road widening and reconstruction - Thongon Street to Masons Road \$1m

Impacts of new funding arrangements (excluding Skyrail)

The KIA Review highlighted the need for substantial (KIA) funding into the foreseeable future in order to meet the needs identified by stakeholders and thorough asset management modelling to maintain existing infrastructure in a safe and serviceable manner. As a priority, the estimated infrastructure maintenance and renewal programs need to be funded to ensure existing infrastructure is managed sustainably.

To date the Kuranda Infrastructure Agreements have enabled MSC to construct infrastructure to meet the needs of tourists and visitors within Kuranda which would not have been afforded by Council. The provision of this infrastructure, the materials utilised, its configuration and its ongoing maintenance and renewal/upgrade has been set at the rate necessary to support the much higher standard to provide a higher level of service and more rapid consumption rate when compared to infrastructure provided and maintained in other Mareeba Shire towns and villages.

While previously, a financial contribution of approximately \$1M per annum was provided to Council via monies collected by Kuranda Scenic Rail and Skyrail, under the new 2022-2031 agreement this financial contribution is now only to be provided via monies collected from Kuranda Scenic Rail.

This arrangement provides Council with a far reduced potential to deliver the objectives of this fund, as compared with previous agreements and introduces infrastructure sustainability risks causing significant financial impact to Council.

For the duration of the 2022-2031 agreement, the amounts received by Council will therefore be committed to amenity, maintenance, safety and depreciation. Remaining priority projects as identified in Appendix 1 are unlikely to have a funding source for the duration of this agreement and will, unfortunately, impact the vision and objectives of the Kuranda Infrastructure Agreement.

Project Priorities to 2031 - KIA Review (continued)

KIA-R-04	High	Short	Renewal of Kuranda Entrance Statement Totems and Signage	Renewal and upgrade of existing Kuranda Township Entrance Totems and Signage at Kennedy Highway	Renewal of all existing totem poles and Kuranda township entrance signage at Kennedy Hwy. Replace with appropriate entrance statements that reflect values of the town and attract tourists. Potential to run community program to select appropriate designs. Include Rob Veivers Drive signage.	Existing totem poles and signage are at their renewal intervention point. The totems are showing signs of white ant and structural decline and need renewal immediately. In addition, these entrance statement features are the gateway into Kuranda Village for tourist driving from the Kennedy Hwy and need to be renewed to ensure the presentation of Kuranda remains high for visitors and the community alike.	No additional asset maintenance costs as the project scope covers existing assets.	\$ 150,000	100%	Yes										\$30,000 (unfunded)	\$120,000 (unfunded)
KIA-R-05	High	Short	Rob Veivers Drive Footpath Renewal and Beautification	Streetscape renewal and upgrade of Rob Veivers Drive from Barang Street to roundabout at Thooree Street covering all assets within road reserve.	Streetscape upgrade on Rob Veivers Drive from the intersection of Barang Street to the main roundabout at Anzac Park. Includes road pavement line marking and associated adjacent infrastructure such as planting medians, pathways, kerb, parking and lighting.	The existing condition of road pavement, line marking and median assets along Rob Veivers Drive have reached their renewal intervention points. Rob Veivers Drive is the key throughfare into Kuranda Village from the Kennedy Highway and the presentation of this area is crucial to attract and retain tourist/ visitors to the township.	Assumed no additional maintenance costs as this project covers the renewal and upgrade of a number of existing assets	\$ 300,000	90%	Yes		\$ 50,000 (unfunded)	\$ 250,000 (unfunded)								
KIA-R-06	High	Medium	Coondoo Street Upper Refurbishment	Refurbish infrastructure assets within road reserve along Upper Coondoo Street.	Renewal of existing road seal, footpaths, lighting, tree up lighting, street furniture, public art renewal and upgrade, irrigation system and root barrier.	There is a need to maintain streetscape presentation and amenity along the length of Coondoo St. Existing assets have or are nearing their renewal intervention point (level of service/ amenity). In addition, some assets have partially failed (lighting) and require renewal in the short term.	No additional asset maintenance costs as the project scope covers existing assets.	\$1,500,000	100%	Yes	\$ 750,000	\$750,000 (unfunded)									
KIA-R-07	High	Medium	Coondoo Street Lower Refurbishment	Refurbish infrastructure within road reserve along Upper Coondoo Street	Scope: Road Seal, footpaths, lighting, tree up lighting, conduits and cabling which is currently direct buried, street furniture, public art renewal and upgrade, irrigation systems, root barrier.	There is a need to maintain streetscape presentation and amenity along the length of Coondoo St. Existing assets have or are nearing their renewal intervention point (level of service/ amenity). In addition, some assets have partially failed (lighting) and require renewal in the short term.	No additional asset maintenance costs as the project scope covers existing assets.	\$2,000,000	100%	Yes		\$100,000 (unfunded)	\$1,000,000 (unfunded)	\$900,000 (unfunded)							

Project Priorities to 2031 - KIA Review (continued)

KIA-R-08	High	Medium	Barron Roads Falls Road widening and reconstruction - Masons Rd to Falls lookout	Road surface/ pavement renewal/ reconstruction along the length of the road segment. Widen carriageway to 6.5 nominal width. Includes intersection upgrade with Masons Road.	Road surface/ pavement renewal/ reconstruction along the length of the road segment. Widen carriageway to 6.5 nominal width. Includes intersection upgrade with Masons Road. Design full length of Barron Falls Road reconstruction to be completed at the commence of this project.	Barron Falls Road is a popular tourist route leading to the Barron Falls and Wrights lookouts. The existing road pavement and seal is nearing its renewal intervention point. In addition, the current road width is insufficient to allow bus and car overtaking posing a potential safety risk to road users.	No additional asset maintenance costs as the project scope covers existing assets.	\$1,000,000	100%	Yes						\$150,000 (unfunded)	\$500,000 (unfunded)	\$350,000 (unfunded)			
KIA-R-09	High	Medium	Barron Falls Road widening and reconstruction - Thongon St to Masons Rd	Road surface/ pavement renewal/ reconstruction along the length of the road segment. Widen carriageway to 6.5 nominal width.	Road surface/ pavement renewal/ reconstruction along the length of the road segment. Widen carriageway to 6.5 nominal width. Includes intersection upgrade with Masons Road.	Barron Falls Road is a popular tourist route leading to the Barron Falls and Wrights lookouts. The existing road pavement and seal is nearing its renewal intervention point. In addition, the current road width is insufficient to allow bus and car overtaking posing a potential safety risk to road users. Local use 10-15% est.	No additional asset maintenance costs as the project scope covers existing assets.	\$1,000,000	100%	Yes								\$500,000 (unfunded)	\$500,000 (unfunded)		
INFRASTRUCTURE RENEWAL PROGRAM TOTAL																					
											\$1,700,000	\$800,000	\$850,000	\$1,030,000	\$1,170,000	\$500,000	\$350,000	\$500,000	\$500,000		

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