



Glossary

New electronic sign showing the status of the roads to Cloncurry, Central West Region

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Aboriginal and Torres Strait Islander (ATSI) Community

Assistance: Funding assistance for the upgrade to road and other transport related infrastructure to improve access to Aboriginal and Torres Strait Islander communities.

Black Spot Program (BSP): The Australian Government funded BSP aims to reduce the number of crashes on Australian roads by targeting the locations where crashes are occurring. By funding measures such as traffic signals and roundabouts at dangerous locations, the program reduces the risk of crashes.

Bowen Basin Safety Initiative: An initiative to improve safety in roads servicing central Queensland and the mining industry. The initiative ensures highways can cater for larger vehicles, particularly those involved in haulage of materials used for the operation and expansion of the mining industry.

Building Australia Fund (BAF): The BAF will develop a strategic blueprint for Australia's future infrastructure needs and – in partnership with the states, territories, local government and the private sector – facilitate the implementation of infrastructure projects to address these needs. Through the strategic blueprint, BAF will identify infrastructure gaps and fund critical infrastructure in the transport, communications, water and energy sectors of the economy to ensure timely and coordinated delivery of national infrastructure investment.

Busways and Light Rail Program: The Busways and Light Rail Program is a key strategy for TMR and Translink Transit Authority to improve public transport in Queensland through the provision of high quality, fast, frequent and congestion-free connections to key activity centres and transport hubs.

Camera Detected Offence (CDO): Comprises revenue collected through speed and red light camera fines. The distribution of revenue from camera detected offences is restricted by the Transport Operations (Road Use Management) Act 1995. This requires that all money collected for penalties imposed for camera detected offences, in excess of the administrative costs, must be used for specific road safety purposes including road

funding to improve the safety of the sections of state-controlled roads where crashes happen most frequently. CDO revenue is used as a partial source of funding for the Safer Roads Sooner program and a number of other safety related state-funded special initiatives.

Congestion Management Package for south east Queensland:

Funding to improve the efficiency and reliability of the road network for road users in south east Queensland, by giving public transport priority, using innovative real-time modelling and intelligent transport systems.

Construction works: Works that enhance or add to the road asset. This includes providing new formation, drainage structures and pavements where none previously existed; and upgrading the existing asset by realigning the existing road, construction bridges, improving intersections, installing traffic signal, and widening.

Corridor and Minor Safety Enhancements: Works to improve the safety and environment of the network. This includes improved junctions, roadside, lighting, signage, delineation, pedestrian and fauna facilities.

Corridor, Roadway and Structures Management: Funds for miscellaneous asset management provisions such as inspection of structures, improvements to environmental areas, electricity charges and data collection.

Cycle Network Program (CNP): The CNP expands the regional cycle network in south east Queensland by funding the development of facilities that encourage increased use of sustainable transport modes, such as cycling, walking and public transport. The types of facilities funded include cycling pathways and other infrastructure on principal cycle networked priority links and state-owned assets that connect to major attractors such as schools, universities and workplaces.

Enhancement and amenity: Works that enhance or add to the road asset. This includes providing new formation, drainage structures and pavements where none previously existed; and upgrading the existing asset by constructing bridges, improving intersections, installing traffic signals, and widening.

Jericho to Yaraka Rail Replacement: Aims to provide all-weather road access from Jericho to Yaraka, by paving and sealing various roads to replace the rail link which closed in 2005.

Koala Corridor Program: Funding to reduce the incidence of koalas killed on state-controlled roads, as part of the Queensland Government's response to the findings of the Koala Taskforce.

Local government-controlled roads (Local Network): Roads controlled by local governments. Roads that are not state-controlled, or privately-owned such as tollways, are local government-controlled roads.

Local Government Association of Queensland (LGAQ): The Peak body representing local government in Queensland in its dealing with other governments, unions, business and the community.

Local Government Transport Development: Provide financial assistance to local governments for works on local government roads and other transport related infrastructure.

Local Roads of Regional Significance (LRRS): Lower-order state-controlled roads and higher-order local government-controlled roads performing a similar function.

Maritime Safety Queensland (MSQ): MSQ delivers a prioritised infrastructure program of new and upgraded recreational boating infrastructure and maintenance, dredging and state boat harbour management. MSQ manages the safety of commercial trading vessel movements and the repair and replacement of marine safety infrastructure.

Nation Building Program (NBP): The NBP sets out the Australian Government's investment priorities for 2008-09 to 2013-14. The NBP replaces AusLink, which was the Australian governments' funding commitment from 2004-05 to 2008-09. Many of these priorities reflect Queensland's priorities and interests. It is the joint responsibility of the Australian Government and Queensland Government to ensure the NBP can provide effective and safe operation of the National Land Transport Network (National Network) through integration of transport and land use planning at the network level.

National Network: A single integrated network of land transport linkages of strategic national importance. The National Network is based on national and inter-regional transport corridors, including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth development and connectivity.

National Network (Queensland): In Queensland, the National Network comprises the Gympie Arterial and Bruce Highway (Brisbane-Cairns); Warrego, Landsborough, Flinders and Barkly Highways (Brisbane-Darwin); Cunningham and New England Highways (Brisbane-Sydney); Gore, Leichhardt and Cunningham Highways (Brisbane-Melbourne); Gateway Arterial Redland Sub-Arterial, Griffith Arterial, Cunningham Arterial, Cunningham Highway, and Port of Brisbane Motorway (Brisbane Urban Corridor); Pacific Motorway from New South Wales border to Mount Gravatt-Capalaba Road via the Gateway Arterial (Brisbane-Sydney); Flinders Highway (Mount Isa-Townsville) and the access to the Port of Gladstone, from the Bruce Highway for which the route is yet to be resolved.

Natural Disaster Relief and Recovery Arrangements (NDRRA): Funds provided to regions to reinstate that part of the road network which has been subject to weather damage under declared emergency conditions.

Other State-Controlled Roads (State Network): Roads controlled by Queensland Government, other than those on the National Network.

Program maintenance: Scheduled maintenance projects deemed capital in accrual accounting terms, such as resealing and resurfacing, which require preparation of approved scheme documentation to undertake works.

Project Initiation: Initial phase in a collection of logically related project activities and tasks usually culminating in the completion of a major deliverable.

Queensland Road System Performance Plan (QRSPP): A plan detailing the milestones to guide investment in state-controlled roads for 2011/12 – 2014/15. Provides detailed direction for investment in maintenance, preservation and operations works.

Queensland Road System Performance Plan (QRSPP) Maintenance, Preservation and Operations (MPO): MPO ensure that road assets across Queensland are maintained according to the level of service set out in Element Management Plan, to support communities and achieve government outcomes.

Regional Bridge Renewal Program: Funding provided by the Queensland Government to accelerate the replacement of timber bridges and older concrete and steel structures which are deteriorating due to age and increased use, and are least able to carry freight efficient trucks.

Regional Road Group (RRG): The primary decision making bodies of the Roads Alliance. Each RRG is comprised of representatives from TMR and local governments. RRGs are based on existing relationships, and take into consideration economic, social, environmental and geographic characteristics of a region, which serves to influence the planning and management of the regional road network and the services provided by that network.

Regional Safety and Development Program: Funding to support the upgrade of the regional road network in western Queensland and other rural and remote areas where considerable economic activity is occurring.

Rehabilitation: Restoration of a road to its pre-existing condition without altering the geometric standard, and which can normally be predicted or planned.

Resource Development Program: Funding to support the rehabilitation works on priority road routes. This program will help provide a significant net reduction in vehicle operating costs, particularly for heavy vehicles; reduce the risk of increased travel time; address unsafe road conditions arising from deteriorating pavements; and reduce the amount of recurrent maintenance; and is targeted to support Queensland's resource industries.

Roads Alliance: A partnership between TMR and local governments, represented by the Local Government Association of Queensland (LGAQ), to address joint road ownership challenges and align the focus of both spheres of government on the Queensland road task.

Routine maintenance: Maintaining road infrastructure assets to ensure the operational condition of the network.

Safer Roads Sooner (SRS): SRS is a Queensland government initiative to ensure road safety funding is spent where it will make the greatest difference in addressing fatal and serious injury crashes. SRS provides funding for cost-effective, high-benefit engineering works and targets known and potential high severity crash sites.

Safe School Travel (SafeST) (Infrastructure): Subsidy provided for providing or upgrading road and transport infrastructure which improves the safety of children travelling to and from school.

Safe School Travel (SafeST) (Set-down areas): Subsidy provided for bus and passenger set-down and parking areas at existing schools.

State-controlled roads: Roads declared to be controlled by TMR, including the National Network. Tollways are not state-controlled roads while they are controlled by franchisees such as Queensland Motorways Limited.

State-wide commitments: Special initiatives and funding commitments that have been prioritised and will be allocated to regions in the future. It also includes state-wide contracts, which are administered on a state-wide level to improve the cost effectiveness of program delivery.

Strategic Noise Barrier and Noise Barrier Program: Funding of high priority sites with the need for noise barriers, as well as having a significant level of complaints from local residents.

Sustainable Resource Communities Initiative: This Queensland Government initiative aims to provide economic and social infrastructure in key mining areas by securing existing jobs and create new jobs for Queensland communities in key mining areas of the Bowen Basin, the Surat Basin, and North-West Minerals Province.

The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14: Lists the program of works to be undertaken on Local Roads of Regional Significance over the next four years, providing a plan for each RRG's priorities.

Theebine to Kingaroy Rail Replacement: Aims to provide greater benefits to the community and freight industry following the closure of the Theebine to Kingaroy rail line in 2004.

Toward Q2: Tomorrow's Queensland: The Queensland Government's goals and long-term targets that address current and future challenges for Queensland: strong, creating a diverse economy powered by bright ideas; green, protecting our lifestyle and environment; smart, delivering world-class education and training; healthy, making Queenslanders Australia's healthiest people; and fair, supporting safe and caring communities.

Traffic Management Enhancements: Provision of intelligent transport and traffic management systems including closed circuit television cameras. Variable speed limit signs, in-road traffic detection and enhances traffic signalling.

Traffic Management Initiative for south east Queensland: Aims to improve the efficiency of the road network for road users in south east Queensland by improving incident response time, coordinating traffic signals, and providing emergency vehicle access and bus priority.

Traffic Operations: Day-to-day operations that support the provision of road services to road network users.

TransLink Station Upgrade Program: Deliver a medium term infrastructure program with priorities that have been identified in the TransLink Network Plan 2004-05 to 2013-14 that will deliver public transport improvements across the TransLink Network.

TransLink Transit Authority (TTA): The Translink Transit Authority is responsible for coordinating and delivering public transport services, infrastructure, information and ticketing across South East Queensland - one of the largest integrated public transport networks in the world. South East Queensland is also one of the fastest growing regions in Australia with the population in Translink's service area expected to grow by 23% between 2008 to 2018 to more than 3.1 m people. To support this growth, each year Translink implements an annual Translink Network Plan which includes a range of public transport service and infrastructure improvement projects.

Transport Corridor Acquisition Fund (TCAF): TCAF is a fund for the acquisition of land required for future TMR infrastructure projects in accordance with the Transport and Main Roads Property Hardships Acquisition Policy.

Transport Infrastructure Development Scheme (TIDS): The program through which TMR administers grants to local governments for upgrades to local government-controlled roads, and funding for local transport infrastructure upgrades to provide improved access to Aboriginal and Torres Strait Islander communities.

Transport Network Reconstruction Program (TNRP): Manage the reconstruction of Queensland's integrated transport system in order to reconnect Queensland communities and economies following damage during natural disasters in 2010 and 2011 and achieve value for money.

