



**CAPABILITY STATEMENT  
FOR ROAD FEASIBILITY STUDIES AND THE  
PREPARATION OF BUSINESS CASES**

**JULY 2020**

### 1. OUR CONSULTANT TEAM

Our feasibility study consultant team comprises Peter Rufford (Engineer), Steve O'Rourke (Engineer) and Bob Carstairs (Transport Economist). A summary of each is provided below.

The list of PEECE projects is provided in the web site [www.peece.com.au](http://www.peece.com.au) but those relevant to undertaking feasibility studies and the preparation of business cases are included in Section 2 of this statement.

#### **Peter Rufford**



**Peter Rufford**

Peter Rufford is a former transport policy officer with the Australian Local Government Association and planning engineer with the NSW RTA (now the TfNSW). Prior to that, he worked in the Materials and Research Section of the NSW Department of Main Roads in the 1970s and the NT Department of Transport and Works in the early 1980s.

He has worked as a road and transport planning consultant since 1990 (initially with Travers Morgan Australia) and more recently as the Executive Director of PEECE.

He started as a consultant with Travers Morgan Australia in 1990 and worked on a number of World Bank and Asian Development Bank transport planning studies in north-east China during the early 1990's.

He has project managed the regional transport planning studies for local government over the last twenty years for PEECE. He provided contract services to the National Transport Commission on heavy vehicle accreditation and access issues for local government and asset management and road maintenance planning services to the Metropolitan Region of the Queensland Department of Transport and Main Roads.

More recently between 2012-16, he was engaged by Lake Macquarie City Council in reviewing their Engineering Guidelines for their DCP and in managing their Quarry Rehabilitation Program.

### Steve O'Rourke



**Steve O'Rourke**

Steve O'Rourke is a former senior project manager with the former NSW RTA (now TfNSW). He is a civil engineer with extensive experience in civil construction, environmental engineering and risk management.

He has broad consulting experience in servicing local government, particularly in NSW and in providing engineering construction audits and project reviews on major road projects for TfNSW.

Steve is a Chartered Professional Engineer and is on both the National and Queensland Professional Engineers' Register. He also the owner of both Constructive Solutions, a small civil engineering consultancy based in Tamworth and QRMC Risk Management, a risk management consultancy based in Brisbane.

His areas of expertise include:

- Major highway design and construction
- Project management of major infrastructure projects, including road, rail, airport and bridge works
- Major contract experience, including specification writing and all aspects of contract management, including site supervision
- Road safety planning and auditing
- Environmental engineering

As well as providing the engineering input to many of the PEECE studies, he has undertaken a number of corridor studies for the Department of Transport and Main Roads Queensland, in conjunction with Economic Associates. The engineering components of these studies involved assessing the needs of each route in respect to upgrading, maintenance, safety etc., in the context of proposed changes to the traffic volumes and mix and developing a 20 year works program.

### **Bob Carstairs**



**Bob Carstairs**

Bob Carstairs is a transport economist with specialist expertise in agricultural economics and researching economic development in rural areas. He has extensive experience in the economic evaluation of road projects.

He is a Brisbane based consultant providing specialist economic advice to State and Commonwealth government agencies and the private sector.

Bob obtained his degree and post graduate training at the University of New England and is familiar with the demographics and industries of rural regions.

He has over thirty years professional experience in Australia and the Asia-Pacific region as a research economist, academic and consultant. Since commencing his consulting career in the early 1980s, Bob has worked extensively in the fields of regional and industry development, project evaluation in developing countries and in Australia, agricultural economics and transport economics.

He has been team leader for numerous major infrastructure and regional development projects throughout the Asia Pacific region.

He has been the transport economist in every PEECE feasibility study.

His full area of expertise includes:

- Regional and industry development
- Project evaluation and feasibility
- Social and economic impact assessments of infrastructure & resource projects
- Agricultural economics
- Transport economics
- Tourism

### 2. PEECE PROJECTS

PEECE Pty Ltd has a strong track record for road feasibility studies and business cases for road investment over the last twenty years. Most have focussed on assisting Councils identify road priorities and prepare submissions for Commonwealth and/or State funding for high priority regional and local roads. A number of these submissions proved successful resulting in sealing key regional roads.

The PEECE projects include:

***Feasibility Study of the Ridge Road, Lightning Ridge (2019)***

PEECE undertook a feasibility study for upgrading the back road between Lightning Ridge and Collarenebri north-east of Walgett to a sealed standard. Benefits included transport cost savings to farmers, the communities of Lightning Ridge and Collarenebri and tourists and improved access to 70% of the farmers in the study area. The study led to a business case to support an application for funding from State and Commonwealth programs.

***Strategic Business Case for a Regional Inter-modal Terminal at Narrabri (2019)***

PEECE was sub-consultant to Arcadis in a study to assess the feasibility of an inter-modal and industrial Hub at Narrabri that would be connected to the Inland Rail. The study prepared a strategic business case for the development of the Hub. PEECE undertook the demand and economic assessment and the engineering assessment of infrastructure outside the sub-division.

***Business Case for Sealing the Cobb and Silver City Highways (2018)***

PEECE provided the economic assessment for the business cases prepared by QRMC Risk Management to seal the remaining unsealed sections of the Cobb and Silver City Highways in western NSW. The studies were prepared for the NSW Roads and Maritime Western Region who are seeking funding from NSW Treasury to complete the sealing of these roads.

***Funding Submission for Sealing the Come by Chance Road (2017)***

PEECE undertook another feasibility study for Walgett Council; this time for the Come By Chance Road which runs South-East from Walgett to Pilliga. The road passes through very productive agricultural land whose productivity is constrained by poor unsealed road access. The study produced a Business Case to support an application for funding from State and Commonwealth programs to seal the road.

***Funding Submission for Walgett Shire Council (2014)***

PEECE assisted Walgett Council prepare a funding submission from the NSW Government's Fix Country Roads Program for upgrading the Bugilbone and Gundablouie Roads (Pilliga-Mungindi). Our work primarily involved undertaking the economic modelling using the Transport for NSW spreadsheet.

### ***Feasibility Study for Upgrading Wilby Wilby Road (2013)***

PEECE undertook a feasibility study for Walgett Council of a project to improve the flood immunity of Wilby Wilby Road, a local road north-west of Walgett. The road crosses a low-lying area called Rotten Plain that floods extensively during wet weather. This study was extended into a business case for betterment funding for upgrading flood prone roads in Walgett Shire under NDRRA Guideline 7.

### ***Freight Study for the Northern Inland Region of NSW (2012)***

PEECE undertook a road-based freight study for the Northern Inland Regional Development Australia Office. The projects identified by extensive consultation with 13 Local Governments across the New England and North-Western Slopes were evaluated and the highest priority projects identified.

### ***Business Case for Upgrading the Coonabarabran – Mungindi Road (2011)***

The road between Coonabarabran and Mungindi via Pilliga and Collarenebri serves the interests of a prosperous agricultural community and yet still has three unsealed sections. The Walgett, Narrabri and Warrumbungle Councils engaged PEECE to prepare a business case for upgrading the route to a sealed standard and to assist them seek funding from State and Commonwealth sources.

### ***The Economic Case for Upgrading the Thunderbolt's Way (2011)***

PEECE prepared a research paper on the transport drivers for the Thunderbolt's Way linking Gloucester, Walcha, Uralla and Inverell and a cost benefit analysis of a pavement rehabilitation program to bring the route to a safe and reliable standard. The paper supported an application for funding from the Regional Development Australia Fund.

### ***Feasibility Study for a Bypass of the town of Tenterfield (2009)***

PEECE undertook a feasibility study for a bypass route for the New England Highway heavy vehicle traffic through the town of Tenterfield in the northern New England Ranges. The study looked at three options on the western side of the town from an engineering cost, safety, economic viability, community and business support, environmental and financial viability perspectives. The report was used to support Council's submission for funding.

### ***Assessment of Roads on the Moree Plains (2009)***

PEECE studied five roads for the Moree Plains Shire Council to provide an independent assessment of their relative priority. The assessment was based on a multi-criteria assessment of engineering cost, economic viability, community support, regional development and financial viability.

### ***Feasibility Study for the Warialda – Texas Road (2008)***

PEECE undertook a feasibility study for upgrading the regional road linking Warialda in north-west NSW and Texas in south-west Queensland. The road is an important part of the Rural Getaway Route but is adversely affected by poor road conditions particularly between Warialda and Yetman. The link provides an attractive alternative to the Newell Highway for tourist and light traffic.

### ***Engineering Assessment of the Gocup Road (2008)***

PEECE undertook an engineering assessment of the Gocup Road, linking Tumut with the Hume Highway at Gundagai. Several design options were considered for upgrading the timber arterial road to a safe standard for future heavy haulage patterns.

### ***Feasibility Study of the Coonamble - Narrabri - Bingara Road (2006)***

PEECE undertook a feasibility study for completing the seal of the Regional Roads connecting Coonamble, Narrabri and Bingara In North-West NSW. The road makes a significant contribution to tourism in the region. The report was used to support a successful submission by the Councils for funding from the Commonwealth's Regional Component of AusLink.

### ***Feasibility Study for the Wellington – Narrabri Road (2006)***

PEECE undertook a feasibility study for completing the seal of the regional road linking Wellington with Narrabri in north-west NSW. The road has two unsealed sections which if sealed would increase tourist activity and improve transport efficiency in the region. The link provides an attractive alternative to the Newell Highway for tourist and light traffic traveling from the Orange and Parkes regions and the NSW north-west and Queensland. The report was used to support a **successful** submission by the Councils for funding from the Commonwealth's regional component of AusLink.

### ***A Regional Transport Plan for Tumut, Tumbarumba and Gundagai Councils (2005)***

The growth of the timber industries in the south-west slopes of NSW is placing increasing pressure on the arterial and local roads in the region. Several studies had been taken to identify the road needs and PEECE were asked to consolidate these studies into a single regional plan that could be used to argue the case for additional road funding. The Councils used this report to prepare submissions for Commonwealth funding from Infrastructure Australia.

### ***Regional Transport Plan for Lower Great Southern Region of WA (2004)***

PEECE developed a Regional Transport Plan for the timber industry (including the four local councils) in the Lower Great Southern Region of Western Australia (2004). The report was used to lobby for an increased road funding for roads servicing the timber from both the State Government (TIRES Program) and from the Commonwealth.

### ***Regional Transport Plan for Wakool And Swan Hill Councils (2004)***

PEECE prepared a Regional Transport Plan highlighting the need to seal the Noorong Road in Wakool Shire and establishing a local bypass around Swan Hill to support the ethanol plant proposed for Swan Hill.

### ***Great Southern Regional Transport Infrastructure Coordination Project (2003).***

PEECE undertook for the WA Local Government Association, the analysis of regional economic development including the grain, timber plantation, vineyard and tourism sectors. Preparation of strategies integrating road infrastructure with rail and port infrastructure. Economic evaluation of specific projects to in the plantation, vineyard, grain and tourism sectors.

### ***Regional Transport Plan for Parkes (2003)***

PEECE prepared a Transport Plan to support the proposed Parkes Inter-Modal Transport Hub For Parkes Council. A key feature of the Plan was the need to realign the Newell Highway to ensure that the traffic generated by the Transport Hub did not conflict with the town.

### ***Feasibility Study for the Waterfall Way (2003)***

PEECE undertook a feasibility assessment of the Waterfall Way for Coffs Harbour, Bellingen, Pristine Waters and Armidale Dumaresq Councils. This involved assessing the various options for upgrading the Waterfall Way in terms of their benefits and costs.

### ***Feasibility Study for the Renshaw McGirr Way (2001)***

PEECE undertook a feasibility assessment of the Renshaw McGirr Way for Parkes, Cabonne and Wellington Councils. This submission resulted in an **allocation of \$10 million** by the NSW Roads Minister to complete the seal.