



Appendices

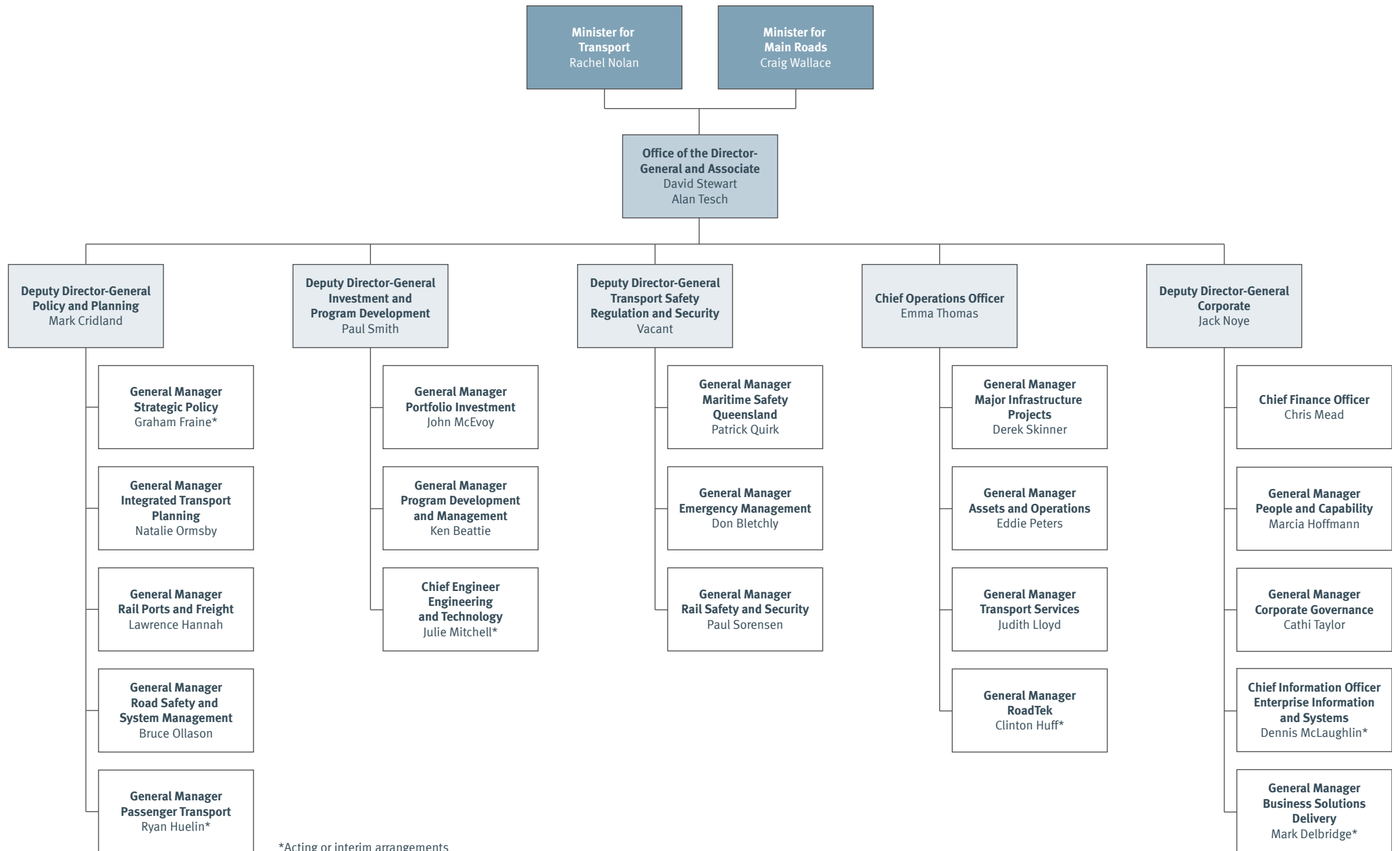
Boom gates on Farquhars Road
Qunaba, December 2009

Appendix 1: Contacts

Roads regional offices

Region	Office	Name	Position	Street address	Postal address	Telephone	Fax
South Coast	Gold Coast	Andrew Cramp	Regional Director	36-38 Cotton Street, Nerang Qld 4211	PO Box 442, Nerang Qld 4211	(07) 5596 9422	(07) 5596 9511
	Logan	Paul Noonan	District Director	3912 Pacific Motorway, Loganholme Qld 4129	PO Box 7262, Loganholme Qld 4129	(07) 3412 0603	(07) 3806 2271
Metropolitan	Brisbane	Miles Vass	Regional Director	183 Wharf Street, Spring Hill Qld 4000	PO Box 70, Spring Hill Qld 4004	(07) 3137 8206	(07) 3137 8203
	Brisbane	Ron Michel	Deputy Regional Director	183 Wharf Street, Spring Hill Qld 4000	PO Box 70, Spring Hill Qld 4004	(07) 3137 8109	(07) 3137 8363
	Ipswich	Alex Pelevin	District Director	Shop R3, 30 Limestone Street, Ipswich Qld 4305	PO Box 78, Ipswich Qld 4305	(07) 3413 3201	(07) 3282 9782
North Coast	Sunshine Coast	Dennis Tennant	Regional Director	21 Carnaby Street, Maroochydore Qld 4558	PO Box 1600, Sunshine Plaza Post Shop, Maroochydore Qld 4558	(07) 5482 0333	(07) 5482 0465
	Moreton	Derek Deane	District Director	5 James Street, Caboolture Qld 4510	PO Box 1018, Caboolture Qld 4510	(07) 5316 0215	(07) 5316 0299
Darling Downs	Warwick	Tony Platz	Regional Director	306 Wood Street, Warwick Qld 4370	Locked Bag 1, Warwick Qld 4370	(07) 4639 0720	(07) 4639 0750
	Toowoomba	Tony Platz	District Director	1-5 Phillip Street, Toowoomba Qld 4350	PO Box 645, Toowoomba Qld 4350	(07) 4639 0777	(07) 4639 0750
South West	Roma	Peter Evans	Regional Director	30 McDowall Street, Roma Qld 4455	PO Box 126, Roma Qld 4455	(07) 4622 9511	(07) 4622 9500
Wide Bay/Burnett	Bundaberg	Doug Wass	Regional Director	23 Quay Street, Bundaberg Qld 4670	Locked Bag 486, Bundaberg DC Qld 4670	(07) 4154 0285	(07) 4152 3878
	Gympie	Lawry O'Brien	District Director	50 River Road, Gympie Qld 4570	PO Box 183, Gympie Qld 4570	(07) 5482 0431	(07) 5482 0465
Fitzroy	Rockhampton	Terry Hill	Regional Director	31 Knight Street, North Rockhampton Qld 4701	PO Box 5096, Central Qld MC Qld 4702	(07) 4931 1504	(07) 4927 5020
	Emerald	Rex Cowan	District Director	83 Esmond Street, Emerald Qld 4720	PO Box 1787, Emerald Qld 4720	(07) 4983 8709	(07) 4983 8722
Central West	Barcaldine	Eric Denham	Regional Director	69 Ash Street, Barcaldine Qld 4725	PO Box 3, Barcaldine Qld 4725	(07) 4651 2755	(07) 4651 2772
Mackay/Whitsunday	Mackay	Ian Husband	Regional Director	46 Gordon Street, Mackay Qld 4740	PO Box 62, Mackay Qld 4740	(07) 4951 8545	(07) 4951 8546
Northern	Townsville	David Atkinson	Regional Director	146 Wills Street, Townsville Qld 4810	PO Box 1089, Townsville Qld 4810	(07) 4720 7239	(07) 4720 7211
North West	Cloncurry	Peter Trim	Regional Director	16-22 Ramsay Street, Cloncurry Qld 4824	PO Box 338, Cloncurry Qld 4824	(07) 4769 3203	(07) 4769 3211
Far North	Cairns	Tony Potter	A/Regional Director	15 Lake Street, Cairns Qld 4870	PO Box 2758, Cairns Qld 4870	(07) 4050 5582	(07) 4050 5526

Appendix 2: Organisational chart



Appendix 3: Program descriptions

Safer Roads Sooner

Program overview

Objective: To reduce the road toll and the number of people who sustain serious injuries in road crashes on the state-controlled network in Queensland.

Description: Safer Roads Sooner (SRS) is a Queensland Government initiative to ensure road safety funding is spent where it will make the greatest difference in addressing fatal and serious injury crashes. SRS provides funding for cost-effective, high-benefit engineering works, and targets known and potential high severity crash sites. SRS is a major component of the Queensland Government's commitment to the *Queensland Road Safety Strategy 2004-2011*.

SRS has a number of mass action programs that are administered on a state-wide basis. These target specific locations and/or treatments, as follows:

- **Audio-Tactile Line Marking** – aims to reduce the incidence of run-off-road crashes related to driver fatigue by installing audio-tactile line markings.
- **Bicycle Safety** – aims to reduce or prevent crashes involving cyclists at known problem locations, by providing cycle lanes, crossing facilities, shared footway and cycle facilities, signage and delineation.
- **Crash Awareness and Targeted Interventions** – aims to reduce the number and severity of crashes by raising driver and rider awareness of the risk of crashes along routes, based on network crash history and network risk assessment.

- **Forgiving Roadsides** – aims to reduce the severity of run-off-road crashes to make roadsides more forgiving, by removing hazards; protecting unprotected culverts; providing guardrails and installing frangible sign supports.
- **Heavy Vehicle Rest Areas** – aims to reduce incidence of accidents involving heavy vehicles occurring as a result of fatigue, by providing a number of new heavy vehicle rest areas for the freight industry.
- **High Friction Surfacing** – aims to reduce the incidence of rear-end shunt and run-off-road crashes by improving road surface friction, particularly in high demand locations such as approaches to traffic signals.
- **Intelligent Transport Systems** – aims to address crash locations by implementing the use of vehicle and road condition actuated signs, which identify and respond to higher speed vehicles at risk. Treatments include curve warning speed signs and variable speed limit signs, activated when road conditions change or when high speed vehicles are identified.
- **Median Barriers** – aims to reduce the incidence of head-on crashes, by installing wire-rope, steel or concrete barriers between opposing traffic lanes or along existing medians.
- **Motorcycle Safety** – aims to provide road treatments that reduce the number of crashes on routes where there has been a high number of motorcycle crashes, by focusing on single vehicle crashes, loss-of-control crashes, and crashes where roadside objects contribute to crash severity.
- **Stopping Places and Rest Areas** – aims to reduce the incidence of crashes occurring as a result of fatigue, by providing appropriate rest areas and facilities for drivers and riders.

Network: Details of Safer Roads Sooner projects can be found under each region's tab, in the National Network, Other State-Controlled Roads and Transport and road state-wide commitments sections.

Funding: This is an ongoing program. Funding of \$66 million for 2010-11 has been allocated to this program. \$21 million of this funding is sourced from camera detected offence revenue.

Nomination and approvals: Regions submit candidate projects annually via the Safer Roads Sooner Nomination Database.

Details of candidate projects and potential mass action programs are then prepared for assessment by the Safer Roads Sooner Technical Committee (SRSTC), made up of senior engineers and safety experts from TMR. The SRSTC assesses projects according to project eligibility guidelines, including benefit-cost ratio and identified crash history. This ensures that projects with the most critical safety considerations are given funding priority.

The SRSTC then prepares a preliminary list of projects for consideration and endorsement at the annual meeting of the Safer Roads Sooner Advisory Committee (SRSAC). The SRSAC provides independent advice on road safety to the Minister for Main Roads, and is not a decision-making body.

The SRSAC is chaired by a member of Queensland Government and includes representatives from both private transport and road industry-related organisations. The committee is made up of senior representatives from TMR, the Department of Community Safety, Local Government Association of Queensland, Queensland Police, RACQ, Queensland University of Technology Centre for Accident Research and Road Safety – Queensland, Queensland Trucking Association and Bicycle Queensland. Following endorsement by the SRSAC, the final list of proposals is forwarded to the Minister for Main Roads for approval.

Natural Disaster Relief and Recovery Arrangements

Program overview

Objective: To provide financial assistance for restoring assets damaged by natural disaster events.

Description: Natural Disaster Relief and Recovery Arrangements (NDRRA) provides funding to regions to help pay for natural disaster relief and recovery costs. Natural disasters covered by NDRRA include cyclones, floods, bushfires and storm surges.

Network: Details of NDRRA funding can be found under each region's tab, in the Other State-Controlled Road and Transport Infrastructure Development Scheme sections, if applicable.

Funding: There is no fixed annual allocation. Funding is provided on a case-by-case basis, within a defined threshold.

NDRRA is jointly funded by the Australian Government and Queensland Government, with the Australian Government contributing 75% of forecast costs above certain thresholds, and the Queensland Government funding the remaining 25%.

Nomination and approvals: Regions nominate projects following a natural disaster.

Nominations are then considered by Emergency Management Queensland (EMQ) against the terms and conditions in the *NDRRA Determination 2007*.

EMQ is responsible for activating and approving NDRRA works. EMQ claims the 75% Australian Government funded component of NDRRA.

Queensland Road System Performance Plan (QRSP) Maintenance, Preservation and Operations

Program overview

Objective: To maintain roads and ensure they remain in a serviceable condition.

Description: Maintenance, Preservation and Operations (MPO) ensures that road assets across Queensland are maintained according to the level of service set out in each *Element Management Plan*, to support communities and achieve government outcomes.

Categories include:

- **corridor management (environment)** – environmental and heritage management to support environmental conservation
- **corridor management (road safety)** – maintaining safe road condition and providing safer roads to support safer communities.
- **programmed maintenance** – maintaining road surfaces by resurfacing
- **rehabilitation** – maintaining pavement and structure service life
- **routine maintenance** – maintaining road infrastructure assets to ensure removal of safety and amenity related defects in a timely manner
- **traffic operations** – managing road use to ensure travel efficiency for freight and passenger vehicle users and maintenance of traffic equipment

Network: Details of Queensland Road System Performance Plan (QRSP) Maintenance, Preservation and Operations projects can be found under each region's tab, in the National Network, Other State-Controlled Roads and Transport and road state-wide commitments sections.

Funding: This is a five year program commencing in 2009-10 and finishing in 2013-14, as set out in the current *Queensland Road System Performance Plan*. Funding of \$2.4 billion has been allocated to this program.

Nomination and approvals: Regions nominate projects annually for each MPO category to address network deficiencies as identified in the requirements of the *Element Management Plan*.

Projects are approved by Regional Directors based on regional priorities and available funding.

South East Queensland Infrastructure Plan and Program

Program overview

Objective: To support the *South East Queensland Regional Plan* and represent the long term commitment to delivering infrastructure in south east Queensland.

Description: The *South East Queensland Infrastructure Plan and Program* (SEQIPP) outlines the Queensland Government's infrastructure priorities for south east Queensland to support the *South East Queensland Regional Plan*. It represents a long-term commitment to infrastructure delivery in south east Queensland.

Infrastructure classes included in SEQIPP are transport, water, energy, health, education and training, community services, rural development, and regional sport and recreation.

SEQIPP was first released in 2005, and is updated annually to reflect and align with the latest planning and budget commitments. It sets timeframes and budgets to ensure infrastructure is delivered to support the region's growth.

Network: Details of SEQIPP projects can be found under each region's tab, in the Transport Programs, National Network, Other State-Controlled Roads and Transport and road state-wide commitments section.

Funding: SEQIPP is a 20 year rolling program. Funding of \$3.6 billion has been allocated to this program for roads, rail and public transport in 2010-11. This includes funding contributions from federal and local governments.

Nomination and approvals: Projects are nominated by Queensland Government departments each year.

Nominations are then considered by the Department of Infrastructure and Planning against the following criteria:

- supports compact growth
- minimises impact on environment
- supports stronger and safer communities
- supports economic development at a regional, sub-regional and/or state level.

The program is then forwarded to the Cabinet Budget Review Committee for approval.

Regional Bridge Renewal Program

Program overview

Objective: To accelerate the replacement of timber bridges and older concrete and steel structures on the road network to ensure better roads and bridges are delivered sooner and with greater cost benefits.

TMR is responsible for 2,903 bridges, including footbridges. Of these, approximately 350 are older timber bridges. Queensland's older bridge designs are largely obsolete because of substantial changes in road use, load capacity requirements, width, the need for flood immunity and containment barriers.

Description: The Regional Bridge Renewal Program (RBRP) is an initiative that aims to accelerate the replacement of timber bridges and older concrete and steel structures which are deteriorating due to age and increased use, and are least able to carry freight efficient trucks. New structures will be designed to current standards with better approaches, alignment and flood immunity.

Network: Details of Regional Bridge Renewal Program projects can be found under each region's tab, in the Other State-Controlled Roads section.

Funding: This is a five year program commencing in 2006 and finishing in 2011. Funding of \$350 million has been allocated to this program. This includes:

- funding of \$180 million to target high priority bridge replacements, including 36 bridges on the Accelerated Road Rehabilitation Program (ARRP)
- an additional \$170 million to bring forward replacement of the highest risk ranked bridges.

Nomination and approvals: The program approval process for RBRP was based on a comprehensive list provided by the Structures/Bridge Asset Management Branch of Engineering and Technology Division . Projects were prioritised using the Bridge Asset Management System to identify high risk structures.

Risk scores are calculated based on the number, type and severity of defects on the structure and the amount of traffic – particularly heavy vehicles – crossing the bridge.

Special Initiatives

Program overview

Objective: Special Initiatives have various objectives, depending on the individual initiative.

Network: Details of Special Initiatives projects can be found under each region's tab, in the National Network, Other State-Controlled Roads, Transport Infrastructure Development Scheme and Transport and road state-wide commitments section.

Funding: Funding varies depending on the individual sub-program.

Nomination and approvals: Nomination and approvals for special initiatives have been in response to special, identified needs of the road network.

Description: Special Initiatives include a variety of different initiatives, as follows:

- **Bowen Basin Safety Package** – aims to improve safety on roads servicing central Queensland and the mining industry. This initiative focuses on safety, taking into consideration changes to work shifts in the area and commuting between mining dormitories and mine sites. The initiative ensures highways can cater for larger vehicles, particularly those involved in the haulage of materials used for the operation and expansion of the mining industry. This program commenced in 2008-09. Funding of \$150 million has been allocated to this program.
- **Camera Detected Offence Program** – The objective of this program is to improve road safety on high-risk stretches of the road network by installing roadside barriers, reducing hazards, shoulder treatment and rehabilitation. This is a three year program commencing in 2010-11 and finishing in 2012-13. Funding of \$30 million has been allocated to this program.

- **Congestion Management Initiative** – aims to improve the efficiency and reliability of the road network for road users in south east Queensland, by giving public transport priority, using innovative real-time modelling and intelligent transport systems. This initiative is centred around three key areas – enhanced network productivity, quick incident clearance, and real-time trip planning information.
- **Jericho to Yaraka Rail Replacement** – aims to provide all-weather road access from Jericho to Yaraka, by paving and sealing various roads, to replace the rail link that was closed in 2005. This 10 year program commenced in 2006-07, and is finishing in 2015-16. Funding of \$51 million has been allocated to this program.
- **Koala Corridor Initiative** – aims to reduce the incidence of koalas killed on state-controlled roads, as part of the Queensland Government's response to the findings of the Koala Taskforce.
- **National Network Routine Maintenance (Queensland Government funded)** – the objective of this program is to provide Queensland Government funding for essential maintenance works to improve safety on the non-Bruce Highway portion of the National Network. Funding of \$50 million has been allocated to this program in 2010-11.
- **Noise Barrier Program** – aims to reduce noise pollution in high-priority locations in south east Queensland. Tby retrofitting road traffic noise barriers. This initiative targets locations that have natural growth in traffic resulting in noise levels in excess of acceptable limits. This program commenced in 2009-10. Funding of \$6 million has been allocated to this program, with \$1 million in 2010-11.
- **Rate 3 Lighting Project** – aims to ensure rate 3 road lighting electrical installations in Queensland comply with safety requirements of the *Electrical Safety Act 2002*, the *Australian/New Zealand Standard for Wiring Rules* and other standards and legislation requirements, by undertaking critical remedial works on rate 3 road lighting.
- **Regional Safety and Development Program** – aims to support the upgrade of the regional road network in western Queensland and other rural and remote areas where considerable economic activity is occurring. The Roads Alliance Regional Safety and Development Program (RSDP) supports resource industries in regional Queensland. The program is being provided to accelerate roadworks programs on Local Roads of Regional Significance and higher order state-controlled roads that:
 - deliver key regional transport infrastructure necessary to support economic growth, especially that arising from minerals/commodities
 - address potential safety hazards on the road network
 - reduce long-term maintenance costs through early rehabilitation and upgrades
 - provide employment opportunities in western Queensland for the private sector, local government, and RoadTek
 - produce economies of scale by bulking-up projects
 - provide opportunities for regions to explore initiatives to develop their capability in the Roads Alliance core principles for long-term, tangible benefits to members of local governments.

This is a four year funding pool commencing in 2010-11. Funding of \$143.4 million has been allocated to this program, with \$30 million in 2010-11.

- **Resource Development Program** – aims to fund rehabilitation works on priority road routes. This program will help provide a significant net reduction in vehicle operating costs, particularly for heavy vehicles; reduce the risk of increased travel time; address unsafe road conditions arising from deteriorating pavements; and reduce the amount of recurrent maintenance. This is a four year program commencing in 2010-11. Funding of \$192.4 million has been allocated to this program.
- **Safer Roadworks Campaign** – aims to increase the safety of construction workers and road users at roadworks across Queensland. This initiative raises the awareness of safety at roadworks sites and improves the safety of workers through various media campaigns.
- **State-Wide Data Collection** – aims to provide TMR with a network inventory and a coordinated state-wide data collection service to support element activities and funding prioritisation. This program is funded under the 2009-10 to 2013-14 QRSPP. Funding of \$24 million has been allocated to this program over this period.
- **Strategic Noise Barrier Program** – aims to reduce noise pollution in high-priority locations in south east Queensland, by retrofitting road traffic noise barriers. This initiative will target high benefit locations that have natural growth in traffic resulting in noise levels in excess of acceptable limits. This program is commencing in 2010-11. Funding of \$20 million has been allocated to this program, with \$3 million in 2010-11.
- **Sustainable Resource Communities Initiative** – aims to provide economic and social infrastructure in key mining areas. This initiative will secure existing jobs and create new jobs for Queensland communities in key mining areas of the Bowen Basin, the Surat Basin, and North-West Minerals Province. This three year program commenced in 2009-10. Funding of \$36.2 million has been allocated to this program.
- **Theebine to Kingaroy Rail** – aims to provide greater benefits to the community and freight industry following the closure of the Theebine to Kingaroy rail line. The rail line closed in 2004, due to a decline in freight volumes and high operating expenses. Maintenance funds will be redirected to road projects that benefit the local community and the freight industry. This five year program commenced in 2009-10. Funding of \$18 million has been allocated to this program.
- **Traffic Management Initiatives Package** – aims to improve the efficiency of the road network for road users in south east Queensland. This initiative is aimed at improving incident response time, coordinating traffic signals, and providing emergency vehicle access and bus priority.

Transport Infrastructure Development Scheme

Program overview

Objective: To support the local transport infrastructure needs of regional and rural communities throughout Queensland.

Description: The Transport Infrastructure Development Scheme (TIDS) provides funding to local governments to develop transport-related infrastructure and achieve high-priority objectives:

- an overall increase in road works effort on the local government road network
- increased road delivery and stewardship capabilities of local government
- increased safety on the local government road network
- promotion of regional development
- achieving best value from all available resources.

TIDS projects are detailed under each region's tab in the QTRIP. Projects on Local Roads of Regional Significance are also published in *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.

Network: Details of Transport Infrastructure Development Scheme projects can be found under each region's tab, in the Transport Infrastructure Development Scheme section.

Funding: Ongoing funding of \$63 million per annum is allocated to this program, including allocations for subprograms, as shown in this section. Additional funding is also provided on a case-by-case basis to address urgent needs as part of TIDS Special Initiatives.

TMR generally provides 50% of funding for TIDS projects.

Nomination and approvals: Nomination and approval processes vary depending on the individual sub-program. The program is then forwarded to the Minister for Main Roads for approval.

Base TIDS

Objective: To provide financial assistance to local governments for the development of local government-controlled road and transport infrastructure.

Description: Funding is provided to individual local governments for projects on local government-controlled roads for improvements to support the transport needs of regional and rural communities throughout Queensland.

Funding: Base TIDS funding is typically provided on a 50/50 TMR/local government basis. The maximum TMR contribution for individual projects is 50%. Local government contributions may vary.

Nomination and approvals: RRGs are responsible for managing and allocating their designated funding to high priority projects on the LRRS network.

Any Base TIDS funding that remains is provided to regions. Local governments can then submit applications for projects to be funded from this remaining allocation. Nominations are considered by regional directors.

Roads Alliance TIDS

Objective: To provide financial assistance to local governments for the development of local government-controlled road and transport infrastructure.

Description: Funding is provided to individual local governments for projects on local government-controlled roads for improvements to support the transport needs of regional and rural communities throughout Queensland.

Funding: The allocation for Roads Alliance TIDS is \$24 million per annum. This funding is generally approved on a 50/50 TMR/local government basis.

Nomination and approvals: RRGs are responsible for managing and allocating their designated funding to high priority projects on the LRRS network.

State-Wide Capability Development

Objective: To help RRGs and local governments enhance their capability as road asset managers.

Description: Funding is provided to local governments who are members of RRGs to help them enhance their efficiency and effectiveness in managing Local Roads of Regional Significance.

Funding: The allocation for Roads Alliance State-Wide Capability Development is \$1 million per annum from 2007-08 onwards. This funding is approved on a 100% TMR, 50/50 TMR/local government, or non-matching basis.

Nomination and approvals: RRGs submit applications to the Roads Alliance Board (RAB), for consideration at RAB meetings. The RAB may subsequently agree to provide funds for the designated activity. This funding can be provided as a state-wide commitment, or to individual local governments or RRGs.

South East Queensland Cycleways Grants

Objective: To provide funding assistance for the development of cycle networks in south east Queensland.

Description: Funding is provided for the provision of dedicated cycleways and shared bicycle/pedestrian facilities.

Funding: The allocation for South East Queensland Cycleways Grants is \$4 million per annum. This funding is approved on a 50/50 TMR/local government basis.

Nomination and approvals: Individual local governments are required to submit applications, including project details, to TMR for consideration. Applications are evaluated on how well objectives for the program are met.

Aboriginal and Torres Strait Islander (ATSI) Community Assistance

Objective: To provide funding assistance for the upgrade to road and other transport related infrastructure to improve access to Aboriginal and Torres Strait Islander communities.

Description: Funding is provided for priority road projects on local government controlled roads. Eligible works also include the upgrade of infrastructure other than roads.

Funding: The allocation for ATSI Community Assistance is \$13 million state-wide per annum. This funding is approved on a 100% TMR basis, with consideration given to providing funds on a 50/50 basis for sealing town streets.

Nomination and approvals: The funding resides in the Far North Queensland TIDS allocation and is administered by the Manager of the Remote Communities Services Unit and is reallocated to projects in other Department of Transport and Main Roads regions as required.

Safe School Travel (SafeST) Infrastructure

Objective: To improve the safety of children travelling to and from school.

Description: Funding is provided for constructing or upgrading road and other transport related infrastructure with the aim of providing increased safety for children travelling to and from school.

Approved funding: The allocation for SafeST Infrastructure is \$1 million per annum. This funding is approved on a 50/50 TMR/local government basis.

Nomination and approvals: Local governments must complete a nomination form that is used to assess and rank candidate projects within the approved regional allocation (SafeST Infrastructure subsidy Schemes Funding Application). Regions or Program Management Branch must liaise with TMR road safety officers to determine the suitability and priority of applications.

Safe School Travel (SafeST) Passenger Set-Down Areas

Objective: To facilitate a retrofit program for passenger set-down areas at existing schools.

Description: Funding is provided for bus and car set-down areas, including bus indents, bus parking, and car parking.

Funding: The allocation for SafeST Passenger Set-Down Area is \$4 million state-wide per annum. This funding is approved on a 50/50 TMR/local government basis.

Nomination and approvals: Local governments must complete a nomination form that is used to assess and rank candidate projects within the approved regional allocation (SafeST Infrastructure subsidy Schemes Funding Application). Regions or PMBs must liaise with TMR road safety officers to determine the suitability and priority of applications.

TIDS Special Initiatives

Objective: To provide financial assistance, generally to local government, for the upgrade of local government controlled road and other transport related infrastructure

Description: Funding is provided as a response to an identified urgent need where the customary source of funding is not available.

Funding: There is no fixed annual allocation. Funding is provided on a case-by-case basis. Funds are sourced from outside of the TIDS funding allocations.

Nomination and approvals: Applications received from local governments for financial assistance are considered and evaluated according to available funding.

Nation Building Program

Program overview

Objective: To assist national, regional, economic and social development by providing funding to improve the performance of land transport infrastructure.

Description: The Nation Building Program sets out the Australian Government's investment priorities for 2008-09 to 2003-14. Many of these priorities reflect Queensland's priorities and interests. It is the joint responsibility of the Australian Government and Queensland Government to ensure the Nation Building Program can provide effective and safe operation of the National Land Transport Network (National Network) through integration of transport and land use planning at the network level.

The Nation Building Program has replaced AusLink, which was the Australian Government's funding commitment for 2004-05 to 2008-09.

For full details of National Building Program projects and funding arrangements, please visit the web site at www.nationbuildingprogram.gov.au/funding/projects.

Network: Details of Nation Building Program projects can be found under each region's tab, in the National Network, Other State-Controlled Roads and Transport and road state-wide commitments sections.

Funding: Funding for the Nation Building Program is allocated yearly, when the Australian Government's budget is brought down in May of each year.

Some projects in the Nation Building Program have been funded from the Australian Government's Building Australia Fund.

Nomination and approvals: The Nation Building Program is fully committed. Projects are included in the *National Partnership Agreement on Implementation of the Nation Building Program in Queensland, 2009-2014*.

Approval for projects included in this document is obtained by submitting a Project Proposal Report to the Australian Government.

Black Spot Program

Program overview

Objective: To reduce the number of crashes on Australian roads.

Description: Road crashes are a major cost to Australians every year. Black Spot projects target those road locations where crashes are occurring. By funding measures such as traffic signals and roundabouts at dangerous locations, the program reduces the risk of crashes.

For full details of the Black Spot Program and funding arrangements, please visit the web site at www.nationbuildingprogram.gov.au/funding/blackspots.

Network: Details of Black Spot Program projects can be found under each region's tab, in the National Network, Other State-Controlled Roads, Transport Infrastructure Development Scheme and Transport and road state-wide commitments sections.

Funding: This is a five year program commencing in 2009-10 and finishing in 2013-14. Funding of \$297.5 million has been allocated to this program, of which Queensland's share is \$12.078 million per annum.

Nomination and approvals: Projects are nominated by key stakeholders, such as Queensland Police, Department of Community Safety, Queensland University of Technology, Centre for Accident Research and Road Safety – Queensland, RACQ, local government, Bicycle Queensland, and peak road and transport bodies, as well as the general public. TMR regions have mechanisms in place to assist key stakeholders to nominate projects, and to have input into proposed treatments for projects in their area.

Nominations are then considered by the Queensland Black Spot Consultative Panel, which is chaired by an Australian Government-elected representative (currently Mr Bernie Ripoll MP, Federal Member for Oxley). Membership includes representatives from TMR, Queensland University of Technology Centre for Accident Research and Road Safety – Queensland, Local Government Association of Queensland, RACQ, Queensland Police, Queensland Trucking Association and Bicycle Queensland. The consultative panel will endorse a program of works, within available funds.

The program is then forwarded to the Australian Government Minister for Infrastructure and Transport for approval.

Building Australia Fund

Program overview

Objective: To fund critical infrastructure in the transport, communications, water and energy sectors of the economy.

Description: The Building Australia Fund (BAF) will develop a strategic blueprint for Australia's future infrastructure needs and – in partnership with the states, territories, local government and the private sector – facilitate the implementation of infrastructure projects to address these needs.

The BAF provides advice to Australian governments about infrastructure gaps and bottlenecks that hinder economic growth and prosperity. It also identifies investment priorities and policy and regulatory reforms that will be necessary to enable timely and coordinated delivery of national infrastructure investment.

Network: Details of Building Australia Fund projects can be found under each region's tab, in the National Network section.

Funding: This is a six year program commencing in 2008-09 and finishing in 2013-14. Funding of \$7.6 billion has been allocated to this program, of which Queensland's share is \$1,269 million. This includes funding for:

- the Ipswich Motorway – \$884 million
- Gold Coast Rapid Transit Project – \$365 million
- Cross River Rail – \$20 million.

Nomination and approvals: Allocations from the BAF are guided by the needs identified in Infrastructure Australia's *National Infrastructure Audit* and *Infrastructure Priority List*.

Projects are nominated by industry and the community.

Nominations are then evaluated according to the *BAF Evaluation Criteria*, or the extent to which:

- projects address national infrastructure priorities
- proposals are well justified with evidence and data
- efficiency and co-investment has been achieved
- efficient planning and implementation has occurred.

The program is then forwarded to the Minister for Infrastructure and Transport for approval.

Busways and Light Rail Program

Program overview

Objective: To deliver busway and light rail infrastructure that provides high-quality, fast, frequent, reliable and congestion-free connections to key activity centres and transport hubs.

Description: The Busways and Light Rail Program is a key strategy for TMR and TransLink Transit Authority to improve public transport in Queensland.

Busways remove buses from roads so they bypass congestion, leading to improved service frequency and reliability, changed travel patterns and increased patronage. New busway stations can provide interchange opportunities with bus and rail, and improve passenger waiting environments.

The busway network forms a series of spines radiating out from Brisbane's CBD. The busway network is the most extensive in Australia and considered to be leading edge internationally.

Light rail provides a fast, frequent and reliable service to move high volumes of people through densely populated areas.

Network: Details of Busways and Light Rail Program projects can be found under each region's tab, in the Transport Programs section, if applicable.

Funding: Funding for Busways and Light Rail Program is \$577 million for 2010-11. This includes the Northern Busway, Eastern Busway, all other busway infrastructure, and the Gold Coast Rapid Transit Project.

The Busways and Light Rail Program is funded through the *South East Queensland Infrastructure Plan and Program* and the Building Australia Fund.

Nomination and approvals: See *South East Queensland Infrastructure Plan and Program*.

Northern Busway

Objective: To meet the transport needs of Brisbane's growing northern suburbs by providing an accessible, attractive and efficient transport system.

Description: The Northern Busway is an integral part of the Queensland Government's long term plan for Brisbane's northern suburbs. Ultimately, the Northern Busway will extend to Bracken Ridge, connecting suburbs including Windsor, Lutwyche, Kedron, Chermside and Aspley to the central business district, major shopping centres and workplaces.

The first section of the Northern Busway opened in August 2009, linking the Inner Northern Busway at the Royal Children's Hospital to Windsor via Royal Brisbane and Women's Hospital.

The Windsor to Kedron section is currently under construction with Airport Link, including an interim high occupancy vehicle lane between Federation Street and Truro Street in Windsor. Both are expected to be completed in 2012.

Planning for the final section of the busway between Kedron and Bracken Ridge is underway to identify an alignment and concept design for the busway.

Funding: This is a 25 year program commencing in 2006-07 and finishing in 2030-2031. Funding of \$805.4 million has been allocated to this program up to 2013-14, with \$208.1 million in 2010-11.

The Northern Busway is funded through the *South East Queensland Infrastructure Plan and Program*.

Nomination and approvals: See *South East Queensland Infrastructure Plan and Program*.

Eastern Busway

Objective: To meet the transport needs of Brisbane's growing eastern suburbs and the Redland Shire by providing faster and more reliable public transport options.

Description: The Eastern Busway is an integral part of the Queensland Government's long term plan for Brisbane's eastern suburbs. The Eastern Busway will ultimately connect The University of Queensland to Capalaba via Buranda, Stones Corner, Coorparoo, Camp Hill, Carina, Carindale and Chandler. It will be the eastern link in Brisbane's world-class busway network, reducing bus travel times for thousands of commuters from all over the eastern suburbs.

In August 2009, buses began operating along the first section of the Eastern Busway from The University of Queensland and the Eleanor Schonell Bridge at Dutton Park to the South East Busway, at Buranda.

Section two, from Buranda to Main Avenue in Coorparoo, is under construction and will be completed by early 2012.

Funding: This is a 25 year program commencing in 2005-06 and finishing in 2030-31. Funding of \$635.8 million has been allocated to this program from 2010 to 2013-14, with \$150 million in 2010-11.

The Eastern Busway is funded through the *South East Queensland Infrastructure Plan and Program*.

Nomination and approvals: See *South East Queensland Infrastructure Plan and Program*.

Gold Coast Rapid Transit

Objective: To address traffic congestion on the Gold Coast.

Description: The Gold Coast Rapid Transit Project will form part of a world class public transport system for the Gold Coast that provides a fleet of new, modern light rail vehicles operating in a dedicated corridor.

The project has been split into five sections. The first stage to be delivered will be sections two and three, connecting Griffith University and the new University Hospital to Broadbeach, passing through Southport and Surfers Paradise.

Construction of early and enabling works commenced in 2009, and the major construction work will be undertaken between July 2011 and June 2013. It is anticipated that the light rail system will be operational by early 2014.

Funding: This is a 22 year program commencing in 2008-09 and finishing in 2030-31. Funding of \$948.7 million has been allocated to this program, with \$219 million in 2010-11.

The Queensland Government is providing \$463.7 million funding from 2009-10 to 2014-15, through the *South East Queensland Infrastructure Plan and Program*.

The Australian Government is providing \$365 million funding from 2009-10 to 2013-14, through the Building Australia Fund.

The Gold Coast City Council is providing \$120 million funding, from 2009-10 to 2012-13.

Nomination and approvals: See *South East Queensland Infrastructure Plan and Program*.

TransLink Transit Authority

Program overview

Objective: To support the network growth target of 1.167 million daily boardings; and 12% of trips to be taken by public transport by 2018.

Description: To deliver infrastructure improvement projects on the *TransLink Network Plan 2004-05 to 2013-14*.

Network: Details of TransLink Transit Authority projects can be found under each region's tab, in the Transport Programs section, if applicable.

Funding: The allocation for TransLink Transit Authority is \$47.9 million for 2010-11.

Nomination and approvals: Nomination and approval processes vary depending on the individual sub-program.

Stop and Station Infrastructure Improvement Grants

Objective: To improve the quality of existing bus stops across the TransLink network by ensuring they meet TransLink's design standards and comply with the *Disability Discrimination Act 1992*.

Description: Stop and Station Infrastructure Improvement Grants (SASIIG) takes a partnership approach with local governments in south east Queensland. Funding is provided to local governments to upgrade bus facilities to meet the standards set in TransLink's *Public Transport Infrastructure Manual*.

Funding: This is an ongoing program. Funding of \$3 million per annum has been allocated to this program. Funding is approved on a 50/50 TransLink/local government basis.

Nomination and approvals: Projects are nominated by local governments. Nominations are then considered by TransLink against strategic need and benefits, scope of infrastructure, service and other dependencies, and are further shortlisted against available funding and milestone completion timeframes. The program is then forwarded to the Chief Executive Officer of TransLink for approval.

TransLink Station Upgrade Program

Objective: To deliver medium term infrastructure improvement priorities identified in the *TransLink Network Plan 2004-05 to 2013-14*.

Description: The TransLink Station Upgrade Program (TSUP) will deliver new or upgraded infrastructure at key public transport hubs, such as:

- bus stations and bus-rail interchanges
- park 'n' ride and kiss 'n' ride
- new and upgraded bus stops along premium service corridors
- end of trip facilities at bus and train stations.

Funding: This is a 23 year program commencing in 2008-09 and finishing in 2030-31. Funding of \$39.1 million has been allocated to this program in 2010-11.

Nomination and approvals: Projects are nominated and prioritised by TransLink on an annual basis, taking into consideration, allocated budget limits, election commitments and government, network and planning priorities. The program is then forwarded to the the Cabinet Budget Review Committee for approval.

Cycle Network Program

Program overview

Objective: To develop facilities that will encourage increased use of sustainable transport modes, such as cycling, walking and the use of public transport.

Description: The Cycle Network Program will accelerate the development of the cycle network in south east Queensland and encourage an increase in the number of trips made by bicycle.

The program funds cycling infrastructure for high priority links on the principal cycle network and state-owned assets, connecting to major attractors such as schools, universities, shopping complexes and workplaces.

This program responds to the needs identified in the *2007 South East Queensland Principal Cycle Network Plan* (PCNP).

Network: Details of Cycle Network Program projects can be found under each region's tab, in the Transport Programs section, if applicable.

Funding: This is an ongoing program. Funding of \$20.3 million has been allocated to this program for 2010-11.

Nomination and approvals: Projects are identified and prioritised annually by representatives from local government, the TMR Cycle Network Program team, TMR regions, and TMR planning officers.

Projects are considered against the following criteria:

- connectivity – cycling connections to trip attractors
- network enhancement – cycle routes as a component of, or link to, the PCNP
- network safety and security – feeling and being safe
- cost effectiveness – value for money facilities
- identified need – meeting peoples' needs
- strategic importance – integrated and coordinated delivery.

The program is then forwarded to the Minister for Transport for approval.

South East Queensland Cycle Network Program (Capital)

Objective: To provide funding for high priority cycle links on the PCNP located on state-owned assets.

Description: This program supports the delivery of cycle infrastructure works through a capital works program, delivered as part of state-controlled corridor and transport infrastructure projects. This subprogram complements TMR's *Cycling on State Controlled Roads* policy.

Funding: This is an ongoing program. Funding of \$9.4 million has been allocated to this program for 2010-11.

Nomination and approvals: Nomination and approvals for this subprogram are detailed in the program overview.

South East Queensland Cycle Network Program (Grants)

Objective: To deliver high priority cycle links on the *2007 South East Queensland Principal Cycle Network Plan* located on local government owned assets.

Description: This sub-program provides a significant funding boost to the delivery of cycle infrastructure projects on local government owned assets on a matched funding arrangement with local governments.

Funding: This is an ongoing program. Funding of \$10.9 million has been allocated to this program for 2010-11. This funding is approved on a 50/50 TMR/local government basis.

Nomination and approvals: Nomination and approvals for this subprogram are detailed in the program overview.

Other Transport Initiatives

Program overview

Objective: Other Transport Initiatives includes a number of projects and programs that support delivery of transport infrastructure projects and public transport outcomes.

Description: Other Transport Initiatives have various program descriptions, depending on the individual initiative.

Network: Details of Other Transport Initiatives projects can be found under each region's tab, in the Transport Programs section.

Funding: Funding for Other Transport Initiatives is \$96.8 million for 2010-11. This includes all subprograms, as well as planning for Cross River Rail and New Transport Investigations to determine the feasibility of future transport projects.

Other Transport Initiatives is funded through the *South East Queensland Infrastructure Plan and Program* and the Building Australia Fund.

Nomination and approvals: Other Transport Initiatives have various program nomination and approvals, depending on the individual initiative.

South East Queensland High Occupancy Vehicle Program

Objective: To provide buses with priority along busy road corridors, ensuring that buses are able to bypass congestion and stay on schedule.

Description: The South East Queensland High Occupancy Vehicle Program (SEQ HOV) will deliver a network of priority corridors for buses using bus lanes, transit lanes, traffic signal coordination, bus queue jumps at congested intersections, and driver information systems.

Funding: This is an ongoing program. Funding of \$6.5 million has been allocated to this program for planning starting in 2011-12.

The SEQ HOV Program is funded under the *South East Queensland Infrastructure Plan and Program* (SEQIPP).

Nomination and approvals: See *South East Queensland Infrastructure Plan and Program*.

Urban Congestion Initiative

Objective: To develop and implement initiatives to address urban congestion in south east Queensland.

Description: This initiative funds and coordinates government, industry and the community's approach to urban congestion management. It contributes to four of the five core elements: Land Use and Planning; Travel Demand Management; Travel Options; and Efficiency.

Funding: This is a four year program commencing in 2008-09 and finishing in 2011-12. Funding of \$7.7 million has been allocated to this program in 2010-11.

Nomination and approvals: Cabinet has approved the list of projects for the Urban Congestion Initiative. Any additional initiatives must be endorsed through the Cabinet Budget Review Committee budget submission process and are required to measure, monitor and report on the expected and revealed congestion benefit. This reporting is delivered through the Urban Congestion Management CEO Strategic Review Forum.

Transport Corridor Acquisition Fund

Objective: To ensure the early acquisition of land needed for future transport and road corridors in Queensland.

Description: The Transport Corridor Acquisition Fund (TCAF) prioritises land acquisition based on the public release of investigations and studies. It ensures the best use of TMR's funds by proactively managing land acquisitions and the divestment of surplus assets.

Funding: This is an ongoing program. Funding of \$69.2 million has been allocated to this program in 2010-11.

The TCAF is funded through the *South East Queensland Infrastructure Plan and Program* (SEQIPP). Although originally within south east Queensland, the fund has been broadened to address corridor issues state-wide. When funding becomes available, TCAF is reimbursed the full cost of land acquisitions undertaken for that project.

Nomination and approvals: Projects are nominated by TMR divisions.

Nominations are then considered by the TCAF Steering Committee. Priorities for TCAF funding are SEQIPP projects, particularly those that are not funded beyond the forward estimates.

The program is then forwarded to the Program Review Team for approval.

Transport Capital Grants

Program overview

Objective: To remove the barriers to public transport access and mobility, and encourage smarter travel choices, across Queensland.

Description: Through Transport Capital Grants, TMR helps to ensure the transport options identified in the *Moving People Connecting Communities: A Passenger Transport Strategy for Queensland 2007-2017* are available. Specifically, TMR provides grants to local governments, service delivery operators and government-owned corporations to ensure critical infrastructure is provided for a sustainable and safe transport system.

This program does not include grants that form part of the South East Queensland Cycle Network Program (Capital) or Boating Infrastructure Minor Works.

Network: Details of Transport Capital Grants projects can be found under each region's tab, in the Transport Programs section, if applicable.

Funding: Funding for Transport Capital Grants is \$22.55 million for 2010-11.

Nomination and approvals: Nomination and approval processes vary depending on the individual sub-program.

Regional Airport Development Scheme

Objective: To meet the basic access and regional development needs of rural and remote communities.

Description: Regional Airport Development Scheme (RADS) grants facilitate the provision of sustainable, safe and cost effective air transport infrastructure projects. This includes runway upgrades and extensions, the construction of animal-proof fencing, and the installation of runway lights.

Funding: This is an ongoing program. Funding of \$7.6 million has been allocated to this program from 2010-11.

This funding is approved on a 50/50 TMR/local government basis.

Nomination and approvals: Projects are nominated by local governments. Nominations are then considered by an intra-departmental panel against strict criteria. The program is then forwarded to the Minister for Transport for approval.

School Bus Upgrade Scheme

Objective: To help accelerate the introduction of rollover-compliant buses into the Queensland school bus fleet.

Description: The Queensland Government provides funding to contracted school bus operators to assist with the purchase of new buses or buses that are less than five years old.

Funding: This is an ongoing program. Funding of \$11.55 million has been allocated to this program for 2010-11.

Nomination and approvals: Projects are nominated by contracted school bus operators. Nominations are checked by TMR regional passenger transport staff, and are then considered by the School Transport Bus Management Unit against the School Bus Upgrade Scheme criteria. The program is then forwarded to the Director (School Transport) for approval.

Safe School Bus Routes

Objective: To improve the safety of children travelling on school buses in Queensland.

Description: Funding is provided for widening and improving visibility around curves, constructing pick-up and set-down areas, and installing bus route signage on school bus routes with safety issues.

Approved funding: This is an ongoing program. Funding of \$300,000 per annum has been allocated to this program. This funding is approved on a 50/50 TMR/local government basis.

Nomination and approvals: Projects are nominated by school bus operators, the school conveyance committee and road authorities, working with regional public transport officers. Nominations are then considered by the review team, which includes TMR engineers and safety officers, school bus operators, and local government and school conveyance committee representatives.

The program is then forwarded to Passenger Transport Division for approval.

Public Transport Compliance with Disability Standards

Objective: To help local governments comply with the *Commonwealth Disability Standards for Accessible Public Transport 2002*.

Description: Infrastructure grants to assist with the upgrade of public transport infrastructure to ensure bus stop infrastructure for regional, urban and long distance bus services, and ferry terminals complies with the *Commonwealth Disability Discrimination Act 1992*.

Only stops or structures supporting subsidised services are eligible for support. Compliance levels to be achieved are 55% of stops by December 2012; 90% of stops by December 2017, and 100% of stops by 2022.

TMR's Major Infrastructure Projects office are project managers for subsidised ferry infrastructure such as the Stradbroke Island and Moreton Bay ferries.

Funding: This is an ongoing program. Funding of \$1.9 million per annum has been allocated to this program.

This funding is approved on a 50/50 TMR/local government basis.

Nomination and approvals: Projects are nominated by local governments. Nominations are then considered by Transport Services Division. The program is then forwarded to Passenger Transport Division for approval.

Accessible Buses

Objective: To help ensure Queensland communities receive accessible public transport services, and to help regional urban bus operators meet their obligations under the *Commonwealth Disability Discrimination Act 1992* and the *Commonwealth Disability Standards for Accessible Public Transport 2002*.

Description: Provides financial assistance to regional urban bus operators to bridge the purchase cost gap between ordinary and low-floor wheelchair accessible buses.

Funding: This is an ongoing program. Funding of \$1 million per annum has been allocated to this program.

This funding is approved on a 25/75 TMR/operator basis.

Nomination and approvals: Projects are nominated by bus operators. Nominations are then considered by Passenger Transport Division's qconnect contract management team against the criteria in the *Accessible Bus Program Guidelines*. The program is then forwarded to the Executive Director (Scheduled Passenger Transport Services) for approval.

Safe Walking and Pedalling

Objective: To help school students who walk or cycle to and from school adopt a safe route, and to increase the number of walking and cycling trips taken by children.

Description: The Safe Walking and Pedalling Program (SWAPP) involves reviewing the footpaths, bicycle paths and infrastructure children use within 3.2km of schools. The program has funding for minor works to be carried out with a cap of \$10,000 for each submission.

Funding: This is an ongoing program. Funding of \$200,000 per annum has been allocated to this program for 2010-11.

Nomination and approvals: Funding is given for behavioural, educational and engineering road safety interventions. Submissions are given priority according to factors such as crash history, level of assessed risk, speed environment and departmental objectives. Applications require the participation of school staff, children and parents/carers and school communities, who work with their local Road Safety Advisors.

Maritime

Program overview

Objective: To facilitate user access for commercial and recreational vessels, and the safety of vessels and the marine environment through the provision and maintenance of supporting infrastructure.

Description: A prioritised infrastructure program is developed and delivered to facilitate the repair and/or replacement of Maritime Safety Queensland marine and boating infrastructure.

Network: Details of Maritime projects can be found under each region's tab, in the Transport Programs section, if applicable.

Funding: Funding for Maritime is \$11.2 million for 2010-11.

Nomination and approvals: Nomination and approval processes vary depending on the individual sub-program.

Marine Safety Minor Works

Objective: To facilitate user access and the management of the safety of vessels and ensure the safety of the marine environment by providing and maintaining supporting infrastructure.

Description: The program contributes to Maritime Safety Queensland's key outcome areas of safety of vessel movements and safety of the marine environment. It facilitates the repair and/or replacement of infrastructure, and provides for some new projects.

Maritime Safety Queensland also administers funds from conservancy to help manage commercial trading ships and fund specific and appropriate projects. Examples include building the new Townsville Reef Vessel Traffic Service Centre to manage the movement of commercial vessels throughout the Great Barrier Reef and Torres Strait.

Funding: This is an ongoing program. Funding of \$3.6 million has been allocated to this program for 2010-11.

Nomination and approvals: Projects are nominated by Maritime Safety Queensland managers, who consider regional requirements. Nominations are then considered by senior managers in Maritime Safety Queensland against program priorities and risk, and are prioritised across the state. The program is then forwarded to the Director (Maritime Services Branch) for approval.

Boating Infrastructure Minor Works

Objective: To provide safer and more efficient facilities for launching and retrieval of recreational vessels.

Description: Boating Infrastructure Minor Works provides access to waterways for Queensland's boaties. Works include delivering new and upgraded recreational boating infrastructure, undertaking dredging activities, managing eight of the 11 state boat harbours throughout Queensland, and maintaining existing infrastructure in a safe and usable condition. The program is delivered via a partnership with local managing authorities.

This program includes capital grants and maintenance funding.

Funding: This is an ongoing program. Funding of \$7.6 million has been allocated to this program for 2010-11.

Nomination and approvals: Projects are nominated by local governments in consultation with TMR regional staff. Nominations are then considered by the Boating Infrastructure and Waterways Management Branch against criteria including life cycle costs, local site conditions, environmental impacts, regional equity and service needs of the community. The program is then forwarded to the Minister for Transport for noting.

Rail

Program overview

Objective: To provide rail infrastructure that enhances the role of the rail network in implementing the government's objectives and priorities.

Description: The rail program encompasses non-commercial freight and passenger network infrastructure and ensures infrastructure meets agreed rail network standards and capacity.

Network: Details of Rail projects can be found under each region's tab, in the Transport Programs section.

Funding: The allocation for Rail is \$1.7 billion for 2010-11.

Nomination and approvals: Nomination and approval processes vary depending on the individual sub-program.

SEQIPP Rail

Objective: To deliver the passenger rail infrastructure identified for south east Queensland in the *Rail Network Strategy* and the *TransLink Network Plan*.

Description: SEQIPP Rail includes investment on the rail network to support growth in services in south east Queensland. Initiatives include:

- improving stations, parking facilities and bus/rail interchanges
- increasing the capacity of rail track to meet demand
- investigating and constructing extensions to the rail network
- providing rollingstock and stabling facilities.

Funding: This is a 20 year rolling program. Funding of \$446 million has been allocated to this program in 2010-11.

The SEQIPP Rail program is funded through the *South East Queensland Infrastructure Plan and Program*.

Nomination and approvals: See *South East Queensland Infrastructure Plan and Program*.

Other Rail

Objective: To ensure the freight and passenger network infrastructure meets agreed rail network standards and capacity.

Description: Other Rail encompasses non-SEQIPP rail infrastructure works. Key areas of achievement include:

- the Telecommunications Backbone Network Strategy, which replaces life-expired data network equipment with current market equipment appropriate to the networking task at the time of replacement
- Universal Train Controller Disaster Recovery, which enables TMR to take over any control centre that is unusable following natural disaster, from any other control centre
- the Processor Replacement Strategy, to upgrade safety systems on the north coast line
- the Transport Service Contract (Rail Infrastructure), which aims to achieve safety, reliability and efficiency of the supported rail network through upgrading, rehabilitating and replacing existing below-rail infrastructures. This contract is maintained by the Translink Transit Authority
- strategies to address works located over the entire supported rail network including the Bridge Replacement Strategy, the Regional Rerailing Strategy, the Electrification Capacity Upgrade and Renewal Strategy, the Open Level Crossing Protection Strategy, and the Noise Amelioration Strategy

- the CityTrain Station Upgrade Program, which is overseen by the Translink Transit Authority will undertake various initiatives including:
 - upgrading rail station infrastructure to comply with the *Disability Discrimination Act 1992*
 - providing new and upgraded infrastructure and facilities for safe, efficient and integrated access to all modes of transport at rail stations
 - providing new or upgraded facilities at various CityTrain stations to improve safety, amenity and modernise facilities for customers.

Funding: This is an ongoing program. Funding of \$1.3 billion has been allocated to this program for 2010-11.

Nomination and approvals: Projects are nominated by Queensland Rail, TransLink and TMR.

The program is then forwarded to the Queensland Rail Board for approval.

Appendix 4: Funding and allocations

Funding sources

Funding source	Capital or operating	Funding type	Approved	Firm		Indicative
			2009-10	2010-11	2011-12	2012-13 to 2013-14
Australian Government ⁽¹⁾	Capital	National Network construction	1,099,769	1,475,029	986,050	2,373,260
		Black Spot Program	16,931	12,078	12,078	24,156
		Boom Gates for Rail Crossings	25,336			
		Transport acquisitions	39,500	173,000	91,000	61,500
	Operating	National Network maintenance	98,143	104,086	102,117	178,040
		Transport programs	7,267	11,500	1,233	
Subtotal: Australian Government funding			1,286,946	1,775,693	1,192,478	2,636,956
Queensland Government	Capital	Roads capital	1,836,238	1,334,499	1,311,554	1,880,879
		Transport capital	961,797	1,016,096	849,003	1,585,637
	Operating	Road asset maintenance	149,195	320,535	271,384	587,687
		Other roads output funding	42,387	46,730	50,031	101,971
		Transport outputs	70,367	45,387	39,874	78,088
Subtotal: Queensland Government funding			3,059,984	2,763,247	2,521,846	4,234,262
Natural Disaster Relief and Recovery Arrangements		Natural Disaster Relief and Recovery Arrangements	216,424	116,984	48,712	
Subtotal: Natural Disaster Relief and Recovery Arrangements			216,424	116,984	48,712	
Local government and developer contributions		Local government and developer contributions	10,000	46,000	50,000	14,000
Subtotal: Local government and developer contributions			10,000	46,000	50,000	14,000
Other	Loan facilities			45,000		
	Other		99,411	74,145	74,145	148,289
Subtotal: Other			99,411	119,145	74,145	148,289
Total: Transport and Main Roads funding (excluding transport service contracts and other)			4,672,765	4,821,069	3,887,181	7,033,507
Transport service contracts and other ⁽²⁾			216,833	1,190,574	28,626	20,378
Subtotal: Transport Service Contracts and other			216,833	1,190,574	28,626	20,378
Total: Transport and Main Roads funding			4,889,598	6,011,643	3,915,807	7,053,885

(1) Australian Government allocations for 2011-12 and beyond are indicative only.

(2) Funding for Other Rail – Across Queensland Rail (General) Strategy and Queensland Rail Passenger Services (General) is shown in 2010-11 only.

Allocations

Network	Allocation	Approved	Firm		Indicative
		2009-10	2010-11	2011-12	2012-13 to 2013-14
National Network ⁽¹⁾	Construction works	1,452.358	1,593.395	1,842.966	1,140.079
	Maintenance, preservation and operations works	109.158	101.439	42.602	79.535
	Black Spot Program		7.371	12.078	24.156
	Programming adjustment	(105.205)	(44.763)	(647.279)	1,148.350
Subtotal: National Network		1,456.311	1,657.442	1,250.367	2,392.120
Other State-Controlled Roads	Construction works	1,024.541	1,272.958	1,073.011	1,163.111
	Maintenance, preservation and operations works	511.530	523.699	495.267	989.892
	Stewardship and minor assets	102.699	108.088	109.070	218.140
	Black Spot Program		4.661		
	Programming adjustment	(110.959)	(230.135)	(183.038)	402.591
Subtotal: Other State-Controlled Roads		1,527.811	1,679.271	1,494.310	2,773.734
Transport Infrastructure Development Scheme	Queensland Government-funded TIDS subsidies	133.738	81.292	62.682	128.428
	Black Spot Program	51.805	2.044		
	Programming adjustment		(7.521)		
Subtotal: Transport Infrastructure Development Scheme		185.543	75.815	62.682	128.428
	Busways and Light Rail	330.299	577.048	344.481	480.325
	Cycle Network Program	15.616	20.286	41.514	100.521
	Other Transport Initiatives	162.187	96.822	76.589	118.335
	Transport Capital Grants	43.225	22.586	19.964	33.421
	Maritime	6.951	11.140	14.390	17.380
	Rail	744.823	1,706.814	524.798	917.094
	TransLink Transit Authority	28.000	47.861	38.000	92.527
Subtotal: Transport Programs		1,331.101	2,482.557	1,059.736	1,759.603
Other	Other works including Natural Disaster Relief and Recovery Arrangements	388.831	116.559	48.712	
Subtotal: Other		388.831	116.559	48.712	
Total: Transport and Main Roads allocation		4,889.597	6,011.643	3,915.807	7,053.885

(1) Australian Government allocations for 2011-12 and beyond are indicative only.

Appendix 5: Glossary

Active transport: Any form of transport that involves some kind of physical activity, particularly walking and cycling. It also includes public transport, as the walk to and from the bus or train is part of the journey.

Allocation: Funds that have been allocated to a program, project or element at a region, state or local government level.

AusLink: The Australian Government's funding commitment for roadworks on the National Network for 2004-05 to 2008-09. This program has now been replaced by the Nation Building Program for 2008-09 to 2013-14.

Austroads: The association of Australian and New Zealand road transport and traffic authorities. Austroads' purpose is to contribute to the achievement of improved Australian and New Zealand transport related outcomes.

B-double: A multi-combination vehicle consisting of a prime mover towing two semi-trailers with B connections.

Boom Gates for Rail Crossings Program: An Australian Government funded program that provided funding for the installation of boom gates and other safety measures at over 290 priority rail crossings across Australia, to address safety risks at rail crossings.

Corridor: A physical pathway connecting two locations, such as the Bruce Highway from Brisbane to Cairns or the Capricorn Highway from Rockhampton to Barcaldine. Corridors are made up of smaller road sections called links, which have similar operating requirements and physical characteristics for their entire length.

Corridor management (environment): Maintenance and preservation of the road corridor, including flora and fauna, such as fire threat management and pest control. The aim is to ensure TMR meets legislative requirements in this area.

Corridor management (road safety): Safety-related improvements to the road network that reduce the contribution of road infrastructure to road crashes including improving intersections, barriers, overpasses, grids, steep grades, batter slopes, skid resistance, driver fatigue management, road side hazards and pedestrian and cyclist safety and the renewal of road signs, pavement marking, guide posts and street lighting. This does not include the reactive works as part of initiatives such as Safer Roads Sooner and Black Spot.

Frangible sign supports: Signposts designed to break away from the ground when struck, lessening the risk of injury.

Heavy Vehicle Safety and Productivity Program: An Australian Government funded program that provided funding. The aim of the program is to reduce the proportion of road accidents involving heavy vehicles by targeting heavy vehicle driver fatigue and speed, and increase productivity by enhancing the capacity of existing roads. This is a four year program commencing in 2008-09 and finishing in 2011-12. Queensland's allocation is \$6.4 million for 2008-09 to 2009-10. The allocation for 2010-11 to 2011-12 is not available at time of printing.

Indicative funds: Preliminary advice of estimated funds from the Queensland Government or Australian Government. This is subject to the confirmation and approval of funding availability, consistent with project evaluation processes and competing priorities.

Intelligent Transport System (ITS): An innovative communications system used to increase efficiency, reduce pollution, minimise other environmental impacts, and improve road safety.

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

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

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

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

Network Noise Management Plan: Prioritises the Queensland Rail network for the implementation of noise amelioration techniques to ensure the progression towards a reasonable amount of rail generated noise being heard by residents who live close to rail corridors.

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

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

Queensland Road System Performance Plan (QRSPP): A plan detailing the milestones to guide investment in state-controlled roads for 2009-10 to 2013-14. Provides detailed direction for investment in maintenance, preservation and operations works.

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

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

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

RoadTek: The commercial construction arm of TMR. RoadTek is a government business within the department and is instrumental in the delivery and maintenance of numerous projects on Queensland's roads.

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

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

State regional roads: State-controlled roads that provide major connections within regions.

State strategic roads: State-controlled roads that provide for long distance movements, linking major economic regions within and outside of Queensland.

STREAMS: The Intelligent Transport System used by TMR to manage traffic on motorways and surface streets. STREAMS integrates motorway management, incident and event management, traffic signal management, real-time passenger information, and parking guidance.

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

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

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

TransLink: The public transport authority established by the Queensland Government to improve and expand public transport services across south east Queensland. TransLink's purpose is to lead, plan and provide mass transit for people in south east Queensland. This includes integration of public transport services, delivery and maintenance of infrastructure, and introducing new technology such as GoCard and real-time passenger information.

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

Type 2 road train: A type of road train consisting of a prime mover towing three or more trailers with A connections.

Variable Message Signs (VMS): Electronic signs used to deliver road information to road users in real time. These signs can display simple messages, or display information that relates directly to traffic conditions such as travel speeds or road weather alerts.