**Roads and Transport Alliance**

**Annual Progress Report**

**2022–2023**

1. Acknowledgements

The Roads and Transport Alliance acknowledges the assistance provided by the Department of Transport and Main Roads and Regional Roads and Transport Groups in compiling this report.

#### **Acknowledgement of country**

The Roads and Transport Alliance acknowledges the Traditional Owners and Custodians of the land and waterways and pay our respects to their Ancestors and Elders past, present and emerging. The Roads and Transport Alliance is committed to reconciliation amongst all Australians.

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1. Message from the Director General

Welcome to the 2022-23 Roads and Transport Alliance Annual Progress Report.

2022-23 saw significant changes in the Roads and Transport Alliance (the Alliance) partnership between the Department of Transport and Main Roads (TMR) and Queensland's local governments.

After two decades of working together to manage the road and transport network, the Alliance moved to a more streamlined governance arrangement under the *Roads and Transport Coordination Accord*. The Accord recognises the maturity of the Regional Road and Transport Group (RRTG) framework and sets out key principles for TMR and local governments to continue to work together to deliver regionally focused road and transport benefits.

This report brings to life those principles, underpinned by mutual respect and cooperation, to celebrate 2022-23 as another success in the 21-year Alliance partnership.

Recognising cost escalation rates and other market factors have intensified, the 2023 State Budget provided an increased allocation of $76 million in 2023-24 for the Transport Infrastructure Development Scheme (TIDS).

I am impressed by the Alliance's extensive history and ongoing resilience. Despite significant challenges such as labour shortages, supply chain disruptions and market risks impacting not only delivery of transport infrastructure, but also the availability of future investment, our 17 RRTGs once again achieved full delivery of the Transport Infrastructure Development Scheme (TIDS) program, delivering 211 projects across Queensland.

I would like to acknowledge RRTG Chairs for their leadership and thank you for your role in this success, and I extend this to all RRTG local government and TMR district representatives, Technical Committees, Technical Coordinators and TMR's Roads and Transport Alliance Project Team who attended 121 meetings and continue to support RRTGs across the state.

This report highlights some of the achievements made possible by the Alliance, with stories from all RRTGs about transport infrastructure projects. While projects primarily enhanced Queensland’s 40,130 kilometre Local Roads of Regional Significance (LRRS) network, RRTGs also invested in active and safe school transport infrastructure.

Finally, I would like to recognise former TMR Director-General, Neil Scales' leadership of the Alliance since 2012, either as Chair of the Alliance Board or as an Alliance Board member.

Neil's commitment saw the Alliance's great success and continuous growth of the partnership between our two levels of government. I am aware Neil was a friend and ally to many in local government and I am sure you will agree his active engagement with RRTGs and member councils was quite special. Neil leaves a legacy that includes this mature partnership approach to optimising available funding to benefit the people of Queensland.

I am honoured to present this report to you. I look forward to the continued partnership between state and local governments, as we work together to deliver quality outcomes on the roads and transport network.

**Sally Stannard**

**Director General, Department of Transport and Main Roads**

1. About the Roads and Transport Alliance

#### Who we are

The Roads and Transport Alliance (the Alliance) is an innovative partnership between the Department of Transport and Main Roads (TMR) and Queensland local governments.

For the past 21 years, this arrangement has fostered a collaborative and coordinated approach to managing the road and transport network.

The Alliance currently operates under the Roads and Transport Coordination Accord, which affirms the commitment of both parties to work together to improve transport infrastructure in communities across Queensland to:

* Increase the economic, social, and environmental benefits of joint investments in the State’s transport network.
* Facilitate innovative and joint approaches to network planning, program development and resource sharing.
* Improve road management and delivery capability through training, advanced technology, and knowledge transfer.
* Optimise safety for all road users.
* Maximise the investment by all parties on the Queensland transport network.

#### Roads and Transport Alliance Model

The 17 Regional Roads and Transport Groups across Queensland are the foundation of the Alliance. The groups are comprised of representatives from neighbouring local governments (or a single Council) and a local TMR District Office.

Regional Roads and Transport Groups work collaboratively to prioritise and deliver transport infrastructure improvements for their respective regions through their member councils.

The Alliance model encourages collaboration and delivers benefits to Councils through joint purchasing, resource sharing, skills development and training. There are also the positive organisational and community benefits that come from long-term intra-Council relationships.

The operating structure for the Alliance includes:

* Regional Roads and Transport Groups
* Local Government elected officials and TMR District Directors. Primarily a decision-making body that prioritises regional improvements for their community's transport infrastructure.
* Technical Committee
* Local government and TMR senior engineers and other relevant technical staff. This group provides technical advice and recommendations to Regional Roads and Transport Groups.
* The Roads and Transport Alliance Project Team
* TMR officers who develop Alliance strategies and initiatives and provide direction and support to Regional Roads and Transport Groups.

#### Achievements – 2022–2023

* 21 years of partnership between Queensland’s state and local governments
* 17 Regional Roads and Transport Groups across Queensland
* 67 local councils participating as members of the Alliance
* 121 Regional Roads and Transport Group executive and technical meetings held
* 40,130km length of jointly managed local roads of regional significance in Queensland
* 3,034 total number of local roads of regional significance in Queensland
* 211 projects supported through Roads and Transport Alliance Transport Infrastructure Development Scheme.
* 24 capability initiatives funded through the Statewide Capability Development Fund
1. Regional Roads and Transport Groups

#### Delivering in partnership

This year, 211 projects across Queensland were administered through the Transport Infrastructure Development Scheme investment program. Funding responsibilities for Transport Infrastructure Development Scheme projects are generally shared between state and local governments. This section showcases a sample of the projects undertaken in the 2022–23 financial year.

Individual project stories and images featured in this report have been provided by the local government that delivered the projects. These stories are presented using their own words and demonstrate the value that every Council places in the funding that makes these projects possible.

Each of the 17 Regional Roads and Transport Groups across Queensland have submitted stories showing the diversity of projects delivered, the different challenges faced by Councils across the state; and the clear benefits and positive impacts these completed projects have on local communities.

The Alliance recognises and values the enduring partnership and ongoing cooperation between state and local governments to ensure Transport Infrastructure Development Scheme programs continue to be delivered.

Bowen Basin Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Banana Shire Council
* Central Highlands Regional Council
* Isaac Regional Council
* Woorabinda Aboriginal Shire Council
* TMR’s Fitzroy and Mackay/Whitsunday Districts

**Regional Roads and Transport Group Members**

**Chair:** Councillor Christine Rolfe, Central Highlands Regional Council

**Deputy Chair:** Councillor Colin Semple, Banana Shire Council

**Technical Committee Chair:** Sean Robinson, Isaac Regional Council

**Technical Committee Deputy Chair:** Tyronne Meredith, Central Highlands Regional Council

**Technical Coordinator:** Gerard Read, GWR Civil Engineering Management

**Total number of projects:** 8

**Total 2022–23 Transport Infrastructure Development** Scheme Allocation: $4,495,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $4,549,000

#### Bowen Basin Regional Roads and Transport Group – Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Bowen Basin Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects by local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Banana Shire Council: Deearne Road – Cockatoo: Improve drainage, pave and seal: $794,714.
* Banana Shire Council: Theodore - Moura Road: New construction and pavement rehabilitation: $97,801.
* Banana Shire Council: Three Chain Road: Rehabilitate and reseal: $614,000.
* Central Highlands Regional Council: Bowen Basin Regional Roads and Transport Group - Capability, development and technical coordination: $56,978.
* Central Highlands Regional Council: Glenlee Road: Pave and seal: $720,000.
* Central Highlands Regional Council: Mulcahys Road: Pave and seal: $872,530.
* Isaac Regional Council: Pioneer Road – Clermont: Pave, seal and drainage works: $1,340,670.
* Woorabinda Aboriginal Shire Council: Woorabinda township: Various roads, car parks and traffic calming: $52,315.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

Project stories are provided on the following pages for these three Bowen Basin projects:

* Page 14: Banana Shire Council: Theodore - Three Chain Road, Moura – New construction and pavement rehabilitation.
* Page 15: Woorabinda Aboriginal Shire Council: Various roads, car parks and traffic calming.
* Page 16: Isaac Regional Council: Pioneer Road – Clermont: Pave, seal and drainage works.
	+ 1. Project Story: Banana Shire Council: Three Chain Road, Moura – New construction and pavement rehabilitation

*Submitted by Nathan Garvey, Manager of Technical Services, Banana Shire Council.*

Three Chain Road, Moura is a major rural collector and important Council controlled Local Road of Regional Significance. It is approximately 18km long connecting the Leichhardt and the Dawson Highways – both state-controlled roads.

The road carries 500-1,000 vehicles each day; a significant portion of which are heavy vehicle transport.

The link services the agricultural industries of cotton, wheat and lucerne, the cattle industry, as well as providing access to the Anglo-American Dawson Coal mining operations and the Queensland Nitrate Power Plant.

Construction of Three Chain Road commenced in 2019, following the closure of the eastern half of Gibihi Road.

About 12km of Three Chain Road is newly constructed road and 6km is this former eastern half of Gibihi Road.

Banana Shire Council identified significant rehabilitation works were required for this 6km section to ensure this important link remained functional and continued to support the community and its key industries.

With the assistance of the Bowen Basin Regional Roads and Transport Group Transport Infrastructure Development Scheme works program, Council initiated a phased upgrade plan for this section across 2021–22 and 2022–23.

The 2022–23 project saw the rehabilitation and reseal of the final 3km segment of pavement.

Construction was managed by Council, with works commencing in May 2023 and completed in June 2023.

* + 1. Project Story: Woorabinda Aboriginal Shire Council: Car parks and traffic calming

*Submitted by Gerard Read, Technical Coordinator, Bowen Basin Regional Roads and Transport Group*

In early 2022, Woorabinda Aboriginal Shire Council identified a need to provide traffic calming in the vicinity of Woorabinda State Primary School and Wadja Wadja High School for the safety of its students.

TMR installed flashing school zone signs for Woorabinda State School to reinforce the speed controls in the area. It was decided to complement these with road humps. Two road humps were planned to be installed.

1. Carbine Street which directly fronts the primary school (and town pool).
2. Cressbrook Street which is on the side approach to the state school.

A further road hump was also planned for Munns Drive, which fronts the high school. Construction of these using asphalt was selected as the preferred option.

Woorabinda has nine on-street car parking areas in various locations around the town predominantly servicing agencies e.g. Health Centre, Police Station, Council Office, Kindergarten.

These car parks were not in good condition with seal failures and in some instances the underlying pavement had been exposed and was deteriorating. Existing line marking was badly faded or non-existent. It was decided to value-add to the road hump works and provide an asphalt overlay to each car parking area.

A smaller Central Queensland contractor, Tanners Bitumen and Asphalt, were engaged and they duly delivered the works on time.

The works also included provision of compliant pavement marking, line marking, and signage for both the road humps and car parking areas.

Council day labour undertook the preparatory works for the car parking areas which was a significant task.

The project has greatly improved safety and amenity for the community. The project was fully funded through the Bowen Basin Regional Roads and Transport Group Transport Infrastructure Development Scheme works program and the Australian Government’s Local Roads and Community Infrastructure Program.

* + 1. Project Story: Isaac Regional Council: Pioneer Road, Clermont – Pave, seal and drainage works

*Submitted by Sean Robinson, Manager Galilee and Bowen Basin Operations, Isaac Regional Council; and Gerard Read, Technical Coordinator, Bowen Basin Regional Roads and Transport Group.*

Pioneer Road extends west of Clermont and is a vital link for local residents and agricultural enterprises. The road is approximately 75km long and mostly unsealed.

Maintenance costs have continued to grow and Council has struggled to maintain good running surface conditions. This was of particular concern for the school bus route section of the road. The road suffered from gravel loss, exposed subgrades, and inadequate drainage.

To address both the maintenance cost and the running surface conditions, and enhance the road network, Isaac Regional Council completed an 11km section of pave and seal on the road between September 2022 to March 2023.

The project involved:

* drainage upgrades
* installation of new cattle grids
* installation of new traffic signage
* pavement formation and widening
* pavement stabilisation
* sealing
* property access improvement.

The total project value was approximately $3 million, including $1.34 million Transport Infrastructure Development Scheme funding. Works were undertaken by Council’s internal construction team.

Project Managers, Glenn Spires and William Nancarrow, oversaw the project. The project goal was to widen, strengthen and seal 11km of the road to provide a safer road for general traffic. Conscious of costs and with the aim to achieve maximum length of seal for the available budget, the team targeted the use of existing local gravels, modified with cement.

A significant part of the project was the engagement with the local landowners, both in terms of providing them with information on the project progression and obtaining local knowledge about the roads performance to inform the design.

The successful completion of this project has delivered improvements in safety, and driver comfort. It has also enhanced productivity in the transportation industry, contributing to better economic outcomes and has provided some relief to the strained road maintenance budget of Isaac Regional Council.

* 1. Brisbane Metro Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Brisbane City Council
* TMR’s Metropolitan District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Andrew Wines, Brisbane City Council

**Technical Committee Chair:** Adelaide Anderson, Brisbane City Council

**Total number of projects**: 9

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $2,122,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $2,122,000

#### Brisbane Metro Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Brisbane Metro Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project. All Brisbane Metro projects took place within the Brisbane City Council Local Government Area:

* Beaudesert Road: Mayfield Road to Hamilton Road: Pavement reconstruction works: $300,000.
* Boundary Road: Various locations: Michael Street to Campbell Avenue: Rehabilitate pavement: $600,000.
* Broadwater Road and Ham Road – Mansfield: Mansfield State High School: Pedestrian safety enhancements: $66,404.
* Glen Retreat Road - Mitchelton: Mitchelton State School: Pedestrian safety enhancements: $63,693.
* Hamilton Road - Chermside West: Craigslea State High School: Pedestrian safety enhancements: $42,893.
* Lynwood Crescent – Ashgrove: Mater Dei Catholic Primary School: Pedestrian safety enhancements: $178,403.
* Mount Nebo Road - Enoggera Reservoir: Rehabilitate pavement: $350,000.
* Rochedale Road: Ford Road to Grieve Road: Rehabilitate pavement: $447,484.
* Warrigal Road - Eight Mile Plains: Warrigal Road State School: Pedestrian safety and accessibility enhancements: $72,966.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

A project story is provided on the following page for this Brisbane Metro project:

* Page 19: Warrigal Road - Eight Mile Plains: Warrigal Road State School: Pedestrian safety and accessibility enhancements:
	+ 1. Project Story: Brisbane City Council, Warrigal Road State School Safe School Infrastructure

*Submitted by Brisbane City Council.*

Brisbane City Council implemented safe school infrastructure improvements near Warrigal Road State School at the intersection of Petunia Court and Demigre Street in Eight Mile Plains. The location is within a School Zone and in proximity to the school’s children crossing and two-minute passenger loading zones.

The Warrigal State School traffic management committee raised concerns about the intersection of Petunia Court and Demigre Street.

A review of the location by Council, during morning and afternoon school drop off and pick up times, confirmed issues. Motorists were performing U-turns at the intersection while pedestrians were crossing Petunia Court at Demigre Street.

Further investigations were subsequently carried out that identified opportunities to enhance pedestrian access, connectivity and safety, improve driving paths and traffic movements, as well as providing support to aid the management of the school’s children crossing and two-minute loading zones on Demigre Street.

The operational and safety enhancements included:

* a splitter island with pedestrian slot on Petunia Court at Demigre Street. This was designed to formalise driving paths and support the safe flow of traffic on Demigre Street from the school’s loading zones.
* improvements to kerb ramps and sections of footpath to enhance access for students actively travelling to and from school.
* lighting and stormwater gully upgrades, line marking, pavement works and turfing.

The improvements benefit both the school and local community. The works enhance pedestrian access and safety by making crossing at the intersection easier. It also encourages students and pedestrians to cross at a designated crossing location.

These works also help promote a lower speed environment adjacent to Warrigal Road State School, supports the operation of the school’s Children’s Crossing on Demigre Street, and the safe flow of traffic through the local road network.

The team commenced construction in April 2023 and completed works in May 2023. The project was jointly funded by Brisbane City Council and the Queensland Government through Transport Infrastructure Development Scheme.

* 1. Eastern Downs Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Toowoomba Regional Council
* TMR’s Darling Downs District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Carol Taylor, Toowoomba Regional Council

**Deputy Chair:** Councillor Melissa Taylor, Toowoomba Regional Council

**Technical Committee Chair:** Eric Kraak, Toowoomba Regional Council

**Technical Committee Deputy Chair:** Michael Burling, Toowoomba Regional Council

**Total number of projects:** 8

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $2,410,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $2,410,000

#### Eastern Downs Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Eastern Downs Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project. All Eastern Downs projects took place within the Toowoomba Regional Council Local Government Area:

* Blackbutt Crows Nest Road and Nukku Road intersection: Improve safety:$25,000.
* Bowenville - Moola Road: Pavement rehabilitation: $150,000
* Dalby - Nungil Road: Pavement rehabilitation: $1,304,410.
* Greenmount Etonvale Road: Pavement rehabilitation: $200,000.
* Jondaryan Evanslea Road: Pavement rehabilitation: $450,000.
* Kingsthorpe - Haden Road: Major culvert renewal: $200,000.
* Pierces Creek Road: Pavement rehabilitation: $50,000.
* Eastern Downs Regional Roads and Transport Group: Technical capability development: $30,874.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

Project stories are provided on the following pages for these two Eastern Downs projects:

* Page 22: The Dalby Nungil Road, Irvingdale - Pavement rehabilitation
* Page 23: Greenmount - Etonvale Road - Pavement rehabilitation
	+ 1. Project Story: Toowoomba Regional Council, The Dalby Nungil Road, Irvingdale - Pavement rehabilitation

*Submitted by Toowoomba City Council.*

The Dalby Nungil Road Pavement Rehabilitation project was delivered in two stages:

* Stage 1 from Ch 500 to 2400
* Stage 2 from Ch 2400 to 3960.

Completion of the works marks a significant upgrade to the connectivity of major transportation routes and provides safe conditions for heavy vehicles hauling through the area.

The upgrade completes a 3.46km link between the Western Downs Regional Council demarcation (Salt Well Road) and Bowenville Moola Road.

The project formed part of Toowoomba Regional Council’s (TRC) road network link strategy to improve heavy vehicle routes in the area, that was developed to address narrow pavement widths, poor surface geometry and limited heavy vehicle capacity.

Dalby Nungil Road, Irvingdale project upgraded a significant section of the existing sealed single lane (3.5m wide), to a 2-lane sealed standard road with 8.5m wide formation and improved drainage works.

The project was managed by TRC’s Infrastructure Services Group (ISG) led by Mike Brady (General Manager Infrastructure Services Group) and delivered by Eric Kraak (Executive Manager Construction and Maintenance), Steve Holland (Manager Project Services), Liam Falk (Project Management Team), and Michael Burling (Technical Advisory Team). Toowoomba Regional Council appointed Harrison Infrastructure Group as the project superintendent and Browns Civil Contractors to undertake the construction.

* + 1. Project Story: Toowoomba Regional Council, Greenmount - Etonvale Road - Pavement rehabilitation

*Submitted by Toowoomba City Council.*

The Greenmount Etonvale Road Upgrade project aimed to increase the connectivity and safety of the regional transport network, considering the ongoing increase of heavy vehicle usage of the network. The project entailed an upgrade of a 5.57km segment of Greenmount Etonvale Road from Greenmount Clifton Road joining the New England Highway (Ch 30 – 5,600).

This major project upgraded 5.57km of existing 5-meter-wide formation, to a 2-lane sealed road with an average 9m wide formation width, with improved drainage.

The new batters were treated with topsoil and grass seed to match existing conditions. The upgrade included important drainage improvements, such as extensions of existing culverts to match the new road formation width and embankment flood protection. To improve driver safety, vegetation clearing, and roadside hazard reduction works were also completed.

The project formed part of Toowoomba Regional Council’s Road network link strategy to improve heavy vehicle routes in the area. There are several large agricultural businesses in this locality which generate heavy vehicle traffic. The project was developed to address narrow pavement widths, poor surface geometry and limited heavy vehicle capacity.

The project was managed by TRC’s Infrastructure Services Group (ISG) led by Mike Brady (General Manager Infrastructure Services Group) and delivered by Eric Kraak (Executive Manager Construction and Maintenance), Angelo Casagrande (Manager Construction and Maintenance South), Haydn O’Leary (Technical Team), Michael Burling (Technical Advisory Team), and TRC’s Internal Construction Teams.

* 1. Far North Queensland Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Cairns Regional Council
* Cassowary Coast Regional Council
* Cook Shire Council
* Croydon Shire Council
* Douglas Shire Council
* Etheridge Shire Council
* Mareeba Shire Council
* Tablelands Regional Council
* Wujal Wujal Aboriginal Shire Council
* Yarrabah Aboriginal Shire Council
* TMR’s Far North District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Peter Scott, Mayor, Cook Shire Council

**Deputy Chair:** Councillor Ross Andrews, Mayor, Yarrabah Aboriginal Shire Council

**Technical Committee Chair:** David Fletcher, Tablelands Regional Council

**Technical Committee Deputy Chair:** Natasha Murray, Douglas Shire Council

**Technical Coordinator:** Amanda Hancock, Far North Queensland Regional Organisation of Councils (FNQROC)

**Total number of projects:** 24

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $5,933,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $5,980,000

#### Far North Queensland Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Far North Queensland Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022-2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Cairns Regional Council: Lake Street: Rehabilitate pavement: $85,545.
* Cassowary Coast Regional Council: Kennedy Creek Road: Improve drainage and culvert works: $235,445.
* Cassowary Coast Regional: Tully Gorge Road: Replace culvert: $85,000.
* Cook Shire Council: Battlecamp Road: Improve drainage: $102,500.
* Cook Shire Council: Battlecamp Road: Improve drainage: $20,000.
* Cook Shire Council: Charlotte Street - Cooktown: Pavement rehabilitation: $792,964.
* Cook Shire Council: May Street: Pavement rehabilitation: $88,000.
* Cook Shire Council: Sherrin Esplanade - Cooktown: Pave and seal: $265,000.
* Croydon Shire Council: Croydon-Richmond Road: Upgrade drainage: $442,217.
* Croydon Shire Council: Croydon-Richmond Road: Upgrade floodway: $25,000.
* Croydon Shire Council: Croydon-Richmond Road - 7.00 - 7.10km: Upgrade floodway: $25,000.
* Croydon Shire Council: Croydon-Richmond Road - 6.90 - 7.00km: Upgrade floodway: $25,000.
* Croydon Shire Council: Croydon-Richmond Road - 7.70 - 7.80km: Upgrade floodway: $25,000.
* Douglas Shire Council: Cape Tribulation Road - Alexandra Range: Widen approaches and install guardrail: $25,000.
* Douglas Shire Council: Cape Tribulation Road - Hutchinson Pedestrian Bridge to Alexandra Bay State School: Construct pathway: $20,000.
* Douglas Shire Council: Cape Tribulation Road: Pavement rehabilitation: $93,455.
* Douglas Shire Council: Cape Tribulation Road: Slope stabilisation: $75,000.
* Etheridge Shire Council: North Head Road: Pave and seal: $1,888,706.
* Mareeba Shire Council: Euluma Creek Road: Pavement rehabilitation: and widen: $487,818.
* Mareeba Shire Council: Euluma Creek Road: Widen and seal: $230,000.
* Mareeba Shire Council: Rankin Street and Walsh Street: Upgrade intersection: $116,194.
* Mareeba Shire Council: Springmount Road: Widen and seal, upgrade culverts: $101,800.
* Tablelands Regional Council: Brooks Road: Widen and seal: $577,500.
* District - Far North Far North Queensland Regional Roads and Transport Group, capability and development: $148,331.

#### Far North Queensland Regional Roads and Transport Group – Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme 2022–23 Program Details

The following Far North Queensland Regional Roads and Transport Group 2022–23 project was funded under the Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme:

* Wujal Wujal Aboriginal Shire Council: Transport related community works - pre-cyclone clean-up: $29,273.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

A project story is provided on the following page for this Far North Queensland project:

* Page 27: Cook Shire Council, Sherrin Esplanade - Shared path upgrade.
	+ 1. Project Story: Cook Shire Council, Sherrin Esplanade - Shared path upgrade

*Submitted by Cook Shire Council.*

Sherrin Esplanade is a road frequently used by both pedestrians and vehicular traffic in Cooktown. The existing road was an unsealed, two-way traffic road with no formalised path for pedestrians and cyclists.

During the dry season, the road would generate dust pollution attracting complaints from adjacent businesses.

During the wet season, runoff would cause environmental and safety concerns including erosion and sedimentation of gravel, potholes and trip hazards.

To address these issues, Cook Shire Council decided to upgrade Sherrin Esplanade. The upgrade works included:

* paving and sealing the road
* construction of a 3m wide shared path
* installation of subsoil and storm water drains
* kerb and channel
* car parks
* streetlights
* safety bollards
* line marking.

Sherrin Esplanade is in a coastal management district, bordered between shoreline/protected marine plants on one side and heritage reserve/private boundary on the other side.

Prior to works commencing, Council had to obtain permits from relevant state departments, including the Department of Agriculture and Fisheries and the Department of Environment and Science. There were many site-specific challenges including:

* replacement of unsuitable soil
* conflict with existing services
* addressing permit conditions
* design changes for significant trees in the road including special protection treatment.

The project team worked with internal and external stakeholders to devise and implement strategic initiatives that contributed to the successful delivery of the project. This included engagement with local businesses.

Council implemented sustainable practices and green solutions, including the installation of:

* polypropylene storm water pipes
* polymer modified bitumen
* fibre reinforced concrete
* recycled bollards
* solar streetlights that reduce light pollution for local flora and fauna.

The project’s success demonstrates Cook Shire Council’s commitment to best-practice environmental and safety initiatives.

The upgraded shared path now provides a priority route along the Queensland Principal Cycle Network plan in Cooktown.

* 1. Gladstone Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Gladstone Regional Council
* TMR’s Fitzroy District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Kahn Goodluck, Gladstone Regional Council

**Deputy Chair:** Councillor Darryl Branthwaite, Gladstone Regional Council

**Technical Committee Chair:** Mark Francis, Gladstone Regional Council

**Technical Coordinator:** Gerard Read, GWR Civil Engineering Management

**Total number of projects:** 3

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $1,067,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $1,067,000

#### Gladstone Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Gladstone Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project. All Gladstone Regional Roads and Transport Group projects took place within the Gladstone Regional Council Local Government Area:

* Glenlyon Street: Bramston Street to Herbert Street: Widen pavement: $142,500.
* Mount Alma Road: Gravel re-sheet: $404,793.
* Toolooa Street: Gladstone Central: Derby Street to Agnes Street: Pavement rehabilitation: $520,035.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

A project story is provided on the following page for this Gladstone project:

* Page 30: Toolooa Street, Gladstone - Pavement renewal
	+ 1. Project Story: Gladstone Regional Council, Toolooa Street, Gladstone - Pavement renewal

*Submitted by Allan Tull, Project Manager, Gladstone Regional Council.*

Toolooa Street is an urban 4-lane distributor and an important Local Road of Regional Significance in Gladstone. The Agnes Street to Derby Street section is approximately 600m, with traffic volumes exceeding 5,000 vehicles per day.

The pavement was deteriorating, with various defects including rutting, pumping of fines and crocodile cracking evident. Outer lanes were in noticeably worse condition, indicating drainage issues on the lower side.

Construction commenced in May 2022. This was the initial stage of a multi-year program of civil works in Toolooa Street over 18 months.

Scope of the works included:

* profiling of the existing pavement
* excavation and replacement of the base and sub-base layers
* subgrade remediation
* demolition and replacement of existing stormwater infrastructure
* subsoil drainage installation
* asphalting and line marking.

The works were designed to reduce cumulative impacts to the community. Stage 1 was completed in early 2023 by Gladstone Regional Council day labour and involved all pavement works in the southbound lanes, ensuring that future stages would occur without further disruption to southbound traffic. Pavement works on the northbound lanes were then undertaken by a local contractor from March to June 2023.

The project experienced significant challenges, opportunities and successes.

While some disruption to the community was unavoidable, the multi-year staging methodology and approach to traffic management significantly reduced noise and traffic impacts.

Management controls included the temporary removal of median strips and kerb to minimise impacts to residents and businesses during the works.

Northbound works were delivered simultaneously with adjacent sewer works, thereby reducing the overall impacts to the community. This effectively removed 3-4 months of noise and disruption from residents and businesses, who would otherwise have endured back-to-back projects in Toolooa Street.

It became apparent during construction that Toolooa Street has been constructed over a creek bed, with gravelly soils and remnants of an old bridge being uncovered. The excavated site also uncovered several leaking stormwater assets, all of which confirmed initial suspicions that deterioration of the existing pavement had accelerated due to poor drainage.

Road users have immediately benefitted from the improved ride quality of the new surface. The project’s treatment of the underlying drainage issues is also expected to vastly improve the future performance and longevity of the reconstructed pavement.

* 1. North Queensland Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Burdekin Shire Council
* Charters Towers Regional Council
* Hinchinbrook Shire Council
* Palm Island Aboriginal Shire Council
* Townsville City Council
* TMR’s Northern District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Kurt Rehbein, Townsville City Council

**Deputy Chair:** Councillor Frank Beveridge, Mayor, Charters Towers Regional Council

**Technical Committee Chair:** James Stewart, Hinchinbrook Shire Council

Technical Committee Deputy Chair: Kevin Byers, Burdekin Shire

**Technical Coordinator:** Gerard Read, GWR Civil Engineering Management

**Total number of projects:** 16

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $3,292,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $3,292,000

#### North Queensland Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the North Queensland Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Burdekin Shire Council: Barratta Road - Upper Haughton: Various locations: Pavement rehabilitation: $60,593.
* Burdekin Shire Council: Beach Road - Thompson Road to Trent Road - Ayr: Pavement rehabilitation: $48,896.
* Burdekin Shire Council: School Road - Clare township to Barratta Road - Clare: Widen pavement and improve drainage: $374,740.
* Charters Towers Regional Council: Dotswood Road - Fanning River - Stage 1: Construct to a sealed standard: $468,757.
* Charters Towers Regional Council: Mount Fox Road - Mount Fox: Resheet unsealed road: $338,293.
* Hinchinbrook Shire Council: Bosworths Road - Ingham: Reconstruct to a sealed standard: $121,667.
* Hinchinbrook Shire Council: Davidson Street - Ingham: Repair and seal pavement: $26,969.
* Hinchinbrook Shire Council: Hawkins Creek Road - Ingham: Reseal bitumen: $64,648.
* Hinchinbrook Shire Council: Menzies Street - Ingham: Reconstruct and asphalt upgrade: $1,291.
* Hinchinbrook Shire Council: Mount Fox Road - Upper Stone: Various locations: Widen pavement: $19,780.
* Hinchinbrook Shire Council: Taylors Beach Road - Taylors Beach: Asphalt overlay: $60,510.
* Hinchinbrook Shire Council: Tokalon Road: Ingham: Reconstruct to a sealed standard: $173,598.
* Hinchinbrook Shire Council: Wallaman Falls Road - Ingham: Various locations: Widen and seal: $15,768.
* Townsville City Council: Allambie Lane - Rasmussen: Miles Avenue and Rasmussen State School: Right turn safety improvements: $1,105,325.
* Townsville City Council: Ingham Road - Mather Street to Webb Drive - Garbutt: Duplicate to four lanes: $347,367.
* Townsville City Council: North Queensland Regional Roads and Transport Group: Capability and development: $63,600.

#### North Queensland Regional Roads and Transport Group – Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme 2022–23 Program Details

The following North Queensland Regional Roads and Transport Group 2022–23 projects were funded under the Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme:

* Palm Island Aboriginal Shire Council: Esplanade and Beach Road - Palm Island: Construct concrete pavement: $189,495.
* Palm Island Aboriginal Shire Council: Esplanade car park - Palm Island: Upgrade works $90,000.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

Project stories are provided on the following pages for these two North Queensland projects:

* Page 34: Townsville City Council, Allambie Lane, Townsville - Upgrade and safety improvements
* Page 35: Charters Towers Regional Council, Dotswood Road - Sealed Surface
	+ 1. Project Story: Townsville City Council, Allambie Lane, Townsville - Upgrade and safety improvements

*Submitted by Rana Chowdhury, Transport Planner, Townsville City Council.*

Allambie Lane is 3.3km long and located at Kelso in the south west of Townsville. The lane connects Riverway Drive and Bohle Road. Rasmussen State School, Good Shepherd Catholic School, Little Zebra Child Care Centre, and Upper Ross PCYC all front Allambie Lane. These destinations are all within the first 700m section and are significant traffic generators, particularly during the school peak times. Access to the Riverway Plaza Shopping Centre is also within this section.

In 2020, Council developed a strategy to improve the road network in Kelso. The strategy meets the future needs of residents, businesses, and the wider community.

Considerable traffic growth is forecast in the next few years due the Townsville Ring Road and Riverway Drive upgrade. This reinforced the need to upgrade Allambie Lane for this section to meet predicted future demand. It was considered a very high priority for the community and Council given its strategic importance to the area.

The project commenced in 2020–21 and the scope of works included:

* widening and rehabilitation of approximately 14,000m² of pavement
* dedicated turning lanes and through lanes
* creation of delineated school, PCYC, and shopping centre access points
* dedicated cycle lanes
* construction of concrete pedestrian paths and raised pedestrian crossing
* re-alignment of Saltbush Drive intersection including stormwater drainage upgrades
* installation of raised medians and new line marking and signage
* upgrade of existing and installation of new street lighting
* drainage repairs and upgrades
* concrete pathways to allow greater separation of road user
* interactions along the length of the section.

The project delivers enormous road safety benefits for all road users, particularly cyclists and pedestrians (including school students riding and walking to school) and improves traffic flow and travel time.

The safety improvements facilitate amenity and provide connectivity through a bustling and vibrant area. Importantly aligning with community expectations and the Townsville City Plan.

Approximately $1.244 million in Transport Infrastructure Development Scheme funding was invested over 2020–21 to 2022–23.

* + 1. Project Story: Charters Towers Regional Council, Dotswood Road - Sealed Surface

*Submitted by Nick Hall, Manager Operations, Charters Towers Regional Council.*

Dotswood Road is a strategic rural arterial Local Road of Regional Significance. It is approximately 68km long connecting the Flinders Highway in the south at Mingela and Hervey Range Road in the north. These are both state controlled roads.

Dotswood Road caters for livestock transportation from significant cattle producing area to markets and ports.

The road’s most noteworthy use is as access to a significant training area for the Australian Defence Force (ADF). Upgrades to this road also provide comfortable two-lane passage during busy defence drill periods.

Prior to this project, only the first 3.8km was sealed – and a single 3m wide seal at that.

In April 2023, Council commenced construction of a new 8m sealed surface.

The project was overseen by Brett Parsons (Council’s Director of Infrastructure Services) and delivery was managed by Nick Hall (Manager Operations). On site, Council’s highly skilled team leaders, Rowan Corney and Troy Russell delivered the project ensuring high construction standards were met.

Some of the highlights of this project included optimising pavement thickness, based on actual site conditions targeting a better outcome without geometry related improvements.

Construction-wise, Council used computer-controlled grader operation, producing better accuracy and faster project delivery. Council’s dedicated surveyor Rick Gough ensured accurate digital operations.

A temporary side track was used to expediate the construction period without adversely impacting road users.

As well as the improved access for the cattle industry and ADF, the project will deliver other benefits:

* better north-south connectivity to the state-controlled road network
* potential alternate route to Townsville
* reduced routine maintenance costs for council
* potential alternate route to future mining and mineral sector developments.
	1. North West Queensland Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Burke Shire Council
* Carpentaria Shire Council
* Cloncurry Shire Council
* Doomadgee Aboriginal Shire Council
* Flinders Shire Council
* Kowanyama Aboriginal Shire Council
* McKinlay Shire Council
* Mount Isa City Council
* Richmond Shire Council
* TMR’s North West District

**Regional Roads and Transport Group Members**

**Chair:** Councillor John Wharton, Mayor, Richmond Shire Council

**Deputy Chair:** Councillor Gregory Campbell, Mayor, Cloncurry Shire Council

**Technical Committee Chair:** Michael Wanrooy, Carpentaria Shire Council

**Technical Committee Deputy Chair:** Hari Boppudi, Flinders Shire Council

**Technical Coordinator:** Gerard Read, GWR Civil Engineering Management

**Total number of projects:** 16

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $5,042,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $5,035,000

#### North West Queensland Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the North West Queensland Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022-2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Burke Shire Council: Gregory Lawn Hill Road, Archie Creek, construct culvert: $714,000.
* Carpentaria Shire Council: Burketown Road, Armstrong Creek, realignment and construct causeway: $360,000.
* Carpentaria Shire Council: Burketown Road, construct causeway: $400,000.
* Carpentaria Shire Council: Burketown Road, various sections, reseal: $150,000.
* Cloncurry Shire Council: Sedan Dip Road, widen and seal: $733,000.
* Flinders Shire Council: Flinders Shire, various locations, install or replace floodways: $290,630.
* Flinders Shire Council: Hughenden - Muttaburra Road: construct to a sealed standard: $394,981.
* Flinders Shire Council: Old Richmond Road, form and seal: $440,000.
* McKinlay Shire Council: Burke Street (Julia Creek), upgrade kerb and channel: $100,000.
* McKinlay Shire Council: Byrimine Road, construct to a sealed standard: $150,000.
* McKinlay Shire Council: Nelia Bunda Road, gravel resheet: $130,000.
* Mount Isa City Council: Duchess Road, formation, drainage, resheet: $198,237.
* Mount Isa City Council: Riversleigh Road, construct to sealed standard: $136,763.
* Richmond Shire Council: Crawford Street, various locations, rehabilitate and widen: $450,000.
* Richmond Shire Council: Croydon - Richmond Road, rehabilitate and widen: $250,000.
* Richmond Shire Council: North West Regional Roads and Transport Group, secretariat administration: $137,071.

#### North West Queensland Regional Roads and Transport Group – Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme 2022–23 Program Details

The following North West Queensland Regional Roads and Transport Group 2022–23 projects were funded under the Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme:

* Kowanyama Aboriginal Shire Council: Transport related community works: $236,493.
* Kowanyama Aboriginal Shire Council: Shelfo Road – Kowanyama: Re-sheet unsealed road: $130,000.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

A project story is provided on the following page for this North West Queensland project:

* Page 39: Carpentaria Shire Council, Armstrong Creek Crossing, Normanton-Burketown Road - Causeway realignment.
	1. Project Story: Carpentaria Shire Council, Armstrong Creek Crossing, Normanton- Burketown Road - Causeway realignment

*Submitted by Michael Wanrooy, Director of Engineering, Carpentaria Shire Council.*

Armstrong Creek crossing is located on the Normanton to Burketown Road, which forms part of the Savannah Way (Highway 1), approximately 47km southwest of Normanton.

In the late 40s, mail was delivered from Normanton to the surrounding stations on horseback and it has been claimed by the parochial locals as the last packhorse-delivered mail in Australia. There is no doubt the mailman would have pulled over on Armstrong Creek to give his mount a drink. There were fond memories of locals chasing and catching brumbies in the Armstrong catchment.

Prior to the old structure being built, the existing road was just a dirt road where bull dust patches dominated creating long streams of choking fine dust caused by passing traffic.

In the early 80s, the original Armstrong Creek causeway was constructed by hand using local gravel and sands. Two large cement mixers were used to make the concrete. There is a large waterhole upstream where locals would catch turtles, bream, and catfish for food.

The old causeway design was narrow with small culverts aligned perpendicular to the creek which created an S-bend at each approach. It was only wide enough for two small cars to pass and the S-bend significantly reduced sight distance and increased risk when road trains and caravans met.

Armstrong Creek is a tributary of the Flinders River (the longest river in Queensland) and typically floods every year. The causeway was built low to the existing creek bed, and it was constantly underwater during floods resulting in extended road closures and creating mayhem to travellers driving between Normanton and Burketown communities. In 2023, the Normanton to Burketown Road was closed from 4 January to 8 May due to flooding.

To alleviate the ongoing issues, North West Queensland Regional Roads and Transport Group allocated Transport Infrastructure Development Scheme funding in 2022–23 with a matching contribution from Council to raise and realign the existing causeway. The scope of the project included bulk earthworks and the construction of a 9 cell,1200 x 1200 reinforced concrete box culvert. Additional funding was provided through the National Flood Mitigation Infrastructure program to further improve flood resilience by extending concrete armour to the batters and sealing the road.

The new causeway and alignment were planned to commence in October 2022, however early season rainfall delayed commencement as the creek ran and flooded the construction site.

A genuine attempt was made to commence in November 2022 after the creek stopped running. The contractor arrived on site and began to pump out excess water and dry the construction zone. It began to rain again, and the upstream flows gained momentum.

An effort was made to construct a levee bank upstream to hold the minor flooding at bay as the rain eased. The Flinders River and its tributaries are known crocodile territory and care was needed to maintain safety while working. The earth levee would also provide additional advance warning of any approaching crocodiles for the concreters whose attention was focused on the job at hand.

A week of fine weather eventuated; however, it was short-lived and unfortunately the heavens opened in the catchment and a torrent of flooding overtopped and breached the levee and the works were abandoned.

Continuous flooding and saturated ground conditions prevented further attempts to progress work until May 2023.

Construction needed to be completed by 30 June 2023 and the option to allow the flood water to subside and the creek bed to dry naturally would have taken 2-3 months, so it was decided to reinstate the levee bank and pump the existing water using a 6-inch pump.

The site was extremely wet, and the subgrade material was unsuitable for construction. Ground water was still flowing into the job site from the surrounding slopes and the pump was kept busy dewatering round the clock. The unsuitable material was excavated. Dry, rocky material was carted in and laid over geofabric to bridge and allow water to filter through. Smaller rock (<75mm) was placed on top to lock in the new subgrade.

Once a firm subgrade was established, concrete work quickly proceeded, and the culverts could be placed. Construction of embankments and approaches were completed in parallel by council.

Betterment funding will be used to cement stabilise the pavement and seal using a double/double bitumen chip seal. Concrete margins and batters will also be constructed to improve and strengthen the structure from flooding impact.

* 1. Northern SEQ Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Moreton Bay Regional Council
* Noosa Shire Council
* Somerset Regional Council
* Sunshine Coast Council
* TMR’s North Coast District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Sean Choat, Somerset Regional Council

**Technical Committee Chair:** Councillor Craig Young, Somerset Regional Council

**Technical Coordinator:** Stephen Hegedus, Shepherd Services

**Total number of projects:** 22

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $4,007,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $4,007,000

#### Northern SEQ Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Northern SEQ Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Moreton Bay Regional Council: Eastern Service Road - Burpengary: Various locations: Pavement rehabilitation: $500,000.
* Moreton Bay Regional Council: Main Street - Samford: Upgrade streetscape: $500,000.
* Moreton Bay Regional Council: Mount Samson Road - Old Mount Samson Road to Marshall Lane - Closeburn: Asphalt resurfacing: $426,541.
* Noosa Shire Council: Black Mountain Road - from Black Mountain Range Road intersection - Cooroy: Resurfacing: $37,670.
* Noosa Shire Council: David Low Way - Peregian Beach: Asphalt resurfacing: $181,753.
* Noosa Shire Council: Hilton Terrace - Hilton Esplanade to Eumundi - Noosa Road - Noosaville: Resurfacing: $88,951.
* Noosa Shire Council: Memorial Avenue and Doonella Street roundabout - Tewantin: Resurfacing: $157,846.
* Noosa Shire Council: Moorindil Street - Poinciana Avenue to Toolar Street: Asphalt resurfacing: $50,576.
* Noosa Shire Council: Sunshine Beach Road - Noosa Drive to Cooyar Street: Asphalt resurfacing: $37,970.
* Somerset Regional Council: Glamorgan Vale Road - Brisbane Valley Highway to Brown Bridge - Glamorgan Vale: Rehabilitate and widen: $440,823.
* Somerset Regional Council: Lowood Minden Road and Jensens Swamp Road - Tarampa: Upgrade intersection: $141,862.
* Somerset Regional Council: Royston Street to Mary Street - Kilcoy State School: Improve pedestrian facilities: $51,334.
* Sunshine Coast Regional Council: Blackall Range Road - Parsons Knob Road to railway overpass: Asphalt resurfacing: $211,637.
* Sunshine Coast Regional Council: Camp Flat Road and Whitecross Road intersection - Bli Bli: Upgrade intersection: $42,351.
* Sunshine Coast Regional Council: Chevallum Road - Chevallum State School - Chevallum: Widen pavement: $206,000.
* Sunshine Coast Regional Council: Glenview Road - Tolson Road to Old Gympie Road - Glenview: Rehabilitate and widen existing sealed road: $300,000.
* Sunshine Coast Regional Council: Karawatha Drive - Hawthorn Court: Asphalt resurfacing: $137,280.
* Sunshine Coast Regional Council: North Arm Yandina Creek Road - Yandina (Stage 2): Upgrade to sealed standard: $34,727.
* Sunshine Coast Regional Council: North Arm Yandina Creek Road - Yandina (Stage 3): Upgrade to sealed standard: $15,294.
* Sunshine Coast Regional Council: Sippy Downs Drive - Sippy Downs school precinct: Construct pathways: $162,378.
* Sunshine Coast Regional Council: Talara school precinct - Various roads - Currimundi: Improve pedestrian infrastructure: $237,622.
* District - North Coast Northern SEQ Regional Roads and Transport Group: Technical capability and development: $44,000.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

A project story is provided on the following page for this Northern SEQ project:

* Page 44: Sunshine Coast Regional Council, Glenview Road, Glenview- Burketown Road - Road widening and safety improvements.
	+ 1. Project Story: Sunshine Coast Regional Council, Glenview Road, Glenview - Burketown Road - Road widening and safety improvement

*Submitted by Megan Cawkwell, Transport Capital Works Manager, Sunshine Coast Council.*

The Glenview Road upgrade project was nominated by the Sunshine Coast Regional Council for prioritisation by the Regional Roads and Transport Group due to its location near the iconic landmark The Banana Bender Pub at the Sunshine Coast. The 6.7km neighbourhood collector road services the rural areas of Glenview, Mooloolah, Eudlo and Palmview and connects these communities to the Bruce Highway.

The road transverses the Mooloolah River with sections of road prone to flooding during major rain events. High maintenance costs of this road have been a problem due to pavement inundation and traffic volumes.

The project included the design and construction of an upgrade to the 2.3kms narrow bitumen section of Glenview Road.

Council day labour workforce and private civil contractors delivered the project in stages over multiple financial years with delivery of the first upgrade project in 2014 and the fifth and final stage being completed in February 2023.

Neil Edgar, (North SEQ Regional Roads and Transport Group) Sunshine Coast Council Engineer was instrumental in obtaining Transport Infrastructure Development Scheme funding through the Regional Roads and Transport Group’s 2022–23 works program to complete this corridor upgrade.

Stage 5 project scope included:

* drainage structure extension road reconstruction
* widening of bitumen seal to 7m
* bitumen sealing of the bus stop bay
* line marking.

The main challenge during construction was unsuitable ground conditions due to the underground water table. Under-road drainage pads (rock mattress) and an underground drainage channel into Mooloolah River helped create a stable road foundation. This road foundation also created a more flood resilient road for the future.

The design considered community concerns raised during community consultation. Required road safety standards and rural aesthetics were also important elements of the design.

The final design provided the most beneficial outcome for residents, the surrounding community, community groups, wildlife, and waterways.

* 1. Outback Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Barcaldine Regional Council
* Barcoo Shire Council
* Blackall-Tambo Regional Council
* Boulia Shire Council
* Diamantina Shire Council
* Longreach Regional Council
* Winton Shire Council
* TMR’s Central West District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Gavin Baskett, Mayor, Winton Shire Council

**Deputy Chair:** Councillor Rick Britton, Mayor, Boulia Shire Council

**Technical Committee Chair:** Stuart Bourne, George Bourne & Associates Consulting Engineers

**Technical Committee Deputy Chair:** Roger Naidoo, Longreach Regional Council

**Technical Coordinator:** Jason Ricks, George Bourne & Associates Consulting Engineers

**Total number of projects:** 17

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $6,119,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $5,873,000

#### Outback Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Outback SEQ Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Barcaldine Regional Council: Barcaldine-Aramac Road: Widen and seal: $856,969.
* Barcaldine Regional Council: Beech Street - Acacia Street to Boree Street: Seal widening including kerb and channel: $200,000.
* Barcoo Shire Council: Planning and design on the state network in Barcoo Shire: $36,080.
* Barcoo Shire Council: Diamantina Developmental Road - Windorah - Bedourie: Pave and seal: $65,720.
* Barcoo Shire Council: Windorah Airport: Runway repairs: $150,000.
* Blackall Tambo Regional Council: Blackall-Jericho Road: Widen and rehabilitate: $1,271,938.
* Boulia Shire Council: Various roads: Reseal bitumen: $150,000.
* Diamantina Shire Council: Birdsville Simpson Desert National Park Road - The Big Red Road: Pave and seal: $651,341.
* Longreach Regional Council: Cramsie - Muttaburra Road - Section 4: Pave and seal: $507,593.
* Longreach Regional Council: Ilfracombe township, upgrade drainage $33,924.
* Longreach Regional Council: Longreach - Silsoe Road: Bitumen reseal: $100,000.
* Longreach Regional Council: Longreach - Tocal Road: Upgrade concrete floodway: $50,000.
* Longreach Regional Council: Morella - Silsoe Road: Bitumen reseal: $50,000.
* Winton Shire Council: Opalton Road, improve safety: $150,000.
* Winton Shire Council: Richmond - Winton Road, pave and seal: $1,399,568.
* Winton Shire Council: Vindex Street, Winton recreation grounds, install footpath: $50,000.
* Winton Shire Council: Winton township, various roads, rehabilitate pavement: $150,000.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

Project stories are provided on the following pages for these two Outback projects:

* Page 48: Barcaldine Regional Council, Aramac-Barcaldine Road - Road widening
* Page 49: Diamantina Shire Council, Big Red Road, Birdsville - Pave and seal
	1. Project Story: Barcaldine Regional Council, Aramac-Barcaldine Road - Road widening

*Submitted by Barcaldine Regional Council.*

Barcaldine is situated on the junction of the Capricorn and Landsborough Highways. The Aramac – Barcaldine Road is an important transport link for the cattle and agriculture industries. The road provides access to Townsville and other major centres in northern Queensland.

A broad program of works including 5 separate projects is being delivered to widen narrow sections of the road to a width of 8m.

The Transport Infrastructure Development Scheme project is delivering section 5, as per the project location map below. This section widens and seals 2.5km of road (chainage 57.99km to 60.49km). The works provide additional overtaking opportunities and improves wet weather access.

This upgrade is delivering significant improvements in safety and travel times for everyone who uses this key regional road.

* + 1. Project Story: Diamantina Shire Council, Big Red Road, Birdsville - Pave and seal

*Submitted by Diamantina Shire Council.*

The Shire of Diamantina is a local government area in Central West Queensland, bordering South Australia and the Northern Territory.

Diamantina Shire Council nominated the Big Red Road pave and seal project for consideration by the Outback Regional Roads and Transport Group for Transport Infrastructure Development Scheme funding. Increased traffic volumes, wet weather and floods have led to an increased need for road improvements.

The project was designed to eliminate the rough section of dry weather road on the Big Red Road, it also included the installation of seven culvert structures. The completion of the project will result in the Big Red Road now being a fully sealed road.

The Big Red Bash is one of the regions famous music festivals, attracting people from all over Australia. The event is held annually with an influx of approximately 10,000 people making their way on the Big Red Road. The event has raised over $1.5 million for charitable causes and every year brings over $12 million of spending across rural and outback Queensland. The investment to improve the Big Red Road will enhance the safety and reliability of this important transport link.

Big Red Road, pave and seal project was managed and delivered by Diamantina Shire Council staff.

* 1. Rockhampton Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Livingstone Shire Council
* Rockhampton Regional Council
* TMR’s Fitzroy District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Andy Ireland, Mayor, Livingstone Shire Council

**Deputy Chair:** Councillor Tony Williams, Rockhampton Regional Council

**Technical Committee Chair:** Michael Kriedemann, Livingstone Shire Council

**Technical Committee Deputy Chair:** Martin Crow, Rockhampton Regional Council

**Technical Coordinator:** Pat Moore, Hartecs

**Total number of projects:** 2

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $1,580,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $1,580,000

#### Rockhampton Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Rockhampton Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022-2023 projects by with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Rockhampton Regional Council: Farm Street and Alexandra Street: Upgrade intersection: $1,540,645.
* Rockhampton Regional Council: Rockhampton Regional Roads and Transport Group. Technical co-ordination: $39,503.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

A project story is provided on the following page for this Rockhampton project:

* Page 52: Rockhampton Regional Council, Farm Street and Alexandra Street, North Parkhurst - Intersection upgrade.
	+ 1. Project Story: Rockhampton Regional Council, Farm Street and Alexandra Street, North Parkhurst - Intersection upgrade

*Submitted by Rockhampton Regional Council.*

North Parkhurst is the main development area for residential growth in the City of Rockhampton. The area is currently experiencing rapid expansion.

Alexandra Street, classified as an urban arterial, is the main transport corridor connecting North Parkhurst commuters to the city. Alexandra Street also services a large industrial area generating 400 heavy vehicle movements per day. The Farm Street and Alexandra Street intersection currently operates as a simple two-phase signalised intersection without dedicated turn lanes.

The purpose of the intersection upgrade is to provide dedicated right turn lanes and protected right turn signal phasings to improve intersection efficiency and safety. Significant changes to intersection geometry were required to cater for heavy vehicle turning movements, with the most challenging movements being left turning B-doubles.

A land acquisition was required on one corner to provide a left turn slip lane. Many service relocations were required, representing 25% of the total project cost.

The project also consisted of:

* full depth pavement reconstruction of sections of Farm Street and Alexandra Street (approximately 540 lineal metres). New pavement depth is 570mm with 50mm asphalt surfacing
* provision of 4 travel/turn lanes at Alexandra Street and 3 travel/turn lanes at Farm Street
* installation of an underground stormwater drainage network (approximately 350m) with pipe sizes up t 900mm diameter
* new kerb and channel and subsoil drainage
* new concrete footpaths
* upgrade of the existing traffic signals
* streetlighting upgrade to category V5.

Construction was delivered in-house by Rockhampton Regional Council’s Civil Operations work crews. The Transport Infrastructure Development Scheme funding contribution was approximately $1.54 million in 2022–2023.

Construction of the project commenced in August 2022 and was completed in June 2023. One of the greatest construction challenges was maintaining access to businesses and residences within the construction area, as well as providing traffic detours for through traffic.

These works are projected to increase the life of the intersection by 20 years before further improvements are required.

* 1. Scenic Valleys Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Ipswich City Council
* Lockyer Valley Regional Council
* Scenic Rim Regional Council
* TMR’s Metropolitan, Darling Downs and South Coast Districts

**Regional Roads and Transport Group Members**

**Chair:** Councillor Virginia West, Scenic Rim Regional Council

**Deputy Chair:** Councillor Janice Holstein, Lockyer Valley

**Technical Committee Chair:** Chris Gray, Scenic Rim Regional Council

**Technical Committee Deputy Chair:** Wesley Davis, Lockyer Valley Regional Council

**Technical Coordinator:** Gerard Read, GWR Civil Engineering Management

**Total number of projects:** 6

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $2,286,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $2,237,000

#### Scenic Valleys Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Scenic Valleys Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Ipswich City Council: Springfield Greenbank Arterial - Eden Station Drive to Sinnathamby Boulevard - Ipswich: Duplicate to four lanes: $196,145.
* Lockyer Valley Regional Council: Gehrke Road - Regency Downs: Widen pavement and improve safety: $241,851.
* Lockyer Valley Regional Council: Grantham Scrub Road - Grantham: Rehabilitate and widen: $924,724.
* Lockyer Valley Regional Council: Safe Schools Project - Various locations: Improve parking and footpaths: $75,541.
* Scenic Rim Regional Council: Kerry Road - Duck Creek bridge: Reconstruct pavement: $743,983.
* Scenic Rim Regional Council: Scenic Valleys Regional Roads and Transport Group: Capability development: $54,264.

Note:

1. Amounts shown are rounded.

2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

Project stories are provided on the following pages for these two Scenic Valleys projects:

* Page 55: Ipswich City Council, Springfield Greenbank Arterial (SGA) and Springfield Parkway – Upgrade.
* Page 57: Lockyer Valley Regional Council, Safe Schools Infrastructure.
	+ 1. Project Story: Ipswich City Council, Springfield Greenbank Arterial (SGA) and Springfield Parkway - Upgrade

*Submitted by Ipswich City Council.*

Ipswich City Council has continued to make good progress on what will be its largest ever road upgrade project – Springfield Greenbank Arterial and Springfield Parkway duplication.

Springfield Parkway is a key road linking Old Logan Road in the north to the Centenary Highway in the south.

These roads provide access to the rapidly growing Springfield area, and Springfield Town Centre via Springfield Greenbank Arterial (SGA). The road functions as a sub-arterial link to the north of the SGA and as an arterial link to the south.

The need to upgrade and duplicate Springfield Parkway to four lanes between Old Logan Road and the Centenary Highway was identified by iGO The City of Ipswich Transport Plan. The link is also identified as a principal cycle route in the Council’s iGO Active Transport Action Plan and the TMR SEQ Principal Cycle Network Plan.

Key challenges for the project include pressure on budgets due to market conditions, limitations on materials and resources, long lead times, challenging ground conditions and extensive services relocations within an existing transport corridor servicing 25,000 vehicles per day.

Stakeholder engagement is both a key challenge and a critical component of the project. There has been significant and prolonged disruption to traffic and adjacent properties which include two schools, the newly constructed Lions Stadium, and Queensland Rail park’n’ride facility, main feeder roads on to the Centenary Highway and Orion Shopping Centre.

The project is being delivered by Council in three stages.

**Stage 1 – Old Logan Road to Topaz Road (Chainage 0 – 550).**

Stage 1 was chosen to ensure immediate capacity could be provided for the busy Springfield Parkway/ Springfield Greenbank Arterial intersection and connect local residential areas more effectively.

Early works commenced in March 2021 with bulk earthworks and service relocations. Civil works are now approaching completion with the construction of a new signalised intersection the next phase of works.

As a major innovation, foam bitumen stabilising was used for the existing lanes in this stage and the methodology used has delivered an excellent technical and cost-effective solution.

**Stage 2 – Topaz Road to Springfield Greenbank Arterial (Chainage 550 – 2250).**

Stage 2 design has been completed and early works and service relocations are proposed for 2023–24, with major road construction to follow.

**Stage 3 – Springfield Greenbank Arterial to Centenary Hwy (Chainage 2250 – 2700).**

Stage 3 of the Springfield Greenbank Arterial interfaces directly with the new Brisbane Lions Reserve stadium, the Centenary Highway, the Springfield Central rail station and the recently constructed multi-storey State Government free park‘n’ride carpark.

The Stage 3 civil works package was awarded to BMD in March 2020 and works commenced in August 2022. The initial civil works are completed, and this will enable service relocations to be undertaken over the next 6-8 months.

During the final phase of civil works a 3-5 month off ramp closure is proposed to help accelerate the project. This will improve safety and reduce queuing on the Centenary Highway.

* + 1. Project Story: Lockyer Valley Regional Council, Safe Schools Infrastructure

*Submitted by Infrastructure Engineering and Services Branch, Lockyer Valley Regional Council.*

Lockyer Valley Regional Council proactively instigated and prioritised the Safe Schools Infrastructure initiative. The aim of the initiative is to improve the safety of pedestrians and students at several schools across the Lockyer Valley region.

Scenic Valleys Regional Roads and Transport Group has included this in their annual Transport Infrastructure Development Scheme works program for several years. Projects varied in scope and scale, from kerb ramp compliance to relocated and upgraded crossing points.

One recent example is the pedestrian crossing on William Street, Laidley. This crossing services Laidley State High School, with high volumes of students travelling between Laidley CBD and the school.

Council had received several reports regarding the safety of this crossing point. Investigations indicated the crossing distance, pedestrian protection, and overall visibility of the crossing needed to be addressed.

The scope of the project included:

* realignment of footpaths
* new compliant kerb ramps
* blister islands for protection
* improved signage
* line marking.

An opportunity to relocate the crossing point closer to the existing overhead lighting was identified. This change improved night-time visibility and safety for the community. The package of work has been well received by the schools in the region.

Approximately $76,000 in Transport Infrastructure Development Scheme funding was provided in 2022–23 for Council’s Safe Schools Infrastructure initiative.

* 1. South West Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Balonne Shire Council
* Bulloo Shire Council
* Maranoa Regional Council
* Murweh Shire Council
* Paroo Shire Council
* Quilpie Shire Council
* TMR’s South West District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Suzette Beresford, Mayor, Paroo Shire Council

**Deputy Chair:** Councillor Shaun Radnedge, Mayor, Murweh Shire Council

**Technical Committee Chair:** Cameron Hoffman, Maranoa Regional Council

Technical Committee Deputy Chair: Peter See, Quilpie Shire Council

**Technical Coordinator:** Stephen Hegedus, Shepherd Services

**Total number of projects:** 15

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $7,082,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $7,082,000

#### South West Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the South West Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Balonne Shire Council: Bollon - Dirranbandi Road: Bitumen resealing: $150,517.
* Balonne Shire Council: Jakelwar - Goodooga Road: Gravel re-sheet and improve drainage sections: $477,566.
* Balonne Shire Council: Noondoo - Mungindi Road: Gravel re-sheet: $196,266.
* Balonne Shire Council: Noondoo - Thallon Road: Bitumen resealing: $91,628.
* Balonne Shire Council: Wyenbah Road: Upgrade to sealed standard: $131,523.
* Bulloo Shire Council: Quilpie-Thargomindah Road - Thargomindah: Various locations, construct to sealed standard: $1,047,500.
* Maranoa Regional Council: Begonia Road: Gravel resheeting: $700,000.
* Maranoa Regional Council: Mt Moffatt Road: Formation and gravel re-sheeting: $650,000.
* Maranoa Regional Council: Redford Road: Pavement widening and gravel re-sheet: $356,000.
* Maranoa Regional Council: South West Regional Roads and Transport Group: Capability and technical support: $138,673.
* Murweh Shire Council: Langlo - Mt Morris Road: Re-sheet gravel: $277,500.
* Murweh Shire Council: Langlo - Mt Morris Road: Widen and seal: $770,000.
* Paroo Shire Council: Eulo - Toompine Road: Widen and seal sections: $692,500.
* Paroo Shire Council: Jobs Gate Road: Construct to sealed standard: $355,000.
* Quilpie Shire Council: Quilpie - Adavale Road: Various locations: Upgrade seal and floodways: $1,047,500.

Note:

* 1. Amounts shown are rounded.
	2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

Project stories are provided on the following pages for these five South West projects:

* Page 61: Maranoa Regional Council, Mt Moffat Road, Maranoa – Upgrade Formation and re-sheet.
* Page 62: Paroo Shire Council, Eulo-Toompine Road – Road widening and bitumen seal.
* Page 63: Quilpie Shire Council, Adavale Road, Adavale – Construct and bitumen seal.
* Page 64: Bulloo Shire Council, Quiplie – Thargomindah Road – New formation and seal
* Page 65: Project Story: Joint Purchasing and Resource Sharing: Heart 5 travels to South West Queensland.
	+ 1. Project Story: Maranoa Regional Council, Mt Moffat Road, Maranoa – Upgrade Formation and re-sheet

*Submitted by Maranoa Regional Council*

Mt Moffatt Road is in the north-west of the Maranoa Region. The road provides an important link to large agricultural properties in the region. It also provides the only direct access to the picturesque Mt Moffatt section of the Carnarvon National Park.

Rich in both natural and human history, including Aboriginal rock evidencing connection with the land that stretches back for at least 19,000 years, the Mt Moffatt section of the Carnarvon National Park is a destination that provides an unforgettable feeling of space and freedom.

Over the last few years, Maranoa Regional Council - supported at times through Transport Infrastructure Development Scheme funding under the South West Regional Roads and Transport Group – has embarked on a strategy to progressively improve and upgrade the Mt Moffatt Road. Several sections have been upgraded since 2018 and further sections are planned to be upgraded in the future.

The 2022–23 project covered a section of the road between Womblebank Gap Road and Westgrove Road and its scope included:

* formation widening and associated roadside drainage
* road surfacing improvement through a new layer of gravel
* floodway upgrade works
* horizontal and vertical alignment to achieve sight distance improvements.

Following a number of meetings and consultation sessions with local residents, the project commenced in early 2022. Construction was complete by mid-June 2023 by Maranoa Regional Council and included both Council staff and local contractors. The project delivery cost was $1.3 million of which $650,000 was Transport Infrastructure Development Scheme contribution.

* + 1. Project Story: Paroo Shire Council, Eulo-Toompine Road – Road widening and bitumen seal

*Submitted by Paroo Shire Council*

The Eulo-Toompine Road connecting the towns of Cunnamulla and Eulo with the town of Yowah, is part of the tourist drive which loops around the South- West Queensland towns.

This thriving town can triple in size during the cooler winter months with miners flocking to try their luck on the opal field each year. Heavy vehicles use this route to transport livestock out to the eastern ports and mining equipment west and north to the vital resource mines in outback Queensland.

Council identified the narrow roads and hilly terrain as a major concern for the travelling public, particularly the close nature of caravans and trucks passing. Council planned to widen the existing 3.8m wide pavement to 7 and 8m wide pavements, in particularly over crest and curves. Many floodways and culverts displayed safety concerns being quite narrow.

Council’s road construction crew carried out the earthworks and gravel cartage with a sealing contractor completing the bitumen component. Staff had identified areas that needed urgent attention and ground works commencing in July 2022. This would be a six-month project with work crews utilising the local accommodation at Eulo to extend working hours to increase efficiencies in delivery. This had an additional benefit of increasing economic stimulus to a small community in an outback town.

Two trainees, including one school-based trainee, were employed on the project. The trainees had an opportunity to use the project as a learning tool obtaining skills in layout of the sites, the programming and paperwork to meet construction scheduling, hold points and testing requirements. They also undertook plant operations on the rollers onsite which aligned with their Certificate in Civil Construction desires. Good relations were maintained with the local property owners, and they assisted with water and gravel supplies and local knowledge of the dry watercourses.

Local gravels were sourced for this project, this reduced the cost of importing gravel significantly. Those gravels performed well and gave a strong running surface.

Eight major sites were widened along the road with the widening of two floodways and extending culverts, a new culvert was also installed. The sealing contractor did three two coat seals with 14mm/7mm stone. The completed sites were individually sealed when ready which reduced the holding time. Traffic movement remained least impacted through this process.

This season had unusually constant rainfall and this interfered with the progress, nearly five weeks were lost due to wet weather, with the road inaccessible due to flood waters also prolonging the job. This also affected the scheduling of the sealing contractors throughout the region. The down time meant staff were moved to other projects and so they had steady employment over those periods.

Future plans call for the further widening of floodways and culverts to allow better passing of heavy vehicles and a safer driving experience. Council is grateful for the support and funding provided through the Transport Infrastructure Development Scheme program as we would struggle to deliver this kind of project with our own source income.

* + 1. Project Story: Quilpie Shire Council, Adavale Road, Adavale – Construct and bitumen seal

*Submitted by Quilpie Shire Council*

Quilpie Shire Council continued its five-year program to completely seal the Quilpie Adavale Red Road. This was year four of the program and sealed an existing red loam gravel road to bitumen standard seven metres wide.

A total of 7.4km of road was constructed. Without Transport Infrastructure Development Scheme funding, it is unlikely the road would have been sealed.

The sealing of the road provides better opportunities for tourism and transport.

It also provides the ability for people in Adavale to travel in all weather conditions. Connecting residents to medical, shopping, and other necessities of life.

* + 1. Project Story: Bulloo Shire Council, Quilpie – Thargomindah Road – New formation and seal

*Submitted by Bulloo Shire Council*

Thanks to the Transport Infrastructure Development Scheme contribution of $1,047,500 TIDS in 2023-24, Bulloo Shire Council has completed another 4.4km of nefrw formation and seal on the Quilpie Thargomindah Road.

This reduces the amount of gravel road between the towns of Quilpie and Thargomindah which in turn greatly improves the safety of all travellers from locals and truck drivers to welcome tourists.

The road works were pretty much smooth sailing for the Council team with the exception a few weather events that ceased progress until water was pumped from table drains and side track.

Council appreciates funding provided through the Transport Infrastructure Development Scheme program as it ensures important projects that improve the safety of regional roads can be achieved.

* + 1. Project Story: Joint Purchasing and Resource Sharing: Heart 5 travels to South West Queensland

*Submitted by South West Regional Roads and Transport Group*

Under a Joint Purchasing and Resource Sharing initiative, the South West Regional Roads and Transport Group partnered with Heart of Australia to help improve its respiratory health surveillance compliance, including respiratory screening for their silica-exposed road workers.

Whilst recognising the importance of such health surveillance, compliance associated with such health surveillance is complicated for Councils in rural and remote areas – mainly due to the availability of the specialised testing and services required and the distances staff are required to travel to access this level of testing.

In May 2022, the South West Regional Roads and Transport Group worked with Heart of Australia to help bring these services to the region at a much more affordable rate. Enter HEART 5.

Heart of Australia’s fifth mobile clinic, HEART 5, is a 26m custom-built B-double road train specifically designed to support coal mine, mineral mine and quarry workers by enhancing the early detection capabilities of health surveillance for mine dust lung disease (MDLD). The mobile clinic is a “one-stop-shop” for respiratory screening, bringing specialist equipment and experienced medical teams directly to worksites throughout Queensland.

Workers can complete a full crystalline silica medical in a single appointment of around 45 minutes, saving workers and their employers significant time and logistical effort.

HEART 5 is an engineering marvel and will be the world’s first battery powered Computed Tomography (CT) machine (Patent Pending). As well as bringing the equipment critical to identifying MDLD, HEART 5 will support communities across rural, remote and regional Australia with local access to general CT radiology, contrast CT studies, and cardiac CT studies for the first time.

This incredible technology means that in addition to the baseline respiratory screening, any workers identified with abnormalities can complete the required further investigations (i.e. HRCT and / or complex lung testing) in the same visit. This allows Heart of Australia’s doctors to confirm or exclude disease as quickly as possible, helping reduce turnaround time and anxiety typically experienced by workers if an issue is identified during initial screening.

Dr Andrew Baillie is Program Lead for the Heart of Australia Corporate Health Initiative and believes that the South West Regional Roads and Transport Group program provided a great opportunity to showcase the benefits and efficiency of bringing health services directly to where they are needed.

“Heart of Australia was thrilled to collaborate with the South West Regional Roads and Transport Group Councils to provide respiratory screening for their silica-exposed workers,” he said.

“Workplaces operating in rural and remote Queensland often have limited options when it comes to radiology and other occupational health screening services.

“Mobile service delivery eliminates the tyranny of distance and provides unprecedented access for remote workers to cutting-edge health services,” Dr Baillie said.

In total, 58 quarry and road work staff from South-West Queensland received comprehensive respiratory screening during the project across 4 screening locations (Charleville, Quilpie, Yowah, and Cunnamulla).

This initiative is a great example of the benefits of collaboration, investigation and implementation of joint purchasing of goods and services under the Regional Roads and Transport Group model.

Heart of Australia can assist any Regional Roads and Transport Group or member Council with information about respiratory health surveillance.

* 1. Southern Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Gold Coast City Council
* Logan City Council
* Redland City Council
* TMR’s South Coast District and Metropolitan Districts

**Regional Roads and Transport Group Members**

**Chair:** Councillor Pauline Young, City of Gold Coast

**Technical Committee Chair:** Nick Prasser, City of Gold Coast

**Technical Committee Deputy Chair:** Mitchell Bichel, Logan City Council

**Total number of projects:** 6

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $2,925,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure**: $2,925,000

#### Southern Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Southern Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Gold Coast City Council: Gilston Road - Gilston Hall to Melody Park Retirement Retreat: Construct shared path: $950,536.
* Logan City Council: Gunungai Drive - Kingston Road to M1 Veloway: Construct off-road cycleway: $1,023,653.
* Redland City Council: Russell Island Ferry Terminal - Russell Island: Accessibility and upgrade car park: $650,536.
* Redland City Council: Valley Way - Bohemia Court to Seeana Drive - Mount Cotton: Asphalt resurfacing: $100,000.
* Redland City Council: Valley Way - Hardwood Drive to Seeana Drive - Mount Cotton: Asphalt resurfacing: $100,000.
* Redland City Council: Valley Way - Seeana Drive to Village Drive - Mount Cotton: Asphalt resurfacing: $100,000.

Note:

* 1. Amounts shown are rounded.
	2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

A project story is provided on the following page for this Southern project:

* Page 69: Logan City Council, Gunungai Drive, Slacks Creek – Cycleway.
	+ 1. Project Story: Logan City Council, Gunungai Drive, Slacks Creek - Cycleway

*Submitted by Logan City Council*

A new shared path and bridge in Slacks Creek is encouraging Logan residents and workers get on their bike or pop on their shoes.

The project includes:

* a 35m bridge over Slacks Creek a 2.5m shared concrete path
* kerb ramps for safer crossing points
* lighting in Reserve Park and across the bridge
* new CCTV
* removal of some on-street parking on Rowland Street to improve sight lines
* signage and landscaping.

The bridge and path are an extension of popular Slacks Track, linking Reserve Park to Rowland Street. The path continues east on Westerway Street to the Pacific Highway Service Road. The new route will be used for day-to-day travel for people going to work, as well as recreation and enjoyment.

We are shaping a healthier and greener city by building and improving bike riding and walking facilities. Off-road paths make it safer, easier and more desirable for people to use the path for recreation or travel.

The off-road route will:

* make it safer and easier for people to get around without a car
* provide more opportunities for recreation and commuting
* link the Slacks Creek neighbourhood to the industrial and commercial precincts and V1 (in future).

This infrastructure encourages residents and workers to explore their area, get some fresh air on a break. It also provides a scenic, and potentially time saving route to work.

In future, City of Logan bike riders will have a safe and efficient route to Brisbane with a link from Westerway Street to the Veloway 1 (V1), a dedicated cycleway. The V1 extension, along the Pacific Motorway (M1) is part of the Australian and Queensland Government’s M1 – Daisy Hill to Logan Motorway (DH2LM) upgrade project.

The Shared path, Reserve Park to Pacific Highway, Slacks Creek project is proudly funded by Logan City Council and the Australian and Queensland governments.

* 1. Southern Border Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Goondiwindi Regional Council
* Southern Downs Regional Council
* TMR’s Darling Downs District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Andrew Gale, Southern Downs Regional Council

**Technical Committee Chair:** Gary Murphy, Southern Downs Regional Council

**Technical Committee Deputy Chair:** Dion Jones, Goondiwindi Regional Council

**Total number of projects:** 13

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $2,260,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $2,260,000

#### Southern Border Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Southern Border Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Goondiwindi Regional Council: Daymar-Weengallon Road - Weengallon: Construct to sealed standard: $179,710.
* Goondiwindi Regional Council: Goodar Road - North of Goondiwindi: Construct to sealed standard: $382,014.
* Goondiwindi Regional Council: Goondiwindi Connection Road - Marshall Street: Upgrade kerb and channel and landscaping design: $17,987.
* Goondiwindi Regional Council: Various roads - Goondiwindi - Stage 1: Reseal bitumen: $200,122.
* Goondiwindi Regional Council: Various roads - Goondiwindi: Intersection safety works: $35,000.
* Goondiwindi Regional Council: Yagaburne-Boondandilla Road: Yarril Creek: Rehabilitate floodway: $39,591.
* Goondiwindi Regional Council: Yelarbon-Keetah Road - Stage 3: Widen pavement to road train standard: $245,000.
* Southern Downs Regional Council: Condamine River Road: Upgrade concrete floodways: $216,291.
* Southern Downs Regional Council: Goomburra Road - Goomburra: Rehabilitate and widen: $613,524.
* Southern Downs Regional Council: Inverramsay Road - Goomburra: Upgrade and widening pavement: $29,621.
* Southern Downs Regional Council: Old Stanthorpe Road - Warwick: Widen pavement: $43,514.
* Southern Downs Regional Council: Various roads: Reseal bitumen: $92,205.
* Southern Downs Regional Council: Various roads: Rehabilitate pavement: $165,877.

Note:

* 1. Amounts shown are rounded.
	2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

A project story is provided on the following page for this Southern Border project:

* Page 72: Southern Downs Regional Council, Goomburra Road, Goomburra – Rehabilitation and widening.
	+ 1. Project Story: Southern Downs Regional Council, Goomburra Road, Goomburra – Rehabilitation and widening

*Submitted by Southern Downs Regional Council*

Goomburra Road services a large agricultural and dairy community that employs seasonal workers who are largely unfamiliar with the road. A recent traffic count found that an average of 592 vehicles utilise Goomburra Road each day.

This road links the Cunningham Highway to Inverramsay Road, which provides access to a number of agricultural businesses as well as tourism attractions.

The original project scope was to rehabilitate two small sections of road (chainage 13.00km to 13.60km and chainage 16.17km to 16.47km).

In November 2022 Council adjusted the scope to include an extra 2km of road (chainage 16.17km to 18.25km), taking advantage of economies of scale. This approach improved a larger section of road within the one project, rather than continue to upgrade smaller sections over many years.

The existing road was single vehicle width and in poor condition. These factors meant that vehicles travelling north give way to those travelling south or both vehicles drop their passenger side wheels off the sealed surface and drive along the gravel shoulder to avoid a collision.

The project was to rehabilitate and widen the existing 3m sealed road formation to 7m sealed road.

The road was devoid of stormwater drainage. This left no option for water, except to flow down the road surface itself. The situation exacerbated the road’s early deterioration and caused discomfort for road users.

The first task in rehabilitating this road was to construct stormwater drainage facilities. This was not without its challenges, with frequent heavy rainfall occurred required construction to be paused until conditions were once again favourable.

The design used existing structural layers of road to minimise excavation into the poor subgrade.

Heavy compaction equipment identified soft spots in existing structural layers of road. Any soft spots were rectified.

Council is confident these construction methods will provide a long-term resilient road for the community’s benefit.

Technical Committee Members involved with this project were Gary Murphy and James Varughese.

* 1. Western Downs Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Western Downs Regional Council
* TMR’s Darling Downs District

**Regional Roads and Transport Group Members**

**Chair:** Councillor George Moore, Western Downs Regional Council

**Technical Committee Chair:** Brianna Barnett, Western Downs Regional Council

**Total number of projects:** 7

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $2,681,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $2,681,000

#### Western Downs Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Western Downs Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022-2023 projects, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project. All projects took place within the Western Downs Regional Council Local Government Area:

* Arubial Road - Condamine: Widen, rehabilitate and seal pavement: $325,000.
* Bullock Head Road - Tara: Upgrade to sealed standard: $900,000.
* Chinchilla-Tara Road and Upper Humbug Road - Tara: Improve intersection: $130,000.
* Clifford Road - Clifford: Re-sheeting unsealed road: $190,000.
* Macalister-Bell Road - Macalister: Rehabilitate pavement, overlay and seal: $820,800.
* Roche Creek Road - Wandoan: Widen, rehabilitate and seal pavement: $300,000.
* Warra-Canaga Creek Road - Warra: Various locations, suppression of bitumen dust: $15,000.

Note:

1. Amounts shown are rounded.
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

Project stories are provided on the following pages for these two Western Downs projects:

* Page 75: Macalister Bell Road, Macalister – Rehabilitate pavement, overlay and seal.
* Page 76: Bullock Head Road, Tara – Upgrade.
	+ 1. Project Story: Western Downs Regional Council, Macalister Bell Road, Macalister – Rehabilitate pavement, overlay and seal

*Submitted by Western Downs Regional Council*

Macalister Bell Road is a regional road connecting two state-controlled highways, the Warrego Highway at the west (Macalister) to the Bunya Highway to the east (Bell).

Macalister Bell Road is a lower order state-controlled road managed by TMR. Located on the Western Downs approximately 25kms North-West of Dalby, the Macalister Bell Road is situated within the flat black soil (Jimbour Flood Plains) in an area that is renowned for its highly productive cultivated farmland.

The Macalister Bell Road supports this highly productive agricultural area with a high percentage of heavy vehicles utilising this road to transport these commodities to market. The combination of high yields and loaded heavy vehicles on expansive clay foundations has resulted in significant outer wheel path rutting over decades of use.

Through collaboration between Western Downs Regional Council (WDRC) and TMR, the Western Downs Regional Roads and Transport Group programmed a significant portion of Transport Infrastructure Development Scheme funding over multiple years to reconstruct the 16.1km stretch between the Macalister (Warrego Highway) and Jimbour (Dalby Jandowae Road). This section of Macalister Bell Road was in poor condition requiring pavement rehabilitation.

Construction commenced late in 2021–22 with works continuing straight into 2022–23 financial year. To date, 8km of pavement rehabilitation has been completed resulting in substantial road safety and asset condition. The design has been developed to upgrade the road pavement over an extended period through multiple construction stages to meet contemporary standards and to support the high percentage of heavy vehicle traffic.

The first stage of the design involves rehabilitating the existing pavement layer, widening the pavement to the final design formation width (8m to 9.5m) and the incorporation of an additional layer of pavement. Stabilisation, using triple blend additive, of the floodways was performed with design consultation between WDRC and TMR.

Construction was impeded due to the widespread flooding events in 2021–22 with the site being inundated with rainfall. This stretch of road has approximately 17 floodways and multiple under road drainage culvert structures. Special care was taken to ensure that all floodways remain at their original levels to ensure no changes to the overland stormwater flow paths. An important aspect when constructing in highly productive farming land with minimal grade.

The project was proudly designed and project managed by WDRC’s Infrastructure Services Division with WDRC’s local Dalby and Chinchilla Works Construction crews jointly delivering the roadwork construction. This project is another great initiative showing collaboration between TMR and local Council.

* + 1. Project Story: Western Downs Regional Council, Bullock Head Road, Tara – Upgrade

*Submitted by Western Downs Regional Council*

The Bullock Head Road is critical road infrastructure connecting local primary producers and intensive agriculture industry to the town of Tara and further market opportunities.

The Bullock Head Road, Tara spans 78.7km in the Local Road of Regional Significance network. Bullock Head Road connects with the Cambridge Crossing Road Local Road of Regional Significance to the east and TMR’s Meandarra - Talwood Road to the west.

Over recent years, significant roadworks have been completed on Bullock Head Road to widen and reconstruct the existing bitumen sealed sections.

This year’s capital works project consisted of a 9km upgrade of the unsealed gravel pavement to a 6m wide 2 coat bitumen seal on an 8m formation.

The project objective was to improve the community and road user safety, efficiency, flood immunity and asset resilience.

With the widespread flooding in 2021–22 across most of the east coast of Australia, the Western Downs region experienced multiple flood events within a condensed time. This section of Bullock Head Road was often impassable during heavy rainfall.

A significant design aspect of the upgrade was to improve the flooding immunity and ensure the upgrade would be resilient to future natural disasters.

The new design included upgrading a substantial inverted floodway to under road culvert structures. The design incorporated new culverts and upgraded floodways to improve the road drainage.

This 9km road upgrade project was co-funded by the Western Downs Regional Roads and Transport Group through Transport Infrastructure Development Scheme and Western Downs Regional Council (WDRC) at a construction cost of approximately $1.8 million.

WDRC’s Infrastructure Services Division proudly designed, and project managed this project, with the construction completed by one of our internal WDRC Tara Works construction crews.

* 1. Whitsunday Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Mackay Regional Council
* Whitsunday Regional Council
* TMR’s Mackay/Whitsunday District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Julie Hall, Mayor, Whitsunday Regional Council

**Technical Committee Chair:** Jason Devitt, Mackay Regional Council

**Technical Coordinator:** Graeme Hawes, Mackay Regional Council

**Total number of projects:** 9

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $1,832,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $1,832,000

#### Whitsunday Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Whitsunday Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022-2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Mackay Regional Council: Glenella Road - Hill End Road and Sweeney Court roundabout: Construct shared path: $178,554.
* Mackay Regional Council: Gorge Road - Boulder Road to the last causeway: Construct concrete pavement: $350,000.
* Mackay Regional Council: Heaths Road - Windmill Crossing to Reflection Street: Construct shared path: $200,000.
* Mackay Regional Council: Malcomson Street and Norris Road: Realign intersection: $76,660.
* Mackay Regional Council: Webberley Street - Nebo Road to Paradise Street: Construct shared path: $67,460.
* Mackay Regional Council: Whitsunday Regional Roads and Transport Group: Program development: $18,672.
* Whitsunday Regional Council: Forestry Road: Upgrade carpark: $437,500.
* Whitsunday Regional Council: Richmond Road, near Mt Nutt Road intersection - Bowen: Reconstruct floodway: $487,898.
* Whitsunday Regional Council: Scottville Road - Collinsville: Reconstruct and realign: $15,000.

Note:

1. Amounts shown are rounded.
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

Project stories are provided on the following pages for these four Whitsunday projects:

* Page 79: Mackay Regional Council, Gorge Road, Finch Hatton – Reconstruction.
* Page 80: Whitsunday Regional Council, Richmond Road, Bowen – Floodway upgrade.
* Page 81: Whitsunday Regional Council, Heaths Road, Windmill Crossing to Reflection Street, Glenella – Shared path.
* Page 82: Mackay Regional Council, Glenella Road, Hill End Road and Sweeney Court roundabout, Glenella – Shared path.
	+ 1. Project Story: Mackay Regional Council, Gorge Road, Finch Hatton – Reconstruction

*Submitted by Mackay Regional Council*

Finch Hatton Gorge is a scenic location about 70km west of Mackay. The sub-tropical rainforest, waterfalls, rock pools, volcanic boulder formations and walking trails make Finch Hatton Gorge a popular tourist location. The number of people estimated to visit the gorge is approximately 100,000 annually.

Gorge Road is the sole access to this popular tourist spot and national park. The road is unsealed for about three kilometres and there are several major and minor creek crossings.

Traffic volumes and severe weather impacts have led to increased demand for road maintenance including saturation damage to road pavement from vehicle borne water carryover.

During the wet season the roads can become flooded and non-accessible.

The existing pavement on Gorge Road is unsealed between concrete causeways. Water from the causeways carries over into the pavement, causing saturation and leading to frequent defects. The steep site conditions result in regular scouring and edge breaks during rain events.

The project transformed 185 metres of dirt road, from Gorge Road to Boulder Road, by constructing concrete pavement, and completing seal and drainage works to protect road pavements from saturation damage from traffic loadings.

During works it was important to maintain traffic access because Gorge Road is the only access into this area.

Due to the narrow roadway the new concrete pavement was designed to allow for construction in two halves. This also limited environmental impacts.

Temporary traffic lights were required for after-hours care on the site and traffic control was in place to assist traffic through the work site.

Other challenges on the site included the numerous large, high strength boulders. Many of these boulders were too big to be relocated and too hard to be able to be broken down using rock breaker attachments. Specialist blasting contractors were brought in to crack these.

The remote location is a blackspot area for mobile phone coverage, and this created communication difficulties.

Local jobs and businesses delivered the project including Mackay Regional Council’s field services crew and other local material suppliers and contractors.

This project has extended the current concrete causeways outside the splash zones and steep terrain. It also increases usability and reliability of the pavement through this area. The project significantly decreases future maintenance costs.

* + 1. Project Story: Whitsunday Regional Council, Richmond Road, Bowen – Floodway upgrade

*Submitted by Whitsunday Regional Council*

Richmond Road is an important connection for the residents of Bowen to the Bruce Highway, Queens Beach, Bowen Hospital, and the town centre.

The road serves as a bus route and is well utilised by parents, teachers, and students at Bowen State High School.

It provides direct access to the town centre of Bowen and is also a direct link for Whitsunday Regional Council staff at the nearby depot to the bulk of the populated areas of Bowen.

During heavy rainfall Richmond Road often requires road closure and detours as the floodway fails/overflows. The concrete floodway was also beyond the end of its design life and required renewal or upgrade.

A detour allowed works to progress without any interruption to construction or traffic flow. The detour also avoids any rework of a side-track.

Significant volumes of unsuitable material were removed during construction, and a rock mattress used to bridge the poor subgrade.

Whitsunday Regional Council modelled the new culvert structure to cater for 1 in 100-year flood events, significantly reducing the likelihood of closure in the future.

Improvements to the existing immediate surrounding roadway and shared pathway were achieved as a by-product of the floodway upgrade.

* + 1. Project Story: Whitsunday Regional Council, Heaths Road, Windmill Crossing to Reflection Street, Glenella – Shared path

*Submitted by Whitsunday Regional Council*

Heaths Road is in Mount Pleasant, a mixed-use suburb of Mackay.

The scope of this project was to construct a shared path at Heaths Road, connecting existing pathways between Heaths Windmill Crossing.

The project also incorporates minor stormwater drainage works, the extension of the existing medium and an additional lighting post.

This project provides connectivity of pathways between Heaths Road to Windmill Crossing and promotes pedestrian walkability.

It also improves access and egress within the existing trade centre, which may result in economic benefits.

Mackay Regional Council internal teams delivered many elements of the project.

The Design Services team completed the design for the share path. Delivery of the project was by Transport and Drainage Infrastructure Planning team, as well as Vassallo Constructions.

Project management was completed by the Capital Works team.

* + 1. Project Story: Mackay Regional Council, Glenella Road, Hill End Road and Sweeney Court roundabout, Glenella – Shared path

*Submitted by Mackay Regional Council*

Glenella Road is situated in Glenella, a mixed-use suburb of Mackay. The road links Glenella State School with other suburbs in Mackay.

The scope of this project was to construct a shared path connecting the existing footpaths at Glenella Road to Sweeney Court.

The shared path will be constructed along the Magpies Sporting Club fence boundary. The path will provide connectivity along the entire length of Glenella Road to Hewitt Way.

The project will provide footpath connectivity between the existing footpaths, resulting in improved streetscape and safety for pedestrians and cyclists.

Mackay Regional Council internal teams delivered many elements of the project. The Design Services team completed the design for the share path. Delivery of the project was by Transport and Drainage Infrastructure Planning team, as well as Vassallo Constructions. Project management was completed by the Capital Works team.

* 1. Wide Bay Burnett Regional Roads and Transport Group

**Regional Roads and Transport Group Member Councils**

* Bundaberg Regional Council
* Cherbourg Aboriginal Shire Council
* Fraser Coast Regional Council
* Gympie Regional Council
* North Burnett Regional Council
* South Burnett Regional Council
* TMR’s Wide Bay/Burnett District

**Regional Roads and Transport Group Members**

**Chair:** Councillor Gavin Jones, Deputy Mayor, South Burnett Regional Council

**Technical Coordinator:** Allen Christensen, ATC Consulting

**Total number of projects:** 30

**Total 2022–23 Transport Infrastructure Development Scheme Allocation:** $6,066,000

**Total 2022–23 Transport Infrastructure Development Scheme Expenditure:** $6,066,000

#### Wide Bay Burnett Regional Roads and Transport Group - Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–23 Program Details

The following information lists the Wide Bay Burnett Regional Roads and Transport Group Roads and Transport Alliance Transport Infrastructure Development Scheme 2022–2023 projects by Local government, with the project name, location, a brief description and the amount of Transport Infrastructure Development Scheme funding allocated to the project.

* Bundaberg Regional Council: Barber Street - Bundaberg North State High School: Construct footpath: $50,000.
* Bundaberg Regional Council: Bonna Road - Branyan: Widen existing pavement: $34,054.
* Bundaberg Regional Council: Kevin Livingston Drive - Isis Central: Widen road and replace guardrail: $32,263.
* Bundaberg Regional Council: Milden Street to May Street - Gin Gin State School: Widen existing pathway: $74,873.
* Bundaberg Regional Council: Thabeban Street - Norville: Rehabilitate, widen and overlay: $597,840.
* Bundaberg Regional Council: Various roads: Bundaberg South State School: Upgrade pedestrian facilities: $15,515.
* Fraser Coast Regional Council: Dundowran Road - Nikenbah Dundowran Road to Pialba-Burrum Heads Road: Rehabilitate and widen: $74,128.
* Fraser Coast Regional Council: Forgan Lane - Tiaro State School: Construct footpath: $12,500.
* Fraser Coast Regional Council: Frangipanni Avenue and Eugenia Way - Various schools: Construct footpaths: $108,828.
* Fraser Coast Regional Council: Teddington Road - Iinda Road East: Rehabilitate and widen: $242,655.
* Fraser Coast Regional Council: Urraween Road and Boundary Road extension - Grevilla Street to Kawungan Way: Construct to sealed standard: $1,217,748.
* Fraser Coast Regional Council: Urraween Road and Boundary Road extension - Maree Street to Grevilla Street: Construct to a sealed standard: $527,468.
* Fraser Coast Regional Council: Walker Street - Pallas Street to Ferry Street: Rehabilitate pavement: $100,568.
* Gympie Regional Council: Cartwright Road - James Nash State High School: Upgrade passenger set down facilities: $107,600.
* Gympie Regional Council: East Deep Creek Road - East Deep Creek: Widen road and upgrade intersections: $443,822.
* Gympie Regional Council: Mellor Street and Station Road - Chapple Street to Bent Street - Gympie: Install traffic signals: $124,477.
* North Burnett Regional Council: Abercorn Road - Abercorn: Remove hazards and reinstate clear zones: $260,015.
* North Burnett Regional Council: Abercorn Road - Abercorn: Upgrade and widen existing sealed road: $313,132.
* North Burnett Regional Council: Berries Road - Eureka: Gravel re-sheet: $128,834.
* North Burnett Regional Council: Bon Accord Wetheron Road: Rehabilitate bridge: $27,649.
* North Burnett Regional Council: Hawkwood Road - Hawkwood: Remove hazards close to road: $189,000.
* North Burnett Regional Council: School zones safety review: $121,328.
* South Burnett Regional Council: Alfred Street - Nanango: Construct footpath: $53,313.
* South Burnett Regional Council: Corndale Road - Memerambi: Clearing, widening and seal: $720,155.
* South Burnett Regional Council: Drayton Street - Nanango: Provide disabled parking: $29,500.
* South Burnett Regional Council: Kumbia Brooklands Road: Widen and overlay: $8,861.
* South Burnett Regional Council: Rippingdale Street - Moffatdale State School: Upgrade set down facilities: $25,000.
* South Burnett Regional Council: South Burnett Regional Council: Reseal various roads: $305,942.
* South Burnett Regional Council: Tessmanns Road - Kingaroy: Construct footpath: $13,515.
* District - Wide Bay Burnett Regional Roads and Transport Group: Secretariat Program $105,801.

#### Wide Bay Burnett Regional Roads and Transport Group – Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme 2022–23 Program Details

The following Wide Bay Burnett Regional Roads and Transport Group 2022-23 project was funded under the Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme:

* Cherbourg Aboriginal Shire Council: Cherbourg Road: Pavement Rehabilitation: $43,543.

Note:

* 1. Amounts shown are rounded.
	2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

Project stories are provided on the following pages for two four Wide Bay Burnett projects:

* Page 87: Fraser Coast Regional Council, Boundary Road, Torquay – Extension.
* Page 88: South Burnett Regional Council, Corndale Road, Memerambi – Upgrade and seal
	+ 1. Project Story: Fraser Coast Regional Council, Boundary Road, Torquay – Extension

*Submitted by Fraser Coast Regional Council*

A major new east-west road connection through Hervey Bay has passed the halfway point.

The project has been decades in the making and sets the rapidly growing region up for the future.

Local company SGQ was awarded the contract to deliver the 1.9km missing link between Boundary Road and Kawungan Way.

Council’s Engineering Project Manager, Mr Hayden Madder, oversees the project’s construction.

Work began on 15 November 2021 and the project was just over 50% complete in May 2023. Weather permitting, it will be completed in the first half of 2024.

The scope of works for this project includes:

* construction of a dual lane two-way road along the vacant road reserve between the roundabout at the Urraween Road and Kawungan Way intersection connecting to the intersection at Boundary Road and Denmans Camp Road
* signalised intersections at Grevillea Street and Denmans Camp Road
* removal and replanting of vegetation
* excavation and subgrade works for new road formation
* excavation and reshaping of the existing drainage channel
* pavement works
* installation of kerb and channel
* installation of underground stormwater
* relocation of water and sewer mains
* construction of concrete shared pathways
* installation of on-road cycle lanes
* installation of street lighting
* landscaping and restoration works.

The project is being funded by the Australian Government as part of the Hinkler Regional Deal, the Queensland Government through Transport Infrastructure Development Scheme and the Fraser Coast Regional Council.

More details about the project, including a flyover animated video, is available at [Fraser Coast Regional Council | Boundary Road Extension Project (engagementhub.com.au)](https://frasercoast.engagementhub.com.au/boundary-road-extension-project)

* + 1. Project Story: South Burnett Regional Council, Corndale Road, Memerambi – Upgrade and seal

*Submitted by South Burnett Regional Council*

Corndale Road is a major collector road servicing part of the rural South Burnett Regional Council area.

The purpose of the Corndale Road Pavement Widening Project is to improve road safety, particularly for heavy vehicles accessing a major feedlot on the road. The road is also serviced by a school bus route and used by cyclists.

The project scope included:

* widening a section of 3.6m wide existing seal to 7m seal with 0.5m paved shoulders
* removal of vegetation to improve safe sight distance at curves and to ensure an adequate clear zone
* minor road embankment earthworks
* replacement of culvert end structures.

Design and project management was completed in house by Council. Construction has been completed by Council’s internal road construction team with support from specialist subcontractors as required.

The current industry climate presents challenges in securing adequate resources to deliver projects. To help facilitate efficient construction methods, a 1 metre wide asphalt profiler was used to undertake excavation of the box for the pavement widening.

Excavation of the existing shoulder material was undertaken efficiently with the existing embankment providing a solid subgrade.

The excavation with the profiler delivered the following advantages:

* neat excavation to tight tolerances ready to place pavement material with minimal subgrade preparation required
* eliminate the need for excavator/ loader for the excavation activity
* achieved production rates of 57 cubic m/hr on the best day with an average of 34 cubic m/hr for the project
* a reduced construction timeline than that offered by traditional excavator or grader methods.

Road base was moisture conditioned by pugmill at a local quarry and carted directly into place on the road.

1. Supporting Statewide Capability Improvements

#### Paving the way for capability

TMR continues to provide $600,000 each year to support targeted, specialised initiatives that build capacity and capability of Queensland local Councils through the Transport Infrastructure Development Scheme Statewide Capability Development Fund.

Statewide Capability Development Fund initiatives are responsive to local and regional priorities and align to the Alliance’s core functions of program development, asset management, road safety and joint purchasing and resource sharing.

Statewide Capability Development Fund also provides an opportunity for local Councils and Regional Roads and Transport Groups across Queensland to keep connected, creating value through collaboration and shared solutions.

#### Statewide Capability Development Fund Overview

Each year funding is made available through the Statewide Capability Development Fund to support Regional Roads and Transport Groups to build capacity and improve their overall road and transport stewardship capabilities.

Alliance core functions include:

**Program development:** training and other initiatives including contract administration and management, design, and staff development.

**Asset management:** training in the creation of consistent practices, processes, and systems.

**Road safety:** training and assistance for Councils to meet their duty of care as a road authority.

**Joint purchasing and resource sharing:** initiatives that encourage joint purchasing, resource sharing and knowledge sharing.

The breakdown, by core function, of projects and training courses attended in 2022–23 was:

* Program development: 71%
* Asset management: 21%
* Road safety: 4%
* Joint purchasing and resource sharing: 4%.

The Statewide Capability Development Fund program continues to be well valued by Regional Roads and Transport Groups across the state. In 2022–23, Statewide Capability Development Fund provided $378,000 for 24 projects.

Whilst 24 individual applications were supported in total, 29 Statewide Capability Development Fund initiatives have been recorded when considering joint projects across multiple Regional Roads and Transport Groups.

The number of Statewide Capability Development Fund initiatives undertaken by individual Regional Roads and Transport Groups were:

* Bowen Basin and Scenic Valleys: 4 each
* Gladstone, Far North Queensland, North West Queensland, Outback: 3 each
* North Queensland, Rockhampton and Wide Bay Burnett: 2 each
* Eastern Downs, Southern Border and Whitsunday: 1 each
* Western Downs, Southern, South West, Northern SEQ and Brisbane Metro: 0

#### Statewide Capability Development Fund Initiatives from individual Regional Roads and Transport Groups

|  |  |
| --- | --- |
| Statewide Capability Development Fund initiative | Participating Regional Roads and Transport Group |
| Regional skills development program | Bowen Basin |
| Regional roads investment strategy | Bowen Basin |
| Best practice unsealed roads training | Eastern Downs |
| Regional aerodrome operational business plan | Far North Queensland |
| Bridge inspection workshop – Level 1 and 2 | Far North Queensland |
| Best practice unsealed roads training | North Queensland |
| Bridge inspection workshop – Level 1 and 2 | North West Queensland |
| Map info training | North West Queensland |
| Native title and cultural heritage training | North West Queensland |
| Maintaining unsealed local roads workshop | Outback |
| Supervisor workshop | Outback |
| Bridge inspection analysis reports | Outback |
| Temporary traffic management  | Scenic Valleys |
| Designing for pedestrians and cyclists' course | Scenic Valleys |
| Contract management courses | Scenic Valleys |
| Time and workload management course | Scenic Valleys |
| Sprayed sealing selection and design course | Southern Border |
| Temporary traffic management risk workshop | Wide Bay Burnett |
| Maintaining unsealed local roads workshop | Wide Bay Burnett |
| Leadership development | Whitsunday |

#### Statewide Capability Development Fund Initiatives from joint Regional Roads and Transport Groups

|  |  |
| --- | --- |
| Statewide Capability Development Fund initiative | Participating Regional Roads and Transport Group |
| Fundamentals of investigations and 5 whys training | Bowen Basin, Gladstone and Rockhampton |
| Supervisor workshop | Bowen Basin, Gladstone and Rockhampton |
| Supervisor workshop | Bowen Basin and Gladstone |
| Supervisor workshop | North Queensland and Far North Queensland |

* + 1. Paving the way for capability

*Submitted by Nathan Garvey (Manager of Technical Services, Banana Shire Council), Sarah Banda (Coordinator Corridor Management, Central Highlands Regional Council).*

Bowen Basin Regional Roads and Transport Groups Regional Skills Development Program commenced in 2020–21 with funding support from the Statewide Capability Development Fund.

This long-term program involved the engagement of three undergraduate Civil Engineering students over a 3-year period during the main university annual holiday period at Christmas time.

The students were placed with the three participating Councils - Banana Shire, Central Highlands Regional, Isaac Regional. It was initially intended to rotate them through the three Councils each of the 3 years, thereby giving each student experience with each of the participating Councils.

Two student undergraduates from Griffith University and Swinburne University of Technology, were engaged for 2022–23.

* Banana Shire Council appointed Kusuma Permsook from early January 2023 to early March 2023.
* Central Highlands Regional Council appointed Dzung Bui from early December 2022 to early March 2023.
* The student earmarked for Isaac Regional Council withdrew at late notice and was not replaced.

The program was aimed at attracting and retaining skilled talent to the local area and has the added benefit of providing students with real world skills and experience. Since the students were engaged, both Councils and graduates have established important networks.

The students gained high quality on the job training for critical skills including civil engineering, career readiness, and lifestyle experience in regional Queensland with the added support of accommodation and a wage.

After enormous benefits were realised by Councils including, industry growth, workforce development and retention in regional locations, they are keen to continue this successful program in future years.

Bowen Basin Regional Roads and Transport Group intends to continue with the program beyond 2022-23 and planning for future years has already commenced. Student recruitment is underway for the 2023–24 university holiday period.

**Statement from Kusuma Permsook, Banana Shire Council**

*‘I am very grateful that I was given the opportunity to work on site with Banana Shire Council. That gave me a better insight into what the real-world working environment would be like. Everyone from the team was very friendly and always willing to help me when I needed.’*

**Statement from Banana Shire Council:**

*‘Kusuma completed minor design projects using AutoCAD and assisted other member of the technical services team on more complex projects. She spent a day each week on site observing construction processes. Kusuma contributed effectively to the technical services team. She had a great attitude, a willingness to learn and was eager to contribute wherever possible.’*

**Statement from Dzung Bui, Central Highlands Regional Council**

*‘I really appreciated that I had the opportunity to join the Regional Skills Development Program. Through the time spent at Council I developed my skills, and it became clearer what I path I want to take in the future. It is a really good program for undergraduate students to influence what we want to do in the future.’*

**Statement from Central Highlands Regional Council:**

*‘Dzung completed various tasks while working with the following teams: Corridor Management, Planning & Development, Water & Utilities, Road Maintenance and the Strategic Asset Management team. He also helped in carrying out some road safety audits and compiling the reports. While our Technical Officer was on leave, Dzung was solely responsible for assessing and approving National Heavy Vehicle Regulator permits. Dzung had a great work ethic, a very keen and quick learner. He completed all tasks assigned to him in a timely manner.’*

* + 1. Best practice unsealed roads training

*Submitted by Luke Argent, Assets Manager, Palm Island Aboriginal Shire Council and Gerard Read, Technical Coordinator, North Queensland Regional Roads and Transport Group.*

The Department of Transport and Main Roads provided Statewide Capability Development Fund to five North Queensland Regional Roads and Transport Group Member Councils to undertake Shepherd Services Best Practice Unsealed Roads training in 2022–23.

The five participating Councils were Burdekin Shire Council, Charters Towers Regional Council, Hinchinbrook Shire Council, Palm Island Aboriginal Shire Council and Townsville City Council.

In regional Queensland, unsealed roads form a large part of the road network. They provide vital transport routes that service local economies and communities alike.

The purpose of this training is to teach best practice operational techniques that improve the construction and performance of unsealed roads. These techniques deliver defined services levels to the community and ensure Council is optimising its unsealed roads maintenance budget by implementing practical asset management principles.

Better built and longer lasting unsealed roads are also safer.

This training will critique and upskill the in-house capability of the Council staff to align with current best practice operational techniques and proven practical asset management applications. The training will ensure staff from across the North Queensland region are learning the same best practice principles which enables knowledge sharing and consistency of application into the future.

**Statement from Luke Argent, Assets Manager, Palm Island Aboriginal Shire Council:**

*‘I would like to thank the Roads and Transport Alliance Project Team for the Statewide Capability Development Funding which allowed Council to secure Shepherd Services Best Practice Unsealed Roads Training – without the funding it is unlikely we would have had the training.’*

*‘My staff and I received a great deal of technical and operational information, as well as an understanding it is not just the plant that is important, but also the subgrade soil composition and what road base is most suitable.’*

*‘We now have a better understanding of different techniques which can be used in a variety of different ways for different applications from time management to cost and longevity of the works with the different practices.’*

* + 1. Award winning project supported through Statewide Capability Development Fund

*Submitted by Kerri Behrens (Shephard Services).*

Last year’s annual progress report featured a story on an innovative Statewide Capability Development Fund research project investigating how Artificial Intelligence (AI) technology could be developed for road maintenance management.

We are pleased to announce that this innovative research project received the 2022 IPWEAQ Excellence Award in the Innovation category.

Congratulations to the nine member Councils of Wide Bay Burnett, Whitsunday, South West, Southern Border, Western Downs and Bowen Basin Regional Roads and Transport Groups who participated in this award–winning project. The award is testament to their hard work, collaboration and dedication.

Their goal was to achieve practical outcomes for regional road managers, safer work practices for road inspectors and better road networks for the community. The project recognised the potential of harnessing new technology to automate identification and condition assessment of road surface defects using AI.

The technology was used to develop a proof of concept. It automates defect identification of high-risk safety defects for the maintenance management of sealed road networks.

This project demonstrates that regional road managers can be leaders in fit-for-purpose automation technology. It also shows the application of AI in rural road management can improve safety and has the potential to save Councils significant time and money.

Regional road managers are responsible for some of the of the largest and most unique road networks in Queensland and we applaud projects that seek to make their jobs easier.

Congratulations!

1. Statewide financial reports

#### Roads and transport investments

The Transport Infrastructure Development Scheme is an annual local government grant administered by TMR. Most of the funding is available on a matched basis to local governments who have formed one of the 17 Regional Roads and Transport Groups in Queensland.

The following details the performance of the statewide Transport Infrastructure Development Scheme program for the year ended 30 June 2023.

* + 1. Roads and Transport Alliance Transport Infrastructure Development Scheme Program 2022–2023

The Roads and Transport Alliance Transport Infrastructure Development Scheme program achieved 100 per cent expenditure for the 2022–23 financial year, as at 30 June 2023. A summary of performance by Regional Roads and Transport Group is detailed below.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Regional Roads and Transport Group | No. of Projects | Allocation$ | Budget$ | Year to Date Expend$ | BudgetSpent% |
| Bowen Basin | 8 | $4,495,000 | $4,548,000 | $4,549,000 | 100 % |
| Brisbane Metro | 9 | $2,122,000 | $2,122,000 | $2,122,000 | 100 % |
| Eastern Downs | 8 | $2,410,000 | $2,410,000 | $2,410,000 | 100 % |
| Far North Queensland | 24 | $5,933,000 | $5,980,000 | $5,980,000 | 100 % |
| Gladstone | 3 | $1,067,000 | $1,067,000 | $1,067,000 | 100 % |
| North Queensland | 16 | $3,292,000 | $3,292,000 | $3,292,000 | 100 % |
| North West Queensland | 16 | $5,042,000 | $5,037,000 | $5,035,000 | 100 % |
| Northern SEQ | 22 | $4,007,000 | $4,007,000 | $4,007,000 | 100 % |
| Outback | 17 | $6,119,000 | $5,859,000 | $5,873,000 | 100 % |
| Rockhampton | 2 | $1,580,000 | $1,580,000 | $1,580,000 | 100 % |
| Scenic Valleys | 6 | $2,286,000 | $2,237,000 | $2,237,000 | 100 % |
| South West | 15 | $7,082,000 | $7,082,000 | $7,082,000 | 100 % |
| Southern  | 6 | $2,925,000 | $2,925,000 | $2,925,000 | 100 % |
| Southern Border | 13 | $2,260,000 | $2,260,000 | $2,260,000 | 100 % |
| Western Downs | 7 | $2,681,000 | $2,681,000 | $2,681,000 | 100 % |
| Whitsunday | 9 | $1,832,000 | $1,832,000 | $1,832,000 | 100 % |
| Wide Bay / Burnett | 30 | $6,066,000 | $6,066,000 | $6,066,000 | 100 % |
| **Total** | **211** | **$61,200,000** | **$60,985,000** | **$60,998,000** | **100 %** |

Note:

1. The end of June 2023 expenditure includes accruals which may account for variances, and the final claims have been processed and paid from the start of next financial year.

2. Program budgets shown may vary slightly to the annual allocation due to programming adjustments/variations.

3. Some exclusions apply, including small over/underspends in the prior financial year which are immaterial.

4. Totals are subject to rounding.

* + 1. Investment by infrastructure type

The table below shows the proportion of infrastructure types funded through Regional Roads and Transport Groups Roads and Transport Alliance Transport Infrastructure Development Scheme works program over 2022–23.

|  |  |  |
| --- | --- | --- |
| Infrastructure type | Transport Infrastructure Development SchemeExpenditure | % of Total |
| **Road Infrastructure, including** **Local Roads of Regional Significance Network**Works on lower order state-controlled roads (TMR Local Road of Regional Significance) or higher order local government-controlled roads | $55,758,000 | 91 % |
| **Active Transport Infrastructure**Works on local government cycle infrastructure and works to improve pedestrian infrastructure on the local government network | $2,887,000 | 5 % |
| **Safe School Travel Infrastructure**Works to improve the safety of children travelling to and from school | $1,366,000 | 2 % |
| **Capability and Development**Regional Roads and Transport Group s may allocate up to 2.5% of funding for capability development and/or improvement purposes without having to be matched | $838,000 | 1.4 % |
| **Airport Infrastructure**Works that enhance the safety and accessibility of airports | $150,000 | 0.25 % |
|   | $60,998,000 |  |

* + 1. Regional Roads and Transport Group Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme Program 2022–2023

The Regional Roads and Transport Group Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme program achieved 100 per cent expenditure for the 2022–23 financial year, as at 30 June 2023. A summary of performance is detailed below.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Regional Roads and Transport Group | Aboriginal Shire Council | Allocation $ | Budget $ | Year to Date Expend $ | BudgetSpent% |
| Bowen Basin | Woorabinda | $53,000 | 0 | 0 |  |
| Far North Queensland | Wujal Wujal | $29,000 | $29,000 | $29,000 | 100 % |
| Far North Queensland | Yarrabah | $47,000 | 0 | 0 |  |
| North Queensland | Palm Island | $189,000 | $279,000 | $279,000 | 100 % |
| North West Queensland | Doomadgee | $197,000 | 0 | 0 |  |
| North West Queensland | Kowanyama | $236,000 | $366,000 | $366,000 | 100 % |
| Wide Bay Burnett | Cherbourg | $44,000 | $44,000 | $44,000 | 100 % |
|   |   | $796,000 | $719,000 | $719,000 | 100 % |

Note: Program budgets shown may vary to the annual allocation due to programming adjustments within the Regional Roads and Transport Group, that is the movement of funding to next financial year, and/or additional funding from Transport Infrastructure Development Scheme Statewide Capability Development Fund.

* + 1. Statewide Capability Development Fund Program 2022–2023

The Statewide Capability Development Fund program for the 2022–23 financial year is detailed below.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Regional Roads and Transport Group | Project Name | Budget$ | Year to Date Expend $ | BudgetSpent% |
| Bowen Basin | Develop a regional roads investment strategy | $58,000 | $58,000 | 100 % |
| Bowen Basin | Regional skills development | $22,000 | $22,000 | 100 % |
| Bowen Basin, Gladstone | Supervisor workshop | $17,000 | $17,000 | 100 % |
| Bowen Basin, Gladstone, Rockhampton | Incident cause analysis method basic investigator training | $3,000 | $3,000 | 100 % |
| Bowen Basin, Gladstone, Rockhampton | Supervisor workshop | $9,000 | $9,000 | 100 % |
| Eastern Downs | Best practice unsealed roads training | $24,000 | $24,000 | 100 % |
| Far North Queensland | Bridge inspection training | $12,000 | $12,000 | 100 % |
| Far North Queensland | Regional aerodrome operational business plan | $23,000 | $23,000 | 100 % |
| North Queensland | Best practice unsealed roads training | $53,000 | $53,000 | 100 % |
| North Queensland, Far North Queensland | Supervisor workshop | $12,000 | $12,000 | 100 % |
| North West Queensland | Bridge inspection training | $4,000 | $4,000 | 100 % |
| North West Queensland | Map info training | $22,000 | $22,000 | 100 % |
| North West Queensland | Native title and cultural heritage training | $7,000 | $7,000 | 100 % |

*Statewide Capability Development Fund program details continued*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Regional Roads and Transport Group | Project Name | Budget$ | Year to Date Expend$ | BudgetSpent% |
| Outback | Bridge inspection analysis reports | $23,000 | $23,000 | 100 % |
| Outback | Managing unsealed local roads workshop | $18,000 | $18,000 | 100 % |
| Outback | Supervisor workshop | $8,000 | $8,000 | 100 % |
| Scenic Valleys | Contract management courses | $10,000 | $10,000 | 100 % |
| Scenic Valleys | Designing for pedestrians and cyclists course | $1,000 | $1,000 | 100 % |
| Scenic Valleys | Temporary traffic management practice training | $10,000 | $10,000 | 100 % |
| Scenic Valleys | Time and workload management course | $9,000 | $9,000 | 100 % |
| Southern Border | Sprayed sealing selection and design course | $4,000 | $4,000 | 100 % |
| Whitsunday | Leadership development training | $4,000 | $4,000 | 100 % |
| Wide Bay Burnett | Maintaining unsealed local roads workshop | $19,000 | $19,000 | 100 % |
| Wide Bay Burnett | Temporary traffic management risk workshop | $4,000 | $4,000 | 100 % |
|   |   | $378,000 | 378,000 | 100 % |

Note:

1. Project budgets shown may vary slightly to the original funding due to variations.

2. Some exclusions apply, including the redistributed funding to Aboriginal Shire Council Regional Roads and Transport Group members within the larger Transport Infrastructure Development Scheme program.

#### Notes

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