

THE ROADS AND TRANSPORT ALLIANCE

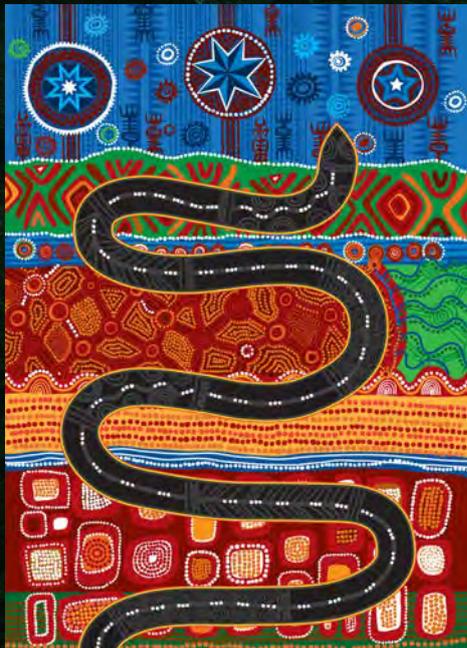
ANNUAL
PROGRESS
REPORT

2022–2023



Queensland
Government

ACKNOWLEDGEMENTS



Travelling by Gilimbaa.

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

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

Translating and interpreting assistance



If you need an interpreter call the Translating and Interpreting Service (TIS National) on 131 450. If you are deaf or have a hearing or speech impairment, contact us through the National Relay Service: www.relayservice.gov.au

Accessible formats

Contact us for alternative accessible formats. Please email roads.alliance.communications@tmr.qld.gov.au. This information can also be found on our website <https://www.tmr.qld.gov.au/business-industry/Business-with-us/Alliances/The-Roads-and-Transport-Alliance>.

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Burnett Highway, Gayndah, North Burnett Regional Council

MESSAGE FROM THE DIRECTOR-GENERAL



Sally Stannard

Director-General

Department of Transport
and Main Roads

Delivering in Partnership

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 Roads 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.

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.

Aramac-Barcaldine Road, Barcaldine Regional Council – aerial view during construction



WHAT WE DO

Roads and Transport Alliance Model

The 17 Regional Roads and Transport Groups (RRTGs) 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.

RRTGs 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 (RRTGs)
 - 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 RRTGs.
- The Roads and Transport Alliance Project Team
 - TMR officers who develop Alliance strategies and initiatives and provide direction and support to RRTGs.

Transport and Infrastructure Development Scheme (TIDS)

TMR provides funding for regionally prioritised, local road and transport-related initiatives through TIDS.

Each RRTG receives an annual TIDS funding allocation, which they generally match 50:50 to develop a program to deliver the highest priority road and transport projects in their region.

In 2022–23, TIDS funding supported 211 projects across Queensland.

TIDS funding through the Statewide Capability Development Fund (SCDF) also supports RRTGs to improve their road stewardship capability and capacity in the core functions of asset management, project development, road safety and joint purchasing and resource sharing.



Dotswood Road, Charters Towers Regional Council - during construction

THE ROADS AND TRANSPORT ALLIANCE REGIONAL ROADS AND TRANSPORT GROUPS

as at February 2023



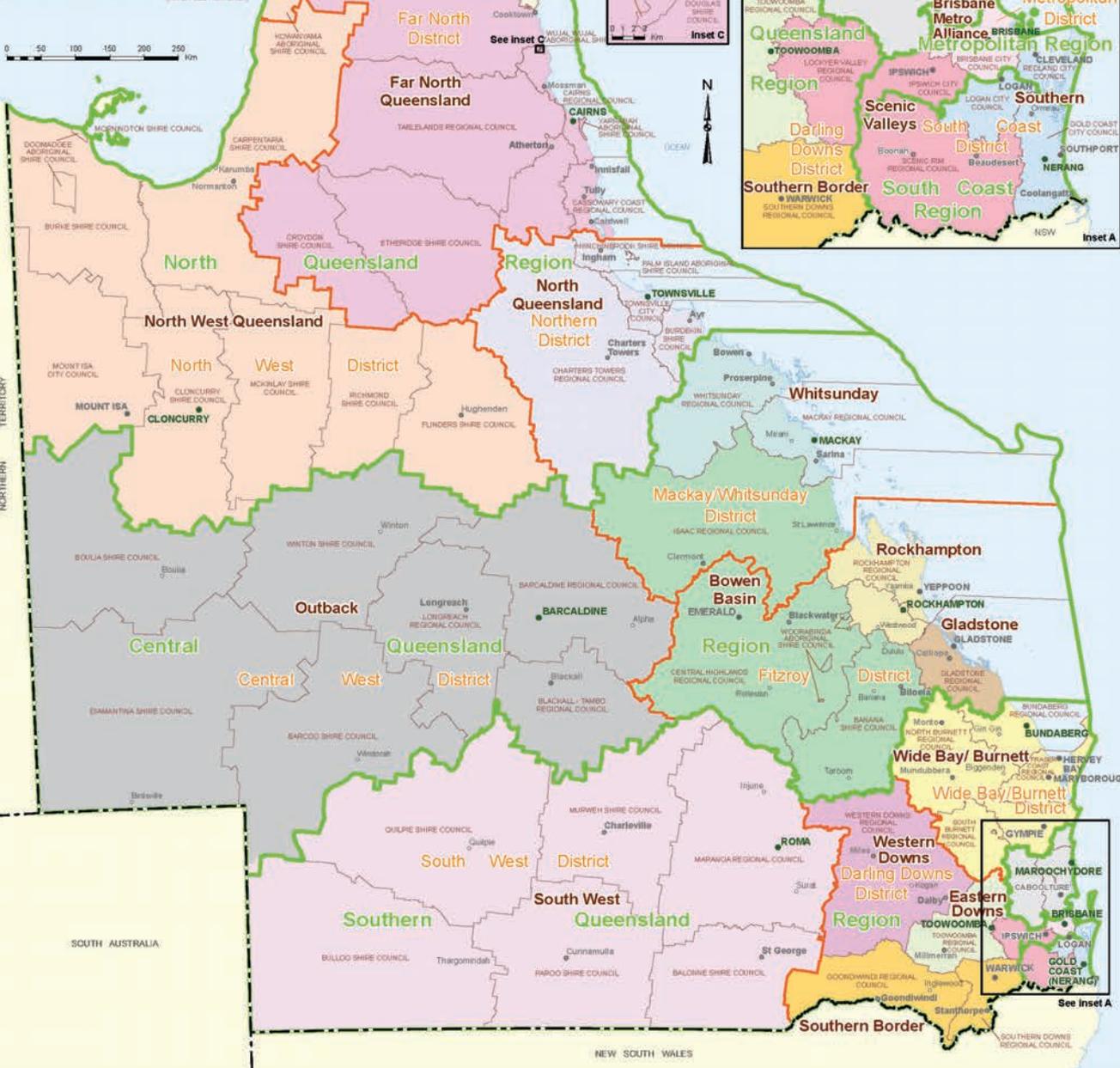
Legend

- Region Boundary
- District Boundary
- LG Boundary
- Outback RRTG Name
- Metropolitan PDO Region Name
- BUNDABERG PDO Office
- YEPPON Towns

Transport and Main Roads/LGAQ Regional Roads and Transport Groups (RRTGs)

- Brisbane Metro Alliance
- Bowen Basin
- Eastern Downs
- Far North Queensland
- Gladstone
- Northern SEQ
- North Queensland
- North West Queensland
- Outback
- Rockhampton
- Scenic Valleys
- Southern Border
- Southern
- South West
- Western Downs
- Whitsunday
- Wide Bay/Burnett

Region / District	Office
CENTRAL QUEENSLAND	Rockhampton
CENTRAL WEST	Barcaldine
FITZROY	Rockhampton
MACKAY/WHITSUNDAY	Mackay
METROPOLITAN	Brisbane
METROPOLITAN	Brisbane
NORTH COAST	Maroochydore
NORTH COAST	Maroochydore
NORTH QUEENSLAND	Townsville
FAR NORTH	Cairns
NORTHERN	Townsville
NORTH WEST	Cloncurry
SOUTH COAST	Nerang
SOUTH COAST	Nerang
SOUTHERN QUEENSLAND	Toowoomba
DARLING DOWNS	Toowoomba
SOUTH WEST	Roma
WIDE BAY/BURNETT	Bundaberg



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ACHIEVEMENTS

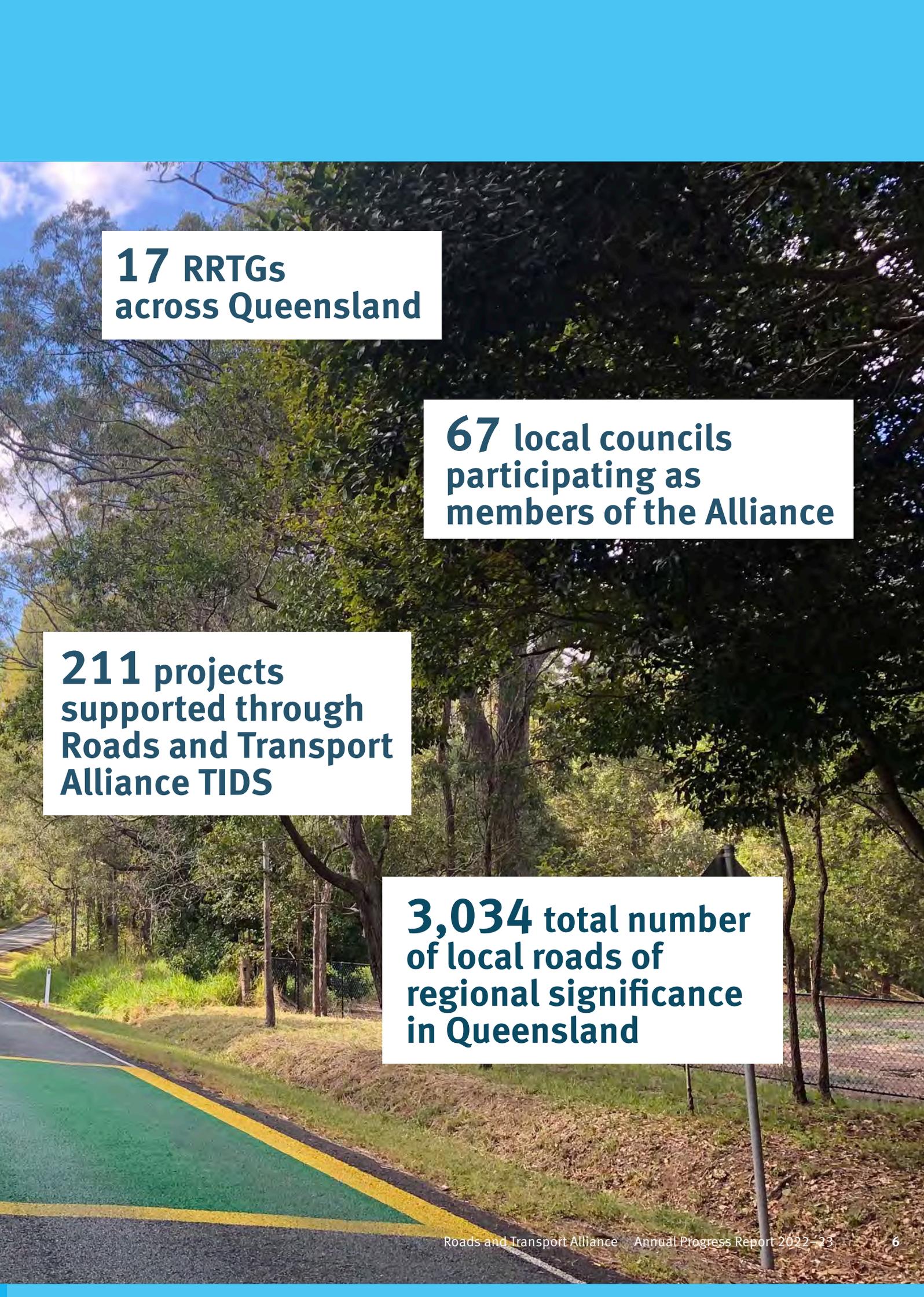
21 years of partnership between Queensland's state and local governments

121 RRTG executive and technical meetings held

40,130km length of jointly managed local roads of regional significance in Queensland

24 capability initiatives funded through the Statewide Capability Development Fund

Winn Road, Moreton Bay Regional Council



**17 RRTGs
across Queensland**

**67 local councils
participating as
members of the Alliance**

**211 projects
supported through
Roads and Transport
Alliance TIDS**

**3,034 total number
of local roads of
regional significance
in Queensland**

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

Delivering in Partnership

This year, 211 projects across Queensland were administered through the TIDS investment program. Funding responsibilities for TIDS 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 RRTGs 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 TIDS programs continue to be delivered.

Aramac-Barcaldine Road, Barcaldine Regional Council – aerial view of grader during construction



BOWEN BASIN RRTG

RRTG Member Councils

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

RRTG Chair

- Councillor Christine Rolfe, Central Highlands Regional Council

RRTG Deputy Chair

- Councillor Colin Semple, Banana Shire Council

RRTG Technical Committee Chair

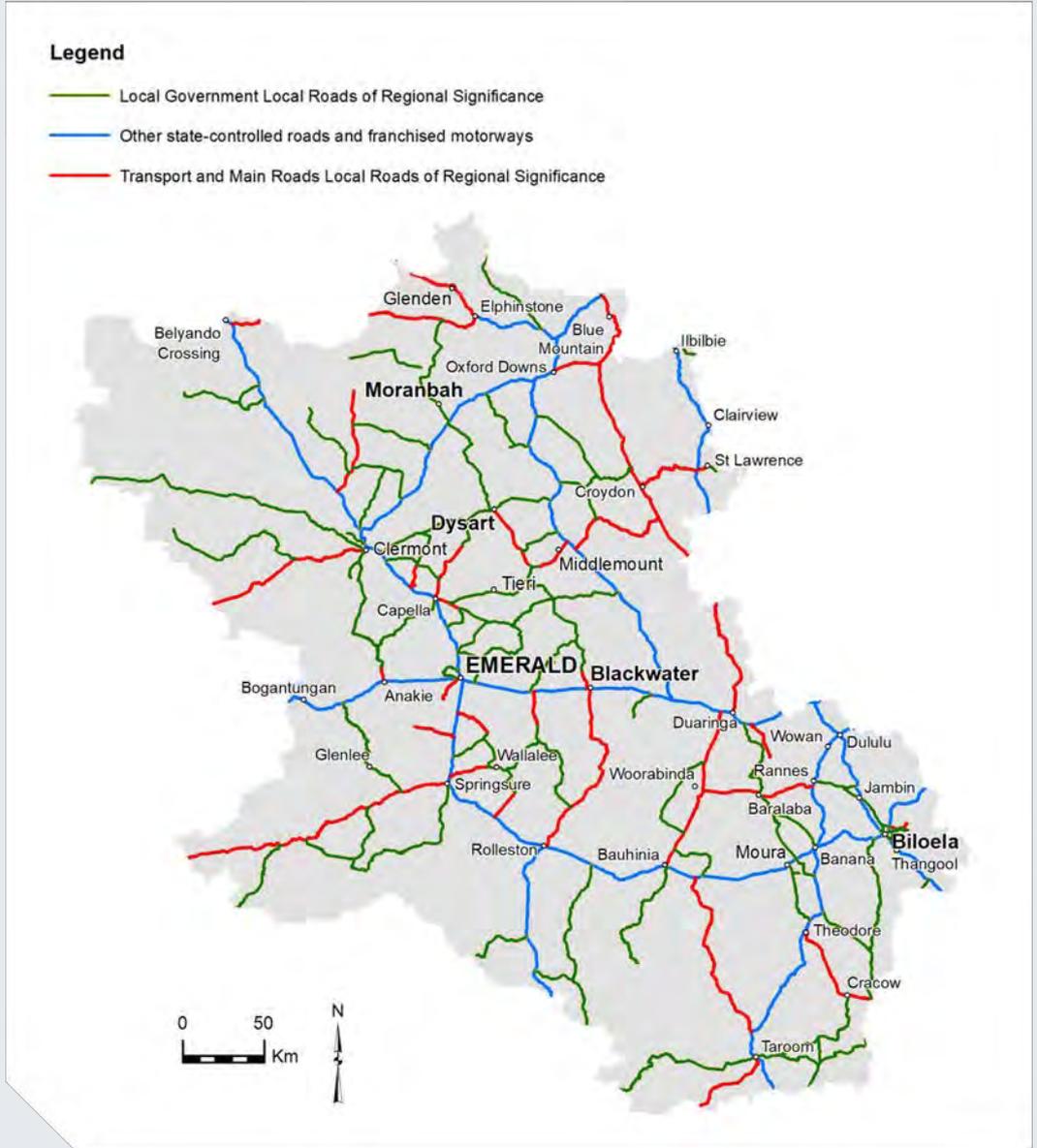
- Sean Robinson, Isaac Regional Council

RRTG Technical Committee Deputy Chair

- Tyrone Meredith, Central Highlands Regional Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management



8
PROJECTS

\$4,495
TIDS ALLOCATION
2022-23 (\$'000)

\$4,549 2022-23 TIDS
Expenditure
(\$'000)

Bowen Basin RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
BANANA SHIRE	Deearne Road (Cockatoo), improve drainage and pave and seal	795
	Theodore - Moura Road, rehabilitate pavement	98
	Three Chain Road, rehabilitate and reseal	614
CENTRAL HIGHLANDS REGIONAL	Bowen Basin Regional Roads and Transport Group, capability, development and technical coordination	57
	Glenlee Road, pave and seal	720
	Mulcahys Road, pave and seal	873
ISAAC REGIONAL	Pioneer Road (Clermont), pave, seal and drainage works	1,341
WOORABINDA ABORIGINAL SHIRE	Woorabinda township, various roads, asphalt overlay of carparks and construction of speed humps	52
TOTAL		4,549

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

BOWEN BASIN RRTG

Three Chain Road, Moura

Banana Shire Council
New construction

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

Three Chain Road, Moura is a major rural collector and important council controlled LRRS. 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 (cotton, wheat, lucerne) and cattle industries, 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.

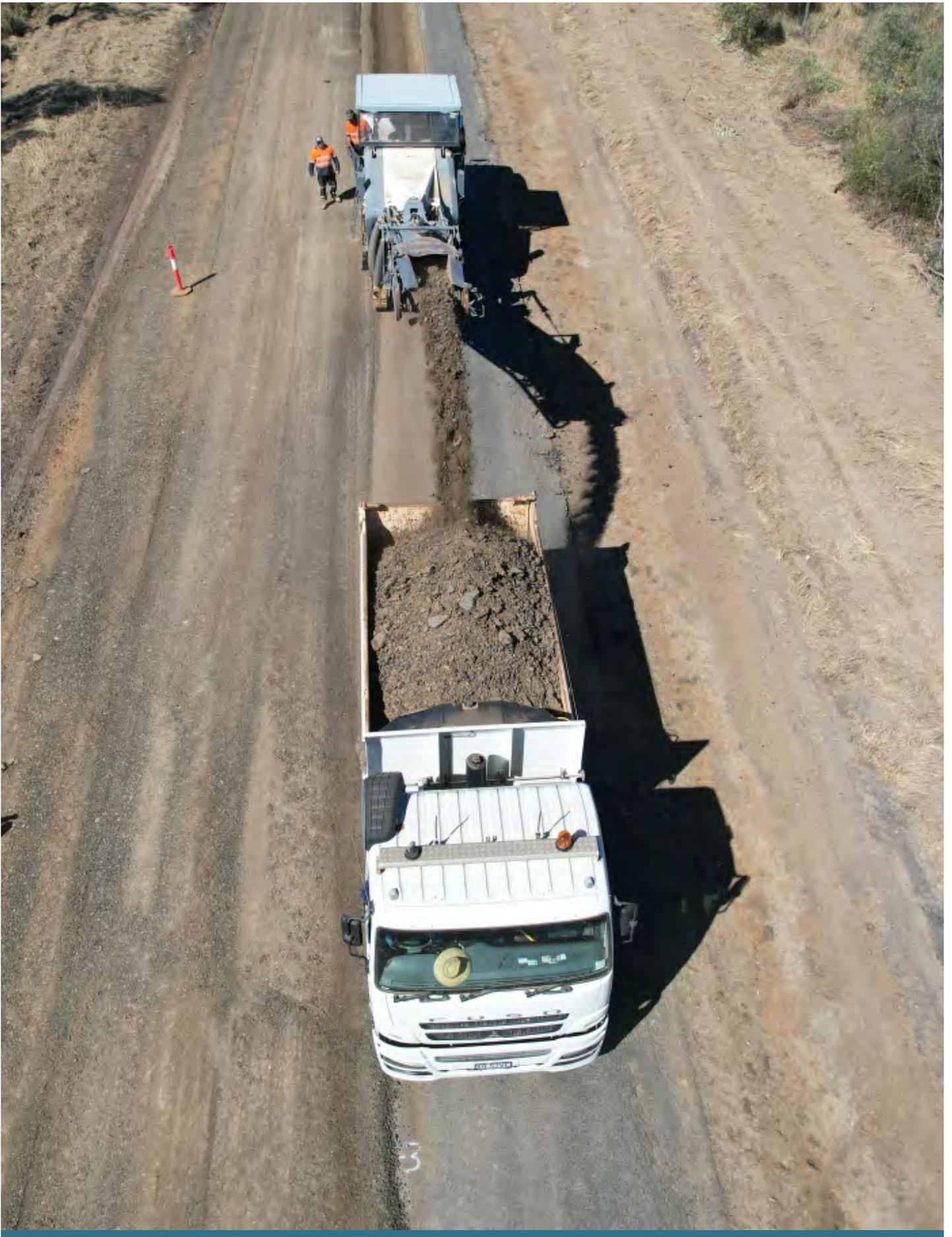
With the assistance of the Bowen Basin RRTG TIDS works program, council initiated a phased upgrade plan for this section across 2021–22 and 2022–23.

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.



Three Chain Road, Banana Shire Council - aerial view of rehabilitation works



Three Chain Road, Banana Shire Council - during rehabilitation

BOWEN BASIN RRTG

Woorabinda

Woorabinda
Aboriginal
Shire Council
Car parks and
traffic calming

Submitted by Gerard Read, Technical Coordinator, Bowen Basin RRTG.

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 RRTG TIDS works program and the Australian Government's Local Roads and Community Infrastructure Program.



Road Humps, Woorabinda Aboriginal Shire Council - Cressbrook Street, completed

BOWEN BASIN RRTG

Pioneer Road, Clermont

Isaac Regional Council
Pave and seal

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

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:

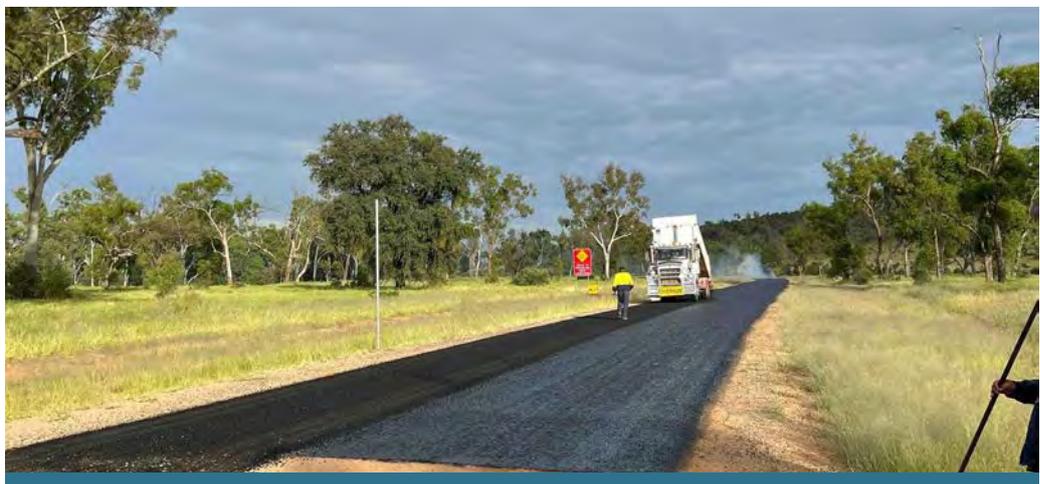
- drainage upgrades
- installation of new cattle grids
- installation of new traffic signage
- pavement formation and widening
- pavement stabilisation
- sealing
- property access improvement.

The total project value was approximately \$3 million, including \$1.34 million TIDS 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.



Pioneer Road, Isaac Regional Council - during construction

BRISBANE METRO RRTG

RRTG Member Councils

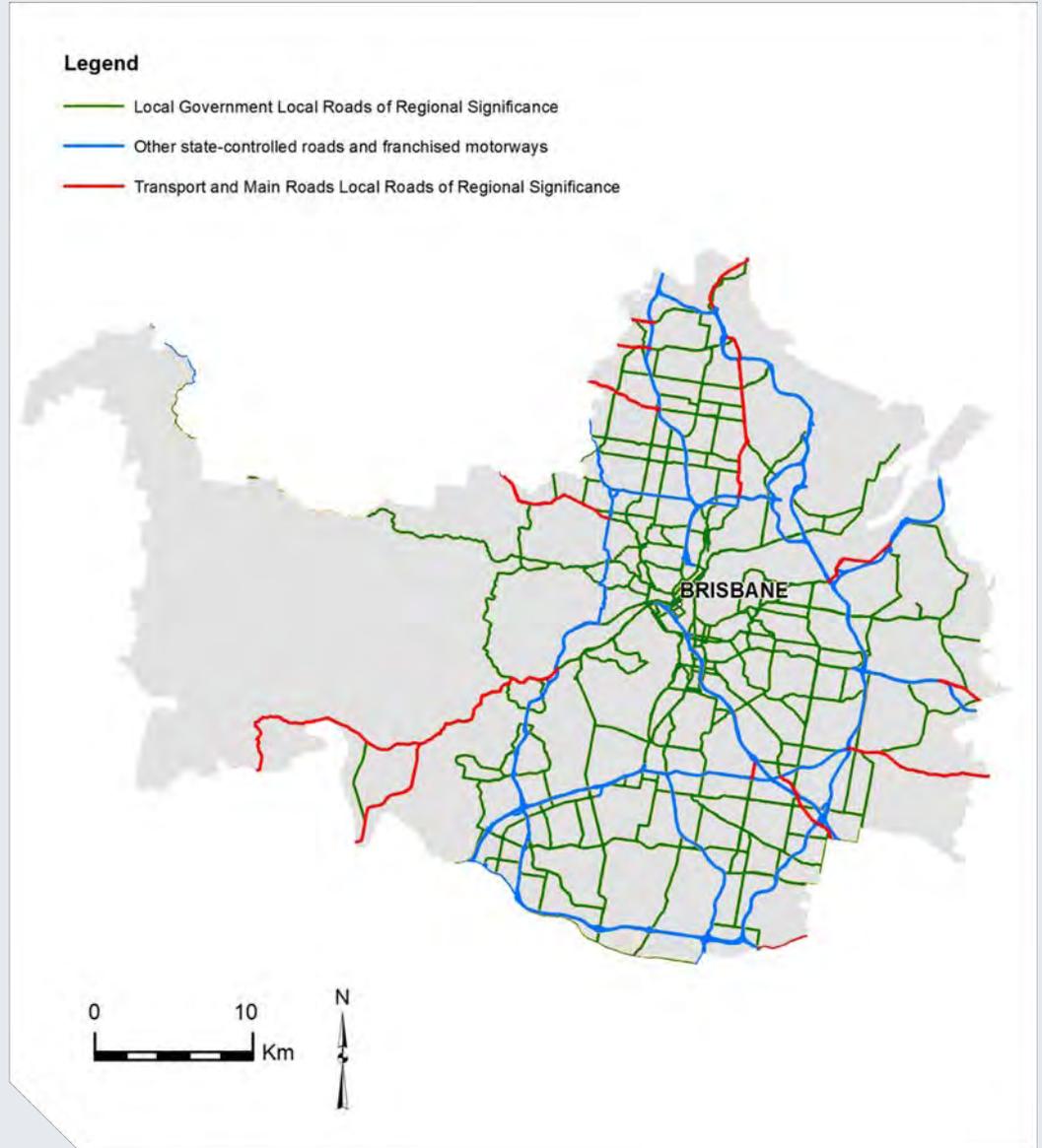
- Brisbane City Council
- TMR Metropolitan District

RRTG Chair

- Councillor Andrew Wines, Brisbane City Council

RRTG Technical Committee Chair

- Adelaide Anderson, Brisbane City Council



9
PROJECTS

\$2,122
TIDS ALLOCATION
2022-23 (\$'000)

\$2,122 2022-23 TIDS
Expenditure
(\$'000)

Brisbane Metro RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
BRISBANE CITY	Beaudesert Road, Mayfield Road to Hamilton Road, pavement reconstruction works	300
	Boundary Road various locations Michael Street to Campbell Avenue, rehabilitate pavement	600
	Broadwater Road and Ham Road (Mansfield), Mansfield State High School, pedestrian safety enhancements	66
	Glen Retreat Road (Mitchelton), Mitchelton State School, pedestrian safety enhancements	64
	Hamilton Road (Chermside West), Craigslea State High School, pedestrian safety enhancements	43
	Lynwood Crescent (Ashgrove), Mater Dei Catholic Primary School, pedestrian safety enhancements	178
	Mount Nebo Road (Enoggera Reservoir), rehabilitate pavement	350
	Rochedale Road, Ford Road to Grieve Road, rehabilitate pavement,	447
	Warrigal Road (Eight Mile Plains), Warrigal Road State School, pedestrian safety and accessibility enhancements	73
TOTAL		2,122

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

BRISBANE METRO RRTG

Warrigal Road State School

Brisbane City Council
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 TIDS.



Petunia Court and Demigre Street, Brisbane City Council - completed enhancements

EASTERN DOWNS RRTG

RRTG Member Councils

- Toowoomba Regional Council
- TMR Darling Downs District

RRTG Chair

- Councillor Carol Taylor, Toowoomba Regional Council

RRTG Deputy Chair

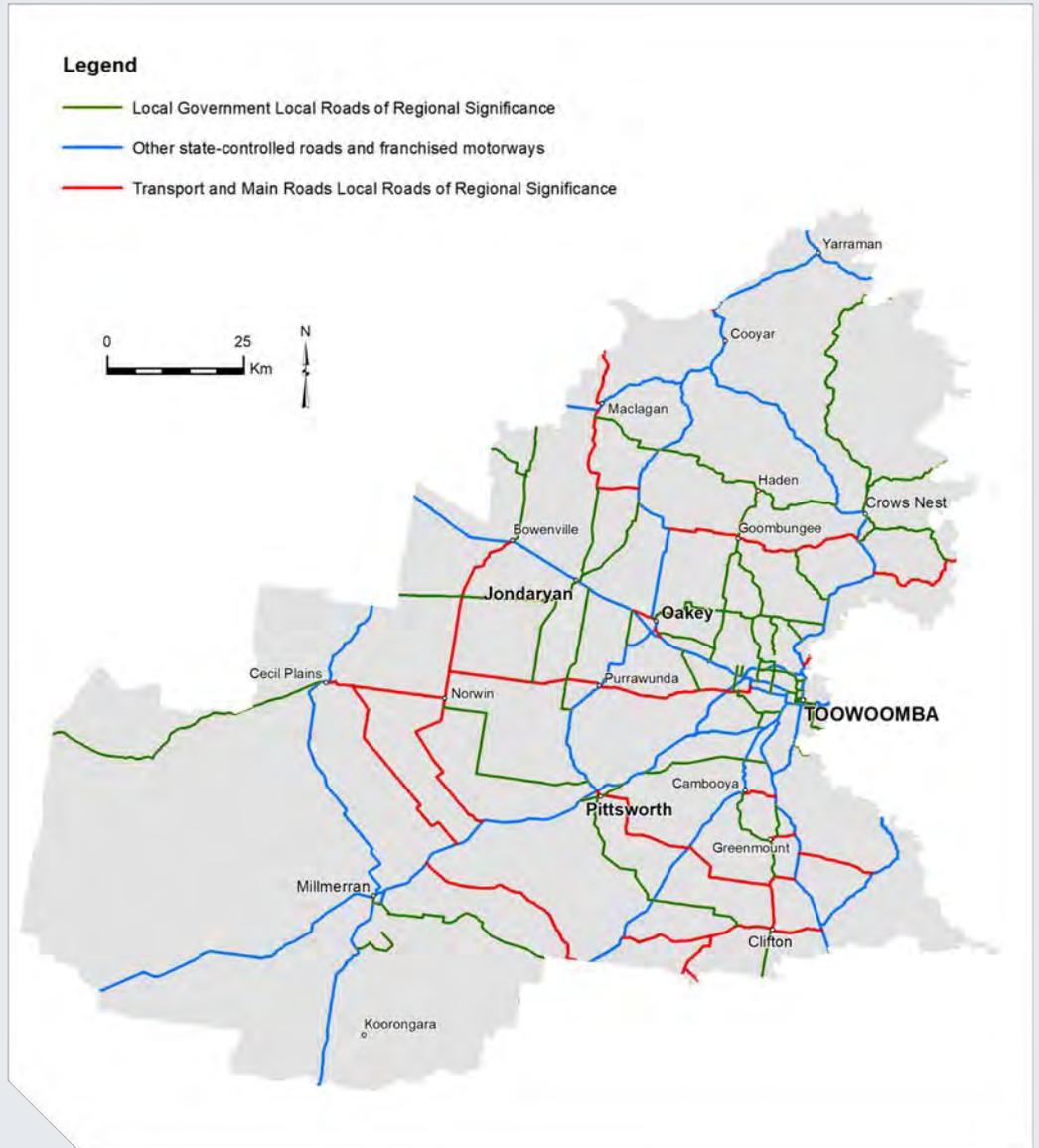
- Councillor Melissa Taylor, Toowoomba Regional Council

RRTG Technical Committee Chair

- Eric Kraak, Toowoomba Regional Council

Technical Coordinator

- Michael Burling, Toowoomba Regional Council



8
PROJECTS

\$2,410
TIDS ALLOCATION
2022-23 (\$'000)

\$2,410 2022-23 TIDS
Expenditure
(\$'000)

Eastern Downs RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
TOOWOOMBA REGIONAL	Blackbutt Crows Nest Road and Nukku Road intersection, improve safety	25
	Bowenville - Moola Road, rehabilitate pavement	150
	Dalby - Nungil Road, pavement rehabilitation	1,304
	Eastern Downs Regional Roads and Transport Group, technical capability development	31
	Greenmount Etonvale Road, pavement rehabilitation	200
	Jondaryan Evanslea Road, pavement rehabilitation	450
	Kingsthorpe - Haden Road, major culvert renewal	200
	Pierces Creek Road, pavement rehabilitation	50
	TOTAL	

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

EASTERN DOWNS RRTG

The Dalby Nungil Road, Irvingdale
 Toowoomba Regional Council
 Pavement rehabilitation

Submitted by Toowoomba Regional 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.

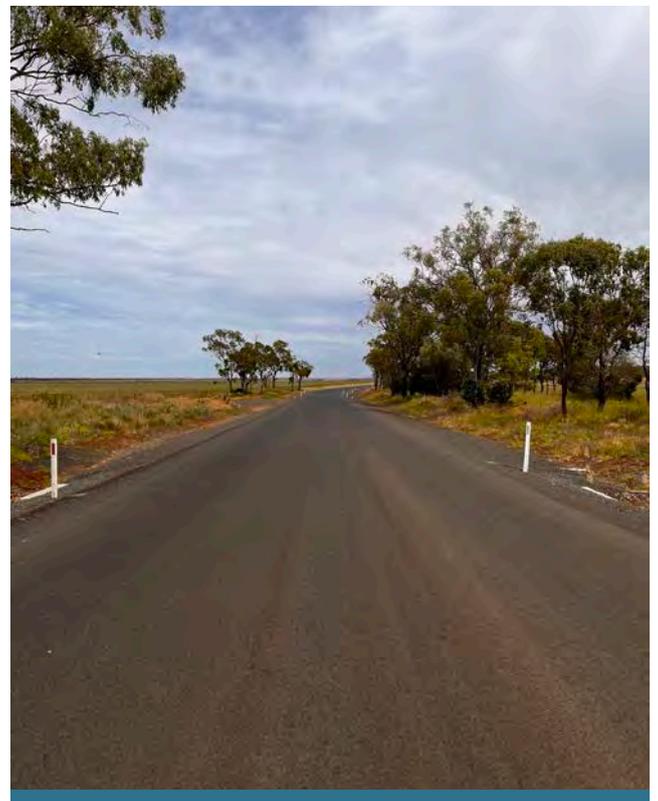
Dalby Nungil Road, Irvingdale project upgraded a significant section of the existing sealed single lane (3.5m wide), to a 2-lane sealed standard road with 8.5m wide formation and improved drainage works.

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.



Dalby Nungil Road, Toowoomba Regional Council - pavement rehabilitation works



Dalby Nungil Road, Toowoomba Regional Council - completed rehabilitation works

Etonvale Road Greenmount

Toowoomba
Regional Council
Rehabilitation

Submitted by Toowoomba Regional 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.



Greenmount Etonvale Road, Toowoomba Regional Council - completed rehabilitation works

FAR NORTH QUEENSLAND RRTG

RRTG 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 Far North District

RRTG Chair

- Councillor Peter Scott, Mayor, Cook Shire Council

RRTG Deputy Chair

- Councillor Ross Andrews, Mayor, Yarrabah Aboriginal Shire Council

RRTG Technical Committee Chair

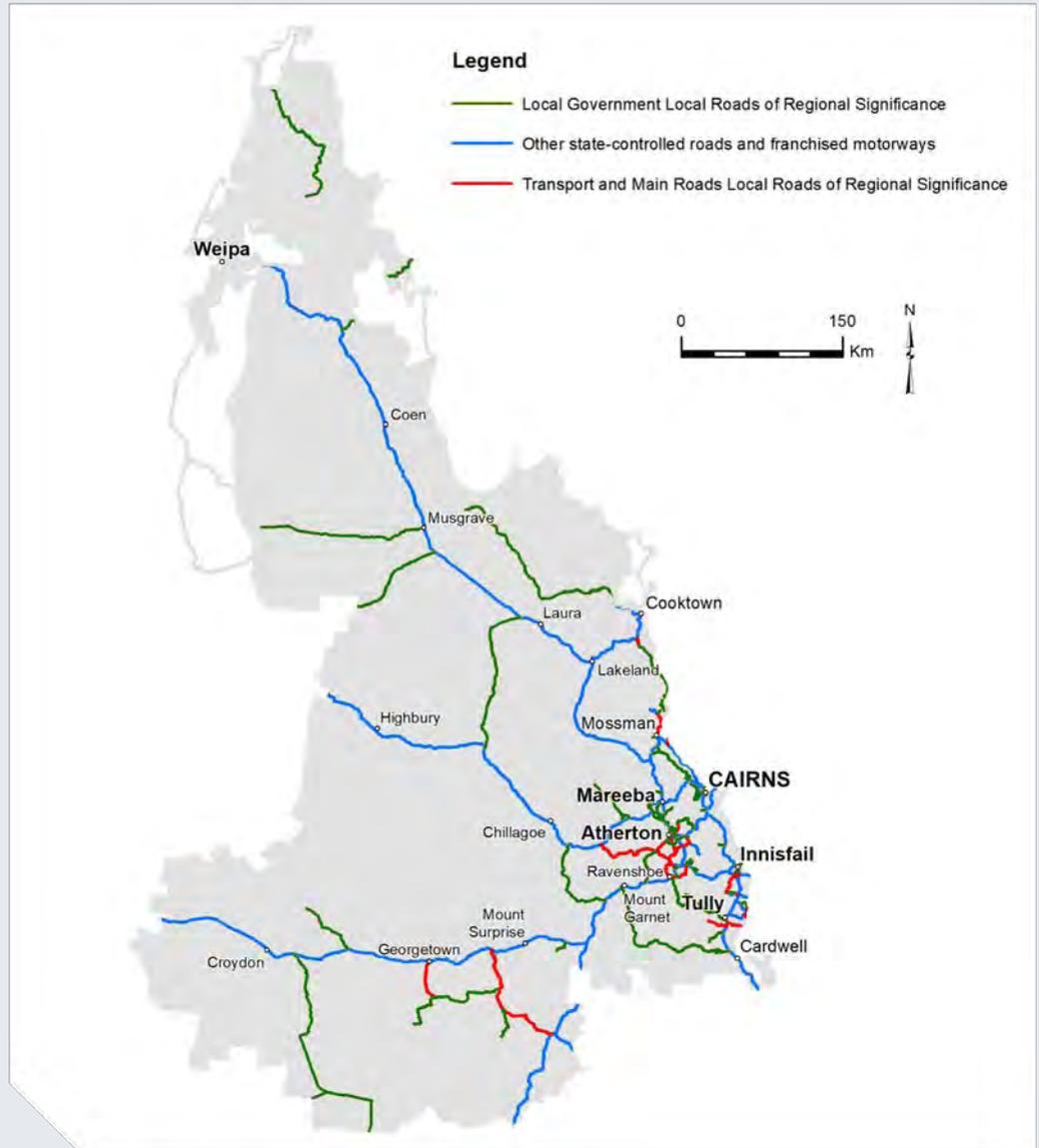
- David Fletcher, Tablelands Regional Council

RRTG Technical Committee Deputy Chair

- Natasha Murry, Douglas Shire Council

Technical Coordinator

- Amanda Hancock, Far North Queensland Regional Organisation of Councils



24
PROJECTS

\$5,933
TIDS ALLOCATION
2022-23 (\$'000)

\$5,980 2022-23 TIDS
Expenditure
(\$'000)

Far North Queensland RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
CAIRNS REGIONAL	Lake Street, rehabilitate pavement	86
CASSOWARY COAST REGIONAL	Kennedy Creek Road, improve drainage and culvert works	235
	Tully Gorge Road, replace culvert	85
COOK SHIRE	Battlecamp Road, improve drainage	103
	Battlecamp Road, upgrade drainage	20
	Charlotte Street (Cooktown), rehabilitate pavement	793
	May Street, rehabilitate pavement	88
	Sherrin Esplanade (Cooktown), pave and seal	265
CROYDON SHIRE	Croydon - Richmond Road, upgrade drainage	442
	Croydon - Richmond Road, upgrade floodway	25
	Croydon - Richmond Road, 7.00 - 7.10km, upgrade floodway	25
	Croydon - Richmond Road, 6.90 - 7.00km, upgrade floodway	25
	Croydon - Richmond Road, 7.70 - 7.80km, upgrade floodway	25
DOUGLAS SHIRE	Cape Tribulation Road, Alexandra Range, widen approaches and install guardrail	25
	Cape Tribulation Road, Hutchinson Pedestrian Bridge to Alexandra Bay State School, construct pathway	20
	Cape Tribulation Road, rehabilitate pavement	93
	Cape Tribulation Road, slope stabilisation	75
ETHERIDGE SHIRE	North Head Road, pave and seal	1,889
MAREEBA SHIRE	Euluma Creek Road, rehabilitate and widen	488
	Euluma Creek Road, widen and seal	230
	Rankin Street and Walsh Street, upgrade intersection	116
	Springmount Road, widen and seal, upgrade culverts	102
TABLELANDS REGIONAL	Brooks Road, widen and seal	578
DISTRICT - FAR NORTH	Far North Queensland Regional Roads and Transport Group, capability and development	148
TOTAL		5,980

Far North Queensland RRTG Aboriginal and Torres Strait Islander TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
WUJAL WUJAL ABORIGINAL SHIRE	Wujal Wujal Aboriginal Shire Council, transport related community works, pre-cyclone clean-up	29
TOTAL		29

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

FAR NORTH QUEENSLAND RRTG

Sherrin Esplanade

Cook Shire Council
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.



Sherrin Esplanade, Cook Shire Council - shared path construction

GLADSTONE RRTG

RRTG Member Councils

- Gladstone Regional Council
- TMR Fitzroy District

RRTG Chair

- Councillor Kahn Goodluck, Gladstone Regional Council

RRTG Deputy Chair

- Councillor Darryl Branthwaite, Gladstone Regional Council

RRTG Technical Committee Chair

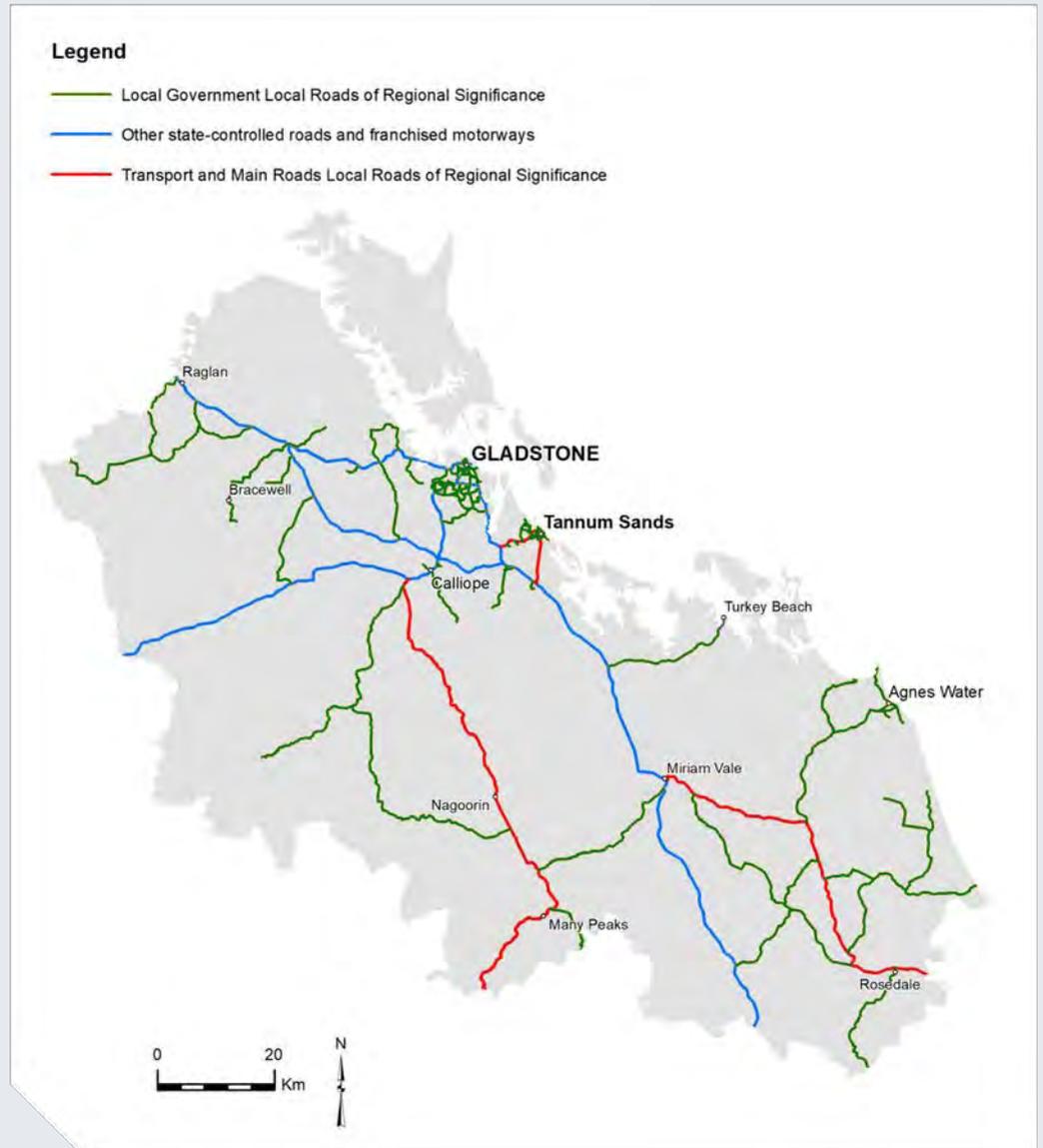
- Mark Francis, Gladstone Regional Council

RRTG Technical Committee Deputy Chair

- Frans Krause, Gladstone Regional Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management



3
PROJECTS

\$1,067
TIDS ALLOCATION
2022-23 (\$'000)

\$1,067 2022-23 TIDS
Expenditure
(\$'000)

Gladstone RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
GLADSTONE	Glenlyon Street, Bramston Street to Herbert Street, widen pavement	143
REGIONAL	Mount Alma Road, gravel re-sheet	405
	Toolooa Street (Gladstone Central), Derby Street to Agnes Street, rehabilitate pavement	520
TOTAL		1,067

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

GLADSTONE RRTG

Toolooa Street, Gladstone

Gladstone
Regional Council
Pavement renewal

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

Toolooa Street an urban 4-lane distributor and an important LRRS 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
- asphaltting and line marking.

The works were designed to reduce cumulative impacts to the community. Stage 1 was completed in early 2023 by GRC 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 challenges, opportunities and successes.

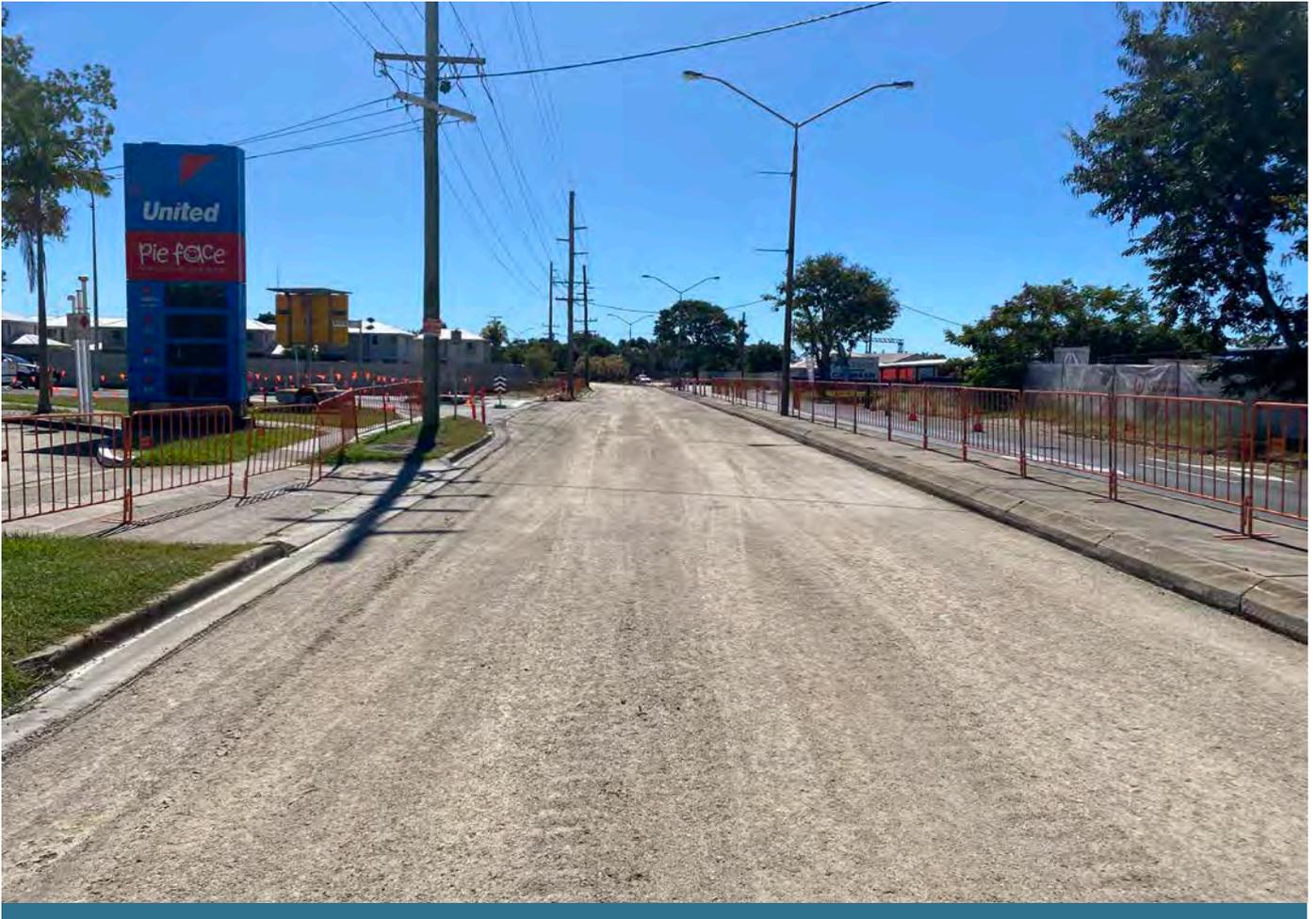
While some disruption to the community was unavoidable, the multi-year staging methodology and approach to traffic management significantly reduced noise and traffic impacts.

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

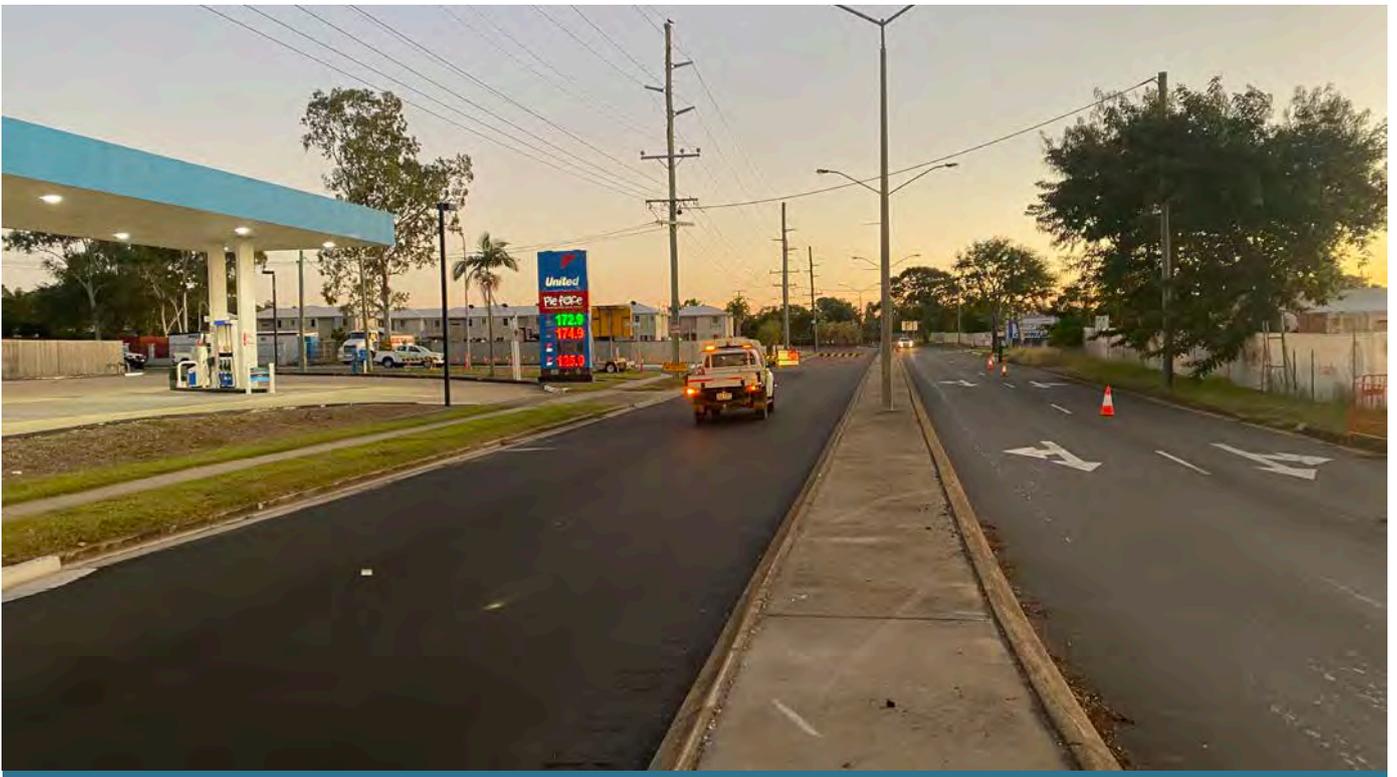
Northbound works were delivered simultaneously with adjacent sewer works, thereby reducing the overall impacts to the community. This effectively removed 3-4 months of noise and disruption from residents and businesses, who would otherwise have endured back-to-back projects in Toolooa Street.

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.



Toooloa Street, Gladstone Regional Council - during construction



Toooloa Street, Gladstone Regional Council – nearing completion

NORTH QUEENSLAND RRTG

RRTG Member Councils

- Burdekin Shire Council
- Charters Towers Regional Council
- Hinchinbrook Shire Council
- Palm Island Aboriginal Shire Council
- Townsville City Council
- TMR Northern District

RRTG Chair

- Councillor Kurt Rehbein, Townsville City Council

RRTG Deputy Chair

- Councillor Frank Beveridge, Mayor, Charters Towers Regional Council

RRTG Technical Committee Chair

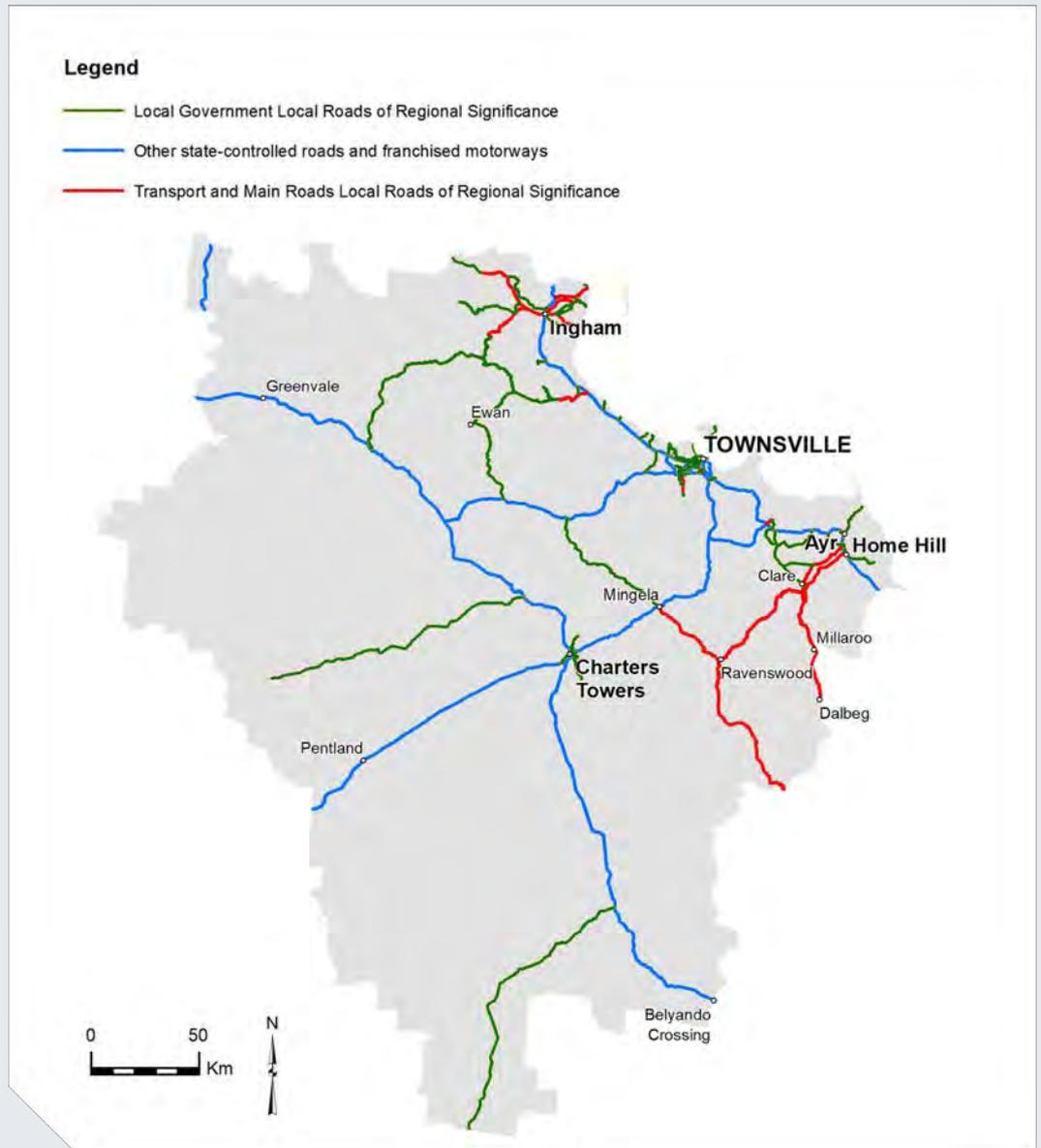
- James Stewart, Hinchinbrook Shire Council

RRTG Technical Committee Deputy Chair

- Kevin Byers, Burdekin Shire Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management



16
PROJECTS

\$3,292
TIDS ALLOCATION
2022-23 (\$'000)

\$3,292 2022-23 TIDS
Expenditure
(\$'000)

North Queensland RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
BURDEKIN SHIRE	Barratta Road (Upper Haughton), various locations, rehabilitate pavement	61
	Beach Road, Thompson Road to Trent Road (Ayr), rehabilitate pavement	49
	School Road, Clare township to Barratta Road (Clare), widen pavement and improve drainage	375
CHARTERS TOWERS REGIONAL	Dotswood Road (Fanning River) (Stage 1), construct to a sealed standard	469
	Mount Fox Road (Mount Fox), resheet unsealed road	338
HINCHINBROOK SHIRE	Bosworths Road (Ingham), reconstruct to a sealed standard	122
	Davidson Street (Ingham), repair and seal pavement	27
	Hawkins Creek Road (Ingham), reseal bitumen	65
	Menzies Street (Ingham), reconstruct and asphalt upgrade	1
	Mount Fox Road (Upper Stone), various locations, widen pavement	20
	Taylor's Beach Road (Taylor's Beach), asphalt overlay	61
	Tokalon Road (Ingham), reconstruct to a sealed standard	174
	Wallaman Falls Road (Ingham), various locations, widen and seal	16
TOWNSVILLE CITY	Allambie Lane (Rasmussen), Miles Avenue and Rasmussen State School, right turn safety improvements	1,105
	Ingham Road, Mather Street to Webb Drive (Garbutt), duplicate to four lanes	347
	North Queensland Regional Roads and Transport Group, capability and development	64
TOTAL		3,292

North Queensland RRTG Aboriginal and Torres Strait Islander TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
PALM ISLAND ABORIGINAL SHIRE	Esplanade and Beach Road (Palm Island), construct concrete pavement	189
	Esplanade car park (Palm Island), upgrade works	90
TOTAL		279

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

NORTH QUEENSLAND RRTG

Allambie Lane, Townsville

Townsville City Council
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 TIDS funding was invested over 2020–21 to 2022–23.



Allambie Lane, Townsville City Council - during construction



Allambie Lane, Townsville City Council - during construction



Allambie Lane, Townsville City Council - completed improvements

NORTH QUEENSLAND RRTG

Dotswood Road

Charters Towers
Regional Council
Sealed Surface

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

Dotswood Road is a strategic rural arterial LRRS. 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.



Dotswood Road, Charters Towers Regional Council - during construction



*Dotswood Road, Charters Towers Regional Council - during construction.
Pictured from left to right: Rowan Corney, Troy Russell, James Beattie, & Daniel Dunne*

NORTH WEST QUEENSLAND

RRTG 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 North West District

RRTG Chair

- Councillor John Wharton, Mayor, Richmond Shire Council

RRTG Deputy Chair

- Councillor Gregory Campbell, Mayor, Cloncurry Shire Council

RRTG Technical Committee Chair

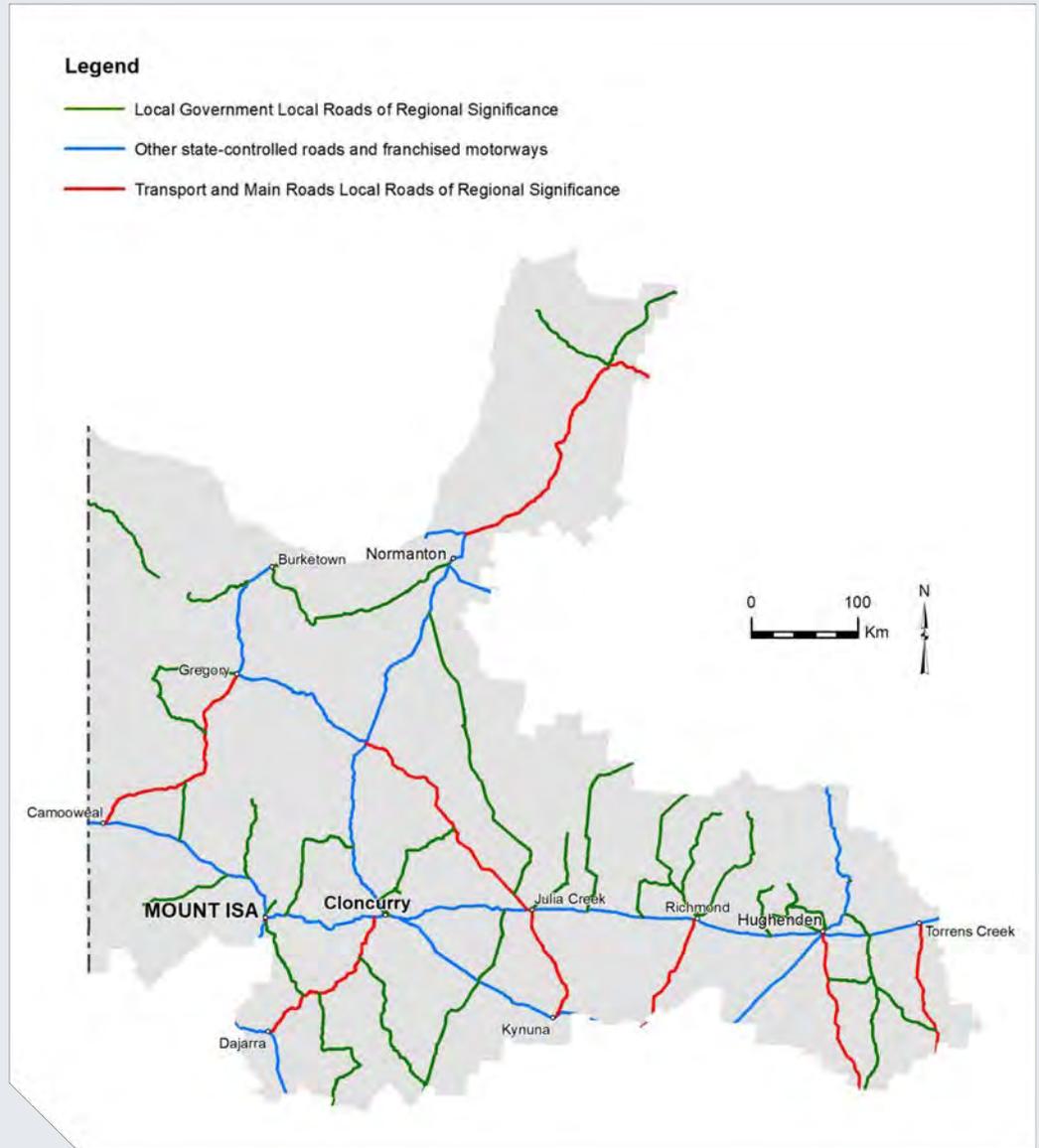
- Michael Wanrooy, Carpentaria Shire Council

RRTG Technical Committee Deputy Chair

- Hari Boppudi, Flinders Shire Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management



16
PROJECTS

\$5,042
TIDS ALLOCATION
2022-23 (\$'000)

\$5,035 2022-23 TIDS
Expenditure
(\$'000)

North West Queensland RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
BURKE SHIRE	Gregory Lawn Hill Road, Archie Creek, construct culvert	714
CARPENTARIA SHIRE	Burketown Road, Armstrong Creek, realignment and construct causeway	360
	Burketown Road, construct causeway	400
	Burketown Road, various sections, reseal	150
CLONCURRY SHIRE	Sedan Dip Road, widen and seal	733
FLINDERS SHIRE	Flinders Shire, various locations, install or replace floodways	291
	Hughenden - Muttaborra Road, construct to a sealed standard	395
	Old Richmond Road, form and seal	440
MCKINLAY SHIRE	Burke Street (Julia Creek), upgrade kerb and channel	100
	Byrimine Road, construct to a sealed standard	150
	Nelia Bunda Road, gravel resheet	130
MOUNT ISA CITY	Duchess Road, formation, drainage, resheet	198
	Riversleigh Road, construct to sealed standard	137
RICHMOND SHIRE	Crawford Street, various locations, rehabilitate and widen	450
	Croydon - Richmond Road, rehabilitate and widen	250
	North West Regional Roads and Transport Group, secretariat administration	137
TOTAL		5,035

North West Queensland RRTG Aboriginal and Torres Strait Islander TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
KOWANYAMA ABORIGINAL SHIRE	Kowanyama Aboriginal Shire Council, transport related community works	236
	Shelfo Road (Kowanyama), re-sheet unsealed road	130
TOTAL		366

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

NORTH WEST QUEENSLAND RRTG

Armstrong Creek Crossing, Normanton-Burketown Road Carpentaria Shire Council 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, NWQRRTG allocated TIDS 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.



Armstrong Creek, Carpentaria Shire Council – saturated unsuitable subgrade conditions



Armstrong Creek, Carpentaria Shire Council - flooded

NORTH WEST QUEENSLAND RRTG

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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.



Armstrong Creek, Carpentaria Shire Council - culverts during construction



Armstrong Creek, Carpentaria Shire Council – existing causeway



NORTHERN SEQ RRTG

RRTG Member Councils

- Moreton Bay Regional Council
- Noosa Shire Council
- Somerset Regional Council
- Sunshine Coast Council
- TMR North Coast District

RRTG Chair

- Councillor Sean Choat, Somerset Regional Council

RRTG Technical Committee Chair

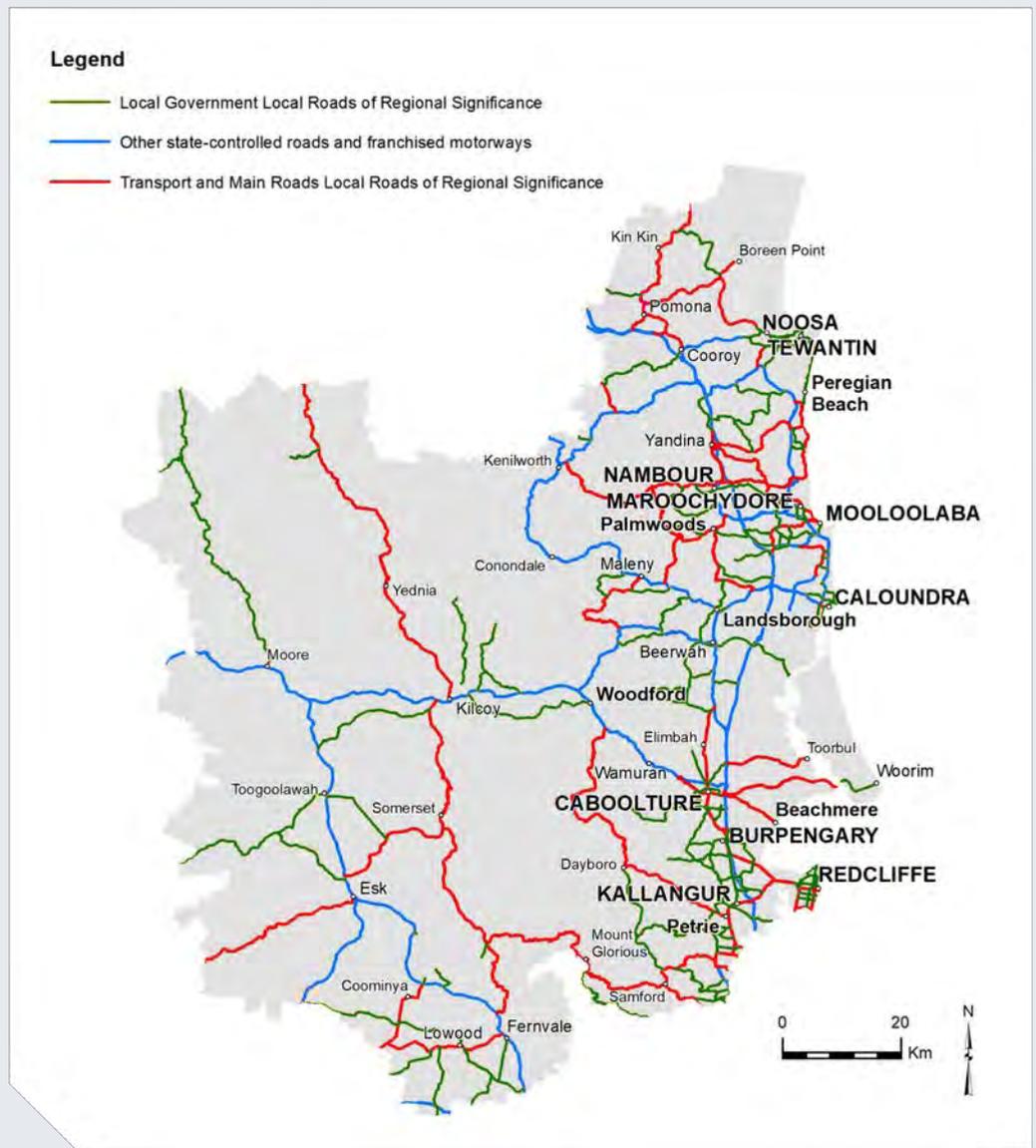
- Craig Young, Somerset Regional Council

Technical Coordinator

- Stephen Hegedus, Shepherd Services

Legend

- Local Government Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways
- Transport and Main Roads Local Roads of Regional Significance



22
PROJECTS

\$4,007
TIDS ALLOCATION
2022-23 (\$'000)

\$4,007 2022-23 TIDS
Expenditure
(\$'000)

Northern SEQ RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
MORETON BAY REGIONAL	Eastern Service Road (Burpengary), various locations, rehabilitate pavement	500
	Main Street (Samford), upgrade streetscape	500
	Mount Samson Road, Old Mount Samson Road to Marshall Lane (Closeburn), apply asphalt resurfacing	427
NOOSA SHIRE	Black Mountain Road, from Black Mountain Range Road intersection (Cooroy), resurfacing	38
	David Low Way (Peregian Beach), apply asphalt resurfacing	182
	Hilton Terrace, Hilton Esplanade to Eumundi - Noosa Road (Noosaville), resurfacing	89
	Memorial Avenue and Doonella Street roundabout (Tewantin), resurfacing	158
	Moorindil Street, Poinciana Avenue to Toolar Street, apply asphalt resurfacing	51
	Sunshine Beach Road, Noosa Drive to Cooyar Street, apply asphalt resurfacing	38
SOMERSET REGIONAL	Glamorgan Vale Road, Brisbane Valley Highway to Brown Bridge (Glamorgan Vale), rehabilitate and widen	441
	Lowood Minden Road and Jensens Swamp Road (Tarampa), upgrade intersection	142
	Royston Street to Mary Street, Kilcoy State School, improve pedestrian facilities	51
SUNSHINE COAST REGIONAL	Blackall Range Road, Parsons Knob Road to railway overpass, apply asphalt resurfacing	212
	Camp Flat Road and Whitecross Road intersection (Bli Bli), upgrade intersection	42
	Chevallum Road, Chevallum State School (Chevallum), widen pavement	206
	Glenview Road, Tolson Road to Old Gympie Road (Glenview), rehabilitate and widen existing sealed road	300
	Karawatha Drive, Hawthorn Court, apply asphalt resurfacing	137
	North Arm Yandina Creek Road, Yandina (Stage 2), upgrade to sealed standard	35
	North Arm Yandina Creek Road, Yandina (Stage 3), upgrade to sealed standard	15
	Sippy Downs Drive, Sippy Downs school precinct, construct pathways	162
	Talara school precinct, various roads (Currimundi), improve pedestrian infrastructure	238
DISTRICT - NORTH COAST	Northern SEQ Regional Roads and Transport Group, technical capability and development	44
TOTAL		4,007

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

NORTHERN SEQ RRTG

Glenview Road, Glenview

Sunshine Coast
Regional Council
Road widening and
safety improvements

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 RRTG 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, (NSEQ RRTG) Sunshine Coast Council Engineer was instrumental in obtaining TIDS funding through the RRTG's 2022–23 works program to complete this corridor upgrade.



Glenview Road, Sunshine Coast Regional Council - after construction

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.



OUTBACK RRTG

RRTG 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 Central West District

RRTG Chair

- Councillor Gavin Basket, Mayor, Winton Shire Council

RRTG Deputy Chair

- Councillor Rick Britton, Mayor, Boulia Shire Council

RRTG Technical Committee Chair

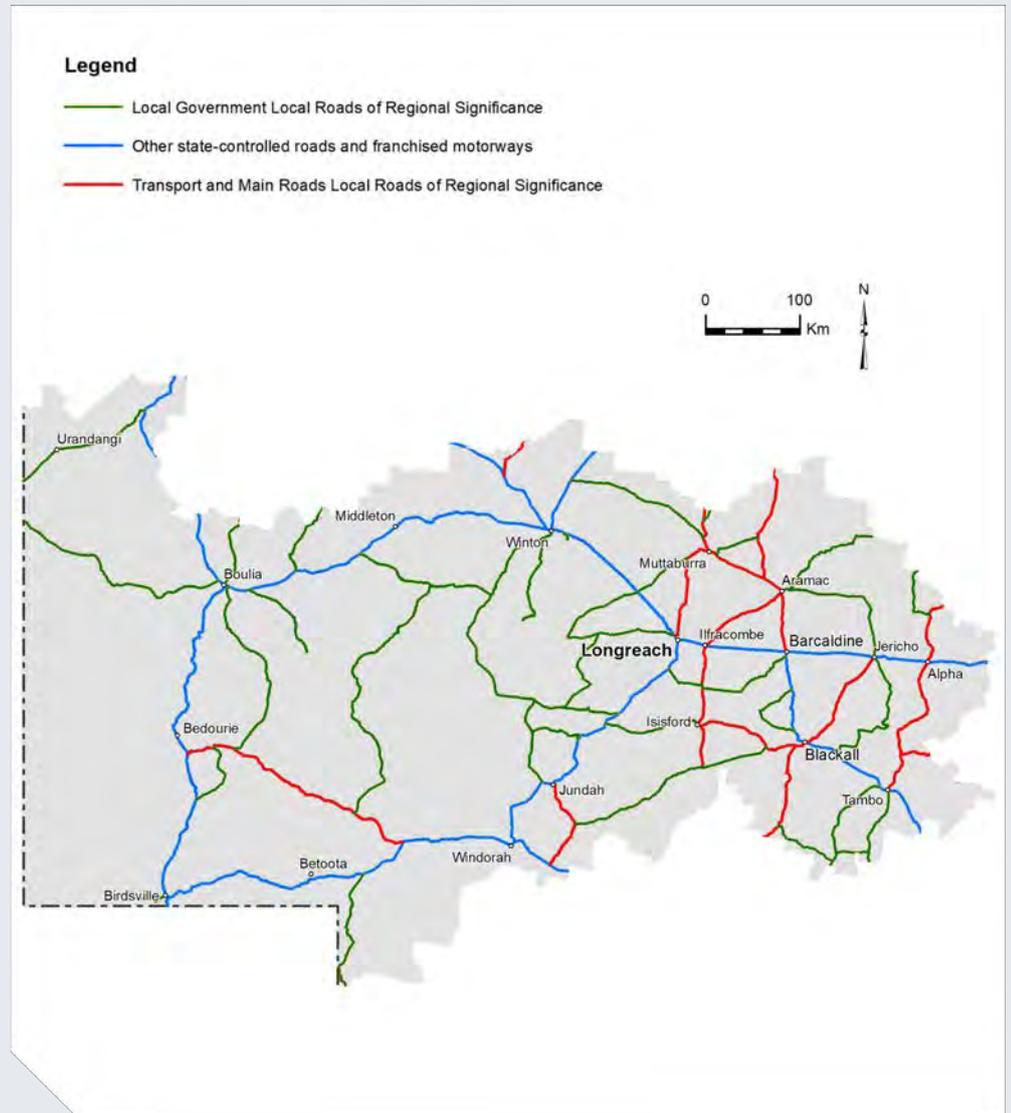
- Stuart Bourne, George Bourne & Associates Consulting Engineers

Technical Committee Deputy Chair

- Roger Naidoo, Longreach Regional Council

Technical Coordinator

- Jason Ricks, George Bourne & Associates Consulting Engineers



17
PROJECTS

\$6,119
TIDS ALLOCATION
2022-23 (\$'000)

\$5,873 2022-23 TIDS
Expenditure
(\$'000)

Outback RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
BARCALDINE REGIONAL	Barcaldine - Aramac Road, widen and seal	857
	Beech Street, Acacia Street to Boree Street, seal widening including kerb and channel	200
BARCOO SHIRE	Barcoo Shire, planning and design on the state network	36
	Diamantina Developmental Road (Windorah - Bedourie), pave and seal	66
	Windorah Airport, runway repairs	150
BLACKALL TAMBO REGIONAL	Blackall - Jericho Road, widen and rehabilitate	1,272
BOULIA SHIRE	Various roads, reseal bitumen	150
DIAMANTINA SHIRE	Birdsville Simpson Desert National Park Road (Big Red Road), pave and seal	651
LONGREACH REGIONAL	Cramsie - Muttaborra Road (Section 4), pave and seal	508
	Ilfracombe township, upgrade drainage	34
	Longreach - Silsoe Road, bitumen reseal	100
	Longreach - Tocal Road, upgrade concrete floodway	50
	Morella - Silsoe Road, bitumen reseal	50
WINTON SHIRE	Opalton Road, improve safety	150
	Richmond - Winton Road, pave and seal	1,400
	Vindex Street, Winton recreation grounds, install footpath	50
	Winton township, various roads, rehabilitate pavement	150
TOTAL		5,873

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

OUTBACK RRTG

Aramac-Barcaldine Road Barcaldine Regional Council 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 TIDS 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.



Inset: Aramac-Barcaldine Road, Barcaldine Regional Council – project location map, all stages

Aramac-Barcaldine Road, Barcaldine Regional Council - aerial view during construction



OUTBACK RRTG

Big Red Road, Birdsville

Diamantina
Shire Council
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 RRTG for TIDS 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.

Big Red Road, Diamantina Shire Council – aerial view of completed works





ROCKHAMPTON RRTG

RRTG Member Councils

- Livingstone Shire Council
- Rockhampton Regional Council
- TMR Fitzroy District

RRTG Chair

- Councillor Andy Ireland, Mayor, Livingstone Shire Council

RRTG Deputy Chair

- Councillor Tony Williams, Rockhampton Regional Council

RRTG Technical Committee Chair

- Michael Kriedemann, Livingstone Shire Council

RRTG Technical Committee Deputy Chair

- Martin Crow, Rockhampton Regional Council

Technical Coordinator

- Pat Moore, Hartecs

Legend

- Local Government Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways
- Transport and Main Roads Local Roads of Regional Significance



2
PROJECTS

\$1,580
TIDS ALLOCATION
2022-23 (\$'000)

\$1,580 2022-23 TIDS
Expenditure
(\$'000)

Rockhampton RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
ROCKHAMPTON REGIONAL	Farm Street and Alexandra Street, upgrade intersection	1,541
	Rockhampton Regional Roads and Transport Group, technical co-ordination	40
TOTAL		1,580

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

ROCKHAMPTON RRTG

Farm Street/ Alexandra Street, North Parkhurst

Rockhampton
Regional Council
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 to 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 TIDS 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.



Farm Street/Alexandra Street, Rockhampton Regional Council – during construction



Farm Street/Alexandra Street, Rockhampton Regional Council – completed works



Farm Street/Alexandra Street, Rockhampton Regional Council – completed works

SCENIC VALLEYS RRTG

RRTG Member Councils

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

RRTG Chair

- Councillor Virginia West, Scenic Rim Regional Council

RRTG Deputy Chair

- Councillor Janice Holstein, Lockyer Valley Regional Council

RRTG Technical Committee Chair

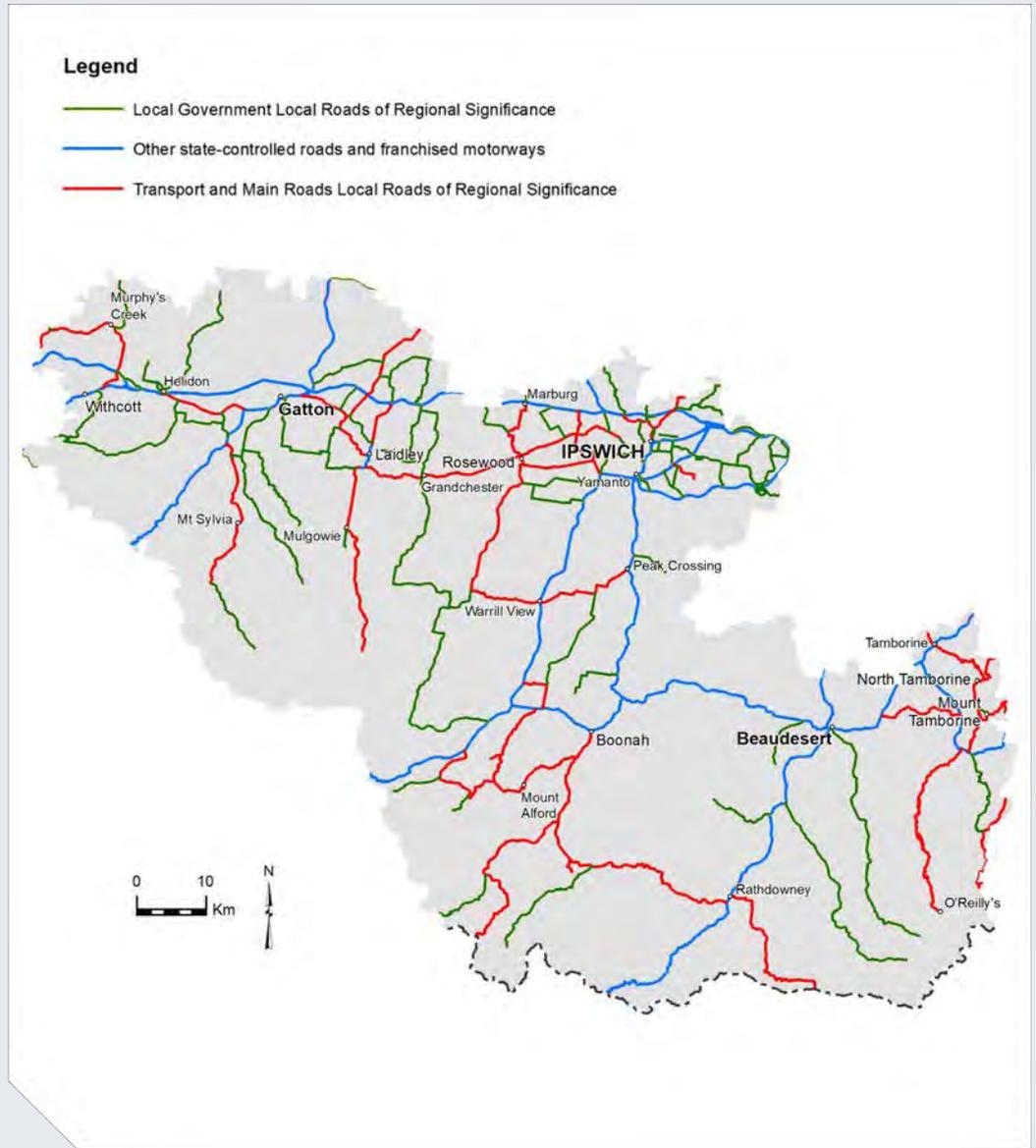
- Chris Gray, Scenic Rim Regional Council

RRTG Technical Committee Deputy Chair

- Wesley Davis, Lockyer Valley Regional Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management



6

PROJECTS

\$2,286

TIDS ALLOCATION
2022-23 (\$'000)

\$2,237

2022-23 TIDS
Expenditure
(\$'000)

Scenic Valleys RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
IPSWICH CITY	Springfield Greenbank Arterial, Eden Station Drive to Sinnathamby Boulevard (Ipswich), duplicate to four lanes	196
LOCKYER VALLEY REGIONAL	Gehrke Road (Regency Downs), widen pavement and improve safety	242
	Grantham Scrub Road (Grantham), rehabilitate and widen	925
	Safe Schools Project, various locations, improve parking and footpaths	76
SCENIC RIM REGIONAL	Kerry Road, Duck Creek bridge, reconstruct pavement	744
	Scenic Valleys Regional Roads and Transport Group, capability development	54
TOTAL		2,237

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

SCENIC VALLEYS RRTG

Springfield Greenbank Arterial (SGA) and Springfield Parkway Ipswich City Council Road 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 (CH 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.

Below: Springfield Greenbank Arterial, Ipswich City Council – diagram of project



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 (CH 550 – 2250)

Stage 2 design has been completed and early works and service relocations are proposed for 2022–2023, with a major road construction to follow.

Stage 3 – Springfield Greenbank Arterial to Centenary Hwy (CH 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.



Springfield Greenbank Arterial, Ipswich City Council – offramp earthworks





Springfield Greenbank Arterial, Ipswich City Council – traffic control

SCENIC VALLEYS RRTG

Safe Schools Infrastructure

Lockyer Valley Regional Council

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 RRTG has included this in their annual TIDS 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 TIDS funding was provided in 2022–23 for Council's Safe Schools Infrastructure initiative.



Lake Clarendon State School, Lockyer Valley Regional Council - before construction



Lake Clarendon State School, Lockyer Valley Regional Council - after construction

SCENIC VALLEYS RRTG

Kerry Road, Beaudesert Road

Scenic Rim Regional
Council
Major upgrades

Submitted by Vasu Pardeshi, Manager Capital Works & Asset Management, Scenic Rim Regional Council.

Kerry Road is about 36km in length and is a council-controlled LRRS.

The road commences in Beaudesert and extending to the localities of Darlington and Southern Lamington area near Council's southern boundary.

It is an important north-south connection from Beaudesert to many residential properties, farms, schools, and tourist areas.

Scenic Rim Regional Council completed major upgrades to Kerry Road to enhance safety, productivity, immunity, and resilience through the RRTG's TIDS works program in 2021–22 and 2022–23.

Council prioritised the road sections:

- north and south of Spring Creek Bridge (approximate 12km south of Beaudesert).
- north and south of Duck Creek Bridge (approximately 19km south of Beaudesert).

The Spring Creek Bridge section was completed in 2021–22 while the Duck Creek Bridge section was completed in 2022–23.

Previously it was a narrow single lane seal section with poor vertical and horizontal geometry, limited sight distance, and poor cross drainage capacity resulting in access outages frequently during annual rain events.

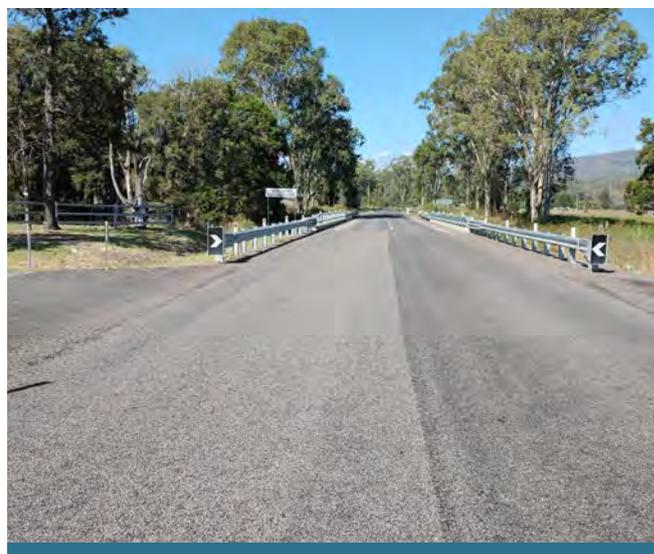
The project was undertaken by council day labour and the scope of the works included:

- realignment of the road to improve sight distance and approach geometry to the new bridges, including minor land acquisitions
- pavement reconstruction and improvement, including major subgrade replacement works
- increased the pavement width to 7.0m
- major cross drainage replacements and upgrades
- bitumen surfacing
- line marking and safety advisory signage throughout the section.

Approximately \$1.45million TIDS funding has been spent on Kerry Road over 2021–22 and 2022–23.



Kerry Road, Scenic Rim Regional Council – before construction (south)



Kerry Road, Scenic Rim Regional Council – completed works (south)

SCENIC VALLEYS RRTG

Gehrke Road, Plainland

Lockyer Valley
Regional Council
Upgrade

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

Gehrke Road is a critical link in the rapidly developing locality of Plainland, Lockyer Valley.

The road connects the expanding residential, commercial, and rural developments to the Warrego Highway.

The link is subject to increasing traffic volumes, with traffic counts and pavement investigations indicating that Gehrke Road needed intervention.

The project intent was to improve the safety and efficiency of this link and support the growth in the region.

The works undertaken included:

- culvert extensions
- subgrade replacement
- pavement widening
- strengthening
- line marking.

The project was successfully delivered by Lockyer Valley Regional Council day labour.

During construction the team encountered some challenging conditions. Traffic volumes, local schools and a district shopping centre necessitated some night works, complicated temporary traffic management and early and effective stakeholder engagement.

Construction commenced in June 2022 and was essentially completed in October 2022. Approximately \$283,000 TIDS funding has been spent on the project in 2021–22 and 2022–23.



Gehrke Road, Lockyer Valley Regional Council – completed works

SOUTH WEST RRTG

RRTG Member Councils

- Balonne Shire Council
- Bulloo Shire Council
- Maranoa Regional Council
- Murweh Shire Council
- Paroo Shire Council
- Quilpie Shire Council
- TMR South West District

RRTG Chair

- Councillor Suzette Beresford, Mayor, Paroo Shire Council

RRTG Deputy Chair

- Councillor Shaun Radnedge, Mayor, Murweh Shire Council

RRTG Technical Committee Chair

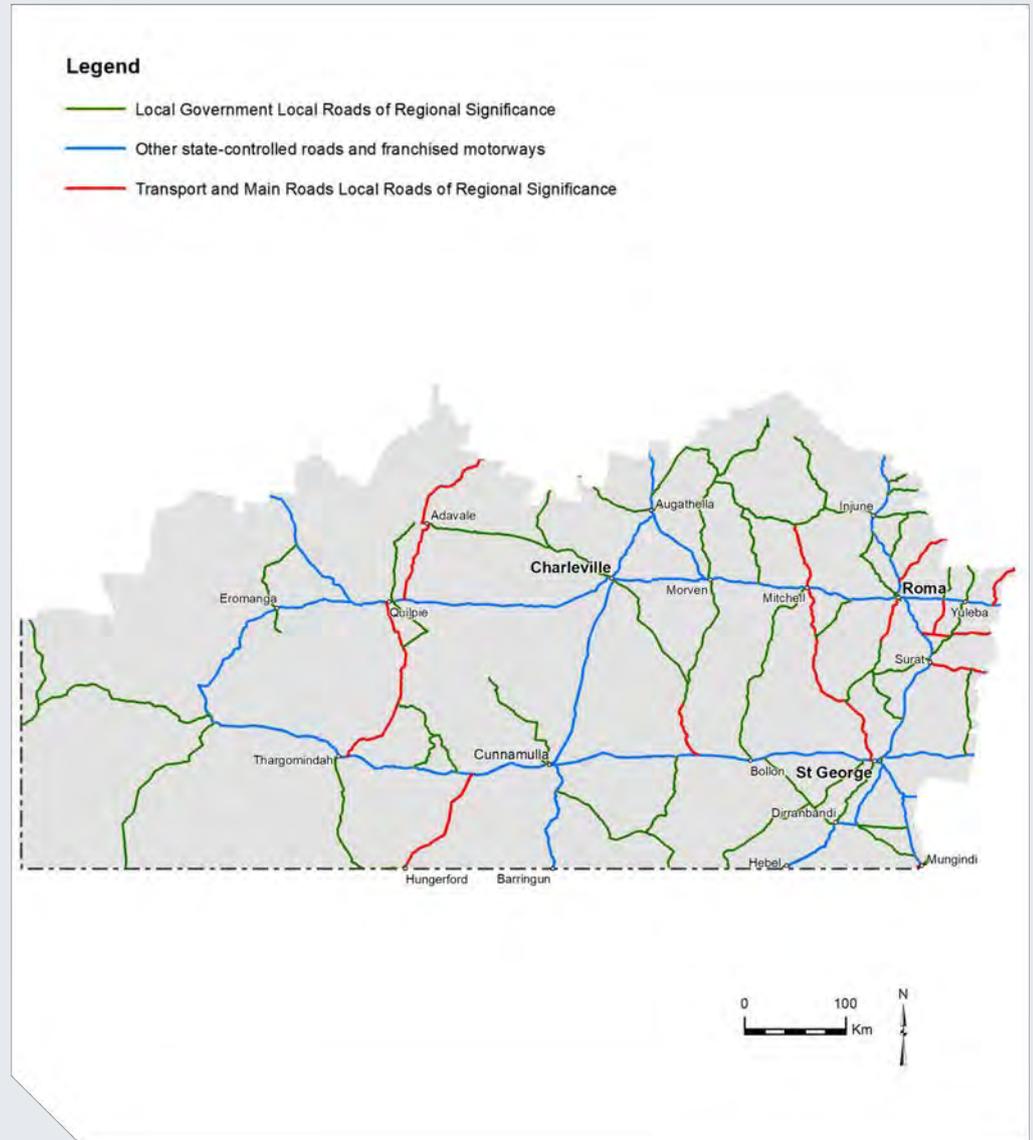
- Cameron Hoffman, Maranoa Regional Council

RRTG Technical Committee Deputy Chair

- Peter See, Quilpie Shire Council

Technical Coordinator

- Stephen Hegedus, Shepherd Services



15
PROJECTS

\$7,082
TIDS ALLOCATION
2022-23 (\$'000)

\$7,082 2022-23 TIDS
Expenditure
(\$'000)

South West RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
BALONNE SHIRE	Bollon - Dirranbandi Road, bitumen resealing	151
	Jakelwar - Goodooga Road, gravel re-sheet and improve drainage sections	478
	Noondoo - Mungindi Road, gravel re-sheet	196
	Noondoo - Thallon Road, bitumen resealing	92
	Wyenbah Road, upgrade to sealed standard	132
BULLOO SHIRE	Quilpie - Thargomindah Road (Thargomindah), various locations, construct to sealed standard	1,048
MARANOA REGIONAL	Begonia Road, gravel resheeting	700
	Mt Moffatt Road, formation and gravel re-sheeting	650
	Redford Road, pavement widening and gravel re-sheet	356
	South West Regional Roads and Transport Group, capability and technical support	139
MURWEH SHIRE	Langlo Mt Morris Road, re-sheet gravel	278
	Langlo Mt Morris Road, widen and seal	770
PAROO SHIRE	Eulo - Toompine Road, widen and seal sections	693
	Jobs Gate Road, construct to sealed standard	355
QUILPIE SHIRE	Quilpie - Adavale Road, various locations, upgrade seal and floodways	1,048
TOTAL		7,082

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

SOUTH WEST RRTG

Mt Moffat Road, Maranoa

Maranoa
Regional Council

Formation
and re-sheet

Submitted by Maranoa Regional Council. Images by Cameron Hoffmann.

Mt Moffat 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 Moffat 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 Moffat 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 TIDS funding under the SWRRTG – has embarked on a strategy to progressively improve and upgrade the Mt Moffat 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 TIDS contribution.



Mount Moffat Road, Maranoa Regional Council – completed works



Mount Moffat Road, Maranoa Regional Council – machinery during construction

SOUTH WEST RRTG

Eulo-Toompine Road

Paroo Shire Council
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 TIDS program as we would struggle to deliver this kind of project with our own source income.



Eulo-Toompine Road, Paroo Shire Council – grader during construction

SOUTH WEST RRTG

Adavale Road, Adavale

Quilpie Shire Council
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 TIDS 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.



Quilpie Adavale Road, Quilpie Shire Council – during construction

**Quilpie -
Thargomindah Road**
Bulloo Shire Council
New formation
and seal

Submitted by Bulloo Shire Council.

Thanks to the TIDS contribution of \$1,047,500, Bulloo Shire Council has completed another 4.4km of new 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 TIDS program as it ensures important projects that improve the safety of regional roads can be achieved.



Quilpie Thargomindah Road, Bulloo Shire Council – during construction

SOUTH WEST RRTG

Joint Purchasing and Resource Sharing: Heart 5 travels to Southwest Queensland

Submitted by South West RRTG. Images by: Dr Andrew Baillie, Heart of Australia.

Under a Joint Purchasing and Resource Sharing (JP&RS) initiative, the South West Regional Road and Transport Group (SWRRTG) 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 SWRRTG 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.



Heart of Australia’s mobile clinic - 26m custom built B-double road train

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 SWRRTG 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 SWRRTG councils to provide respiratory screening for their silica-exposed workers,” he said.

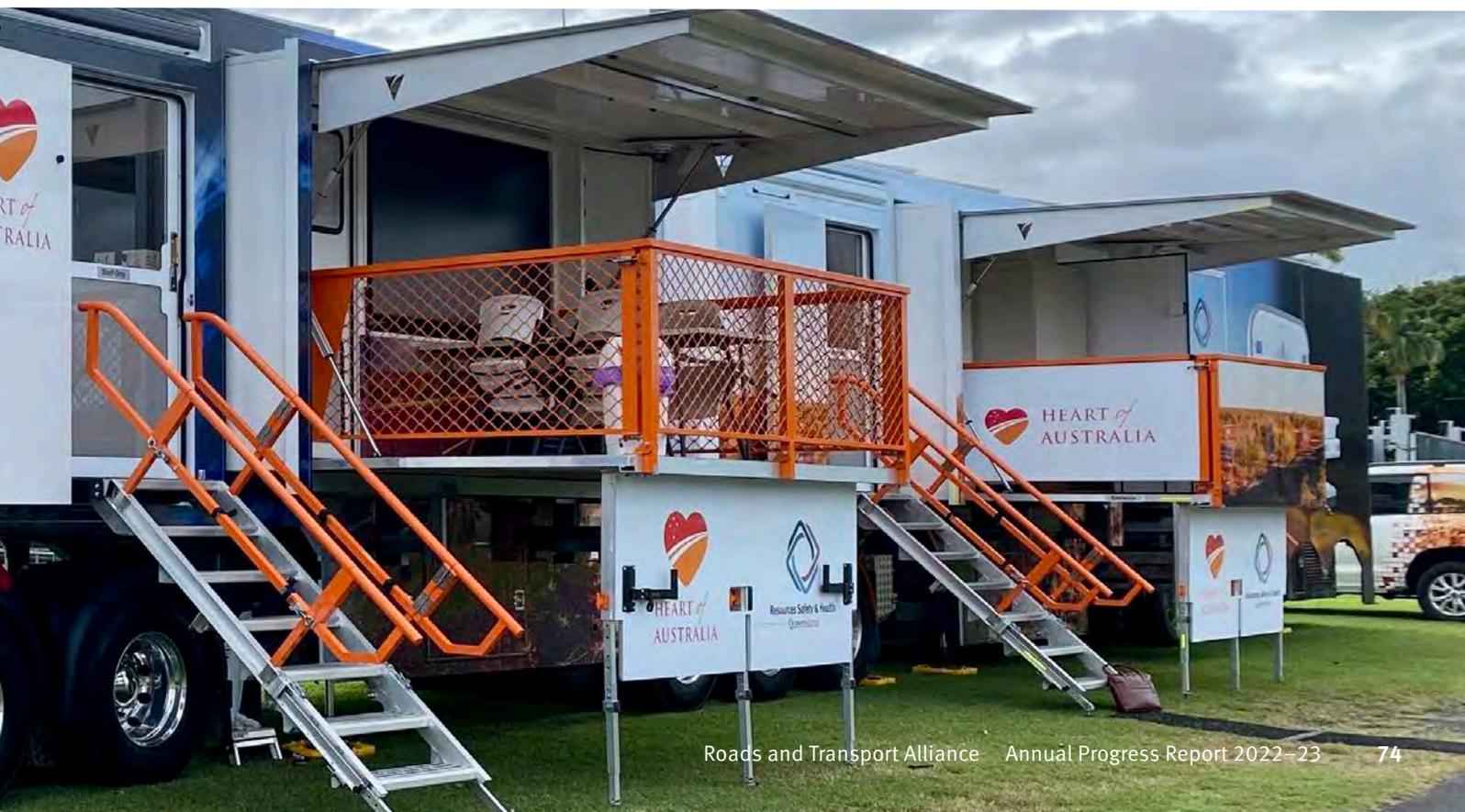
“Workplaces operating in rural and remote Queensland often have limited options when it comes to radiology and other occupational health screening services.

“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 RRTG model.

Heart of Australia can assist any RRTG or member council with information about respiratory health surveillance.



SOUTHERN RRTG

RRTG Member Councils

- Gold Coast City Council
- Logan City Council
- Redland City Council
- TMR South Coast District and Metropolitan Districts

RRTG Chair

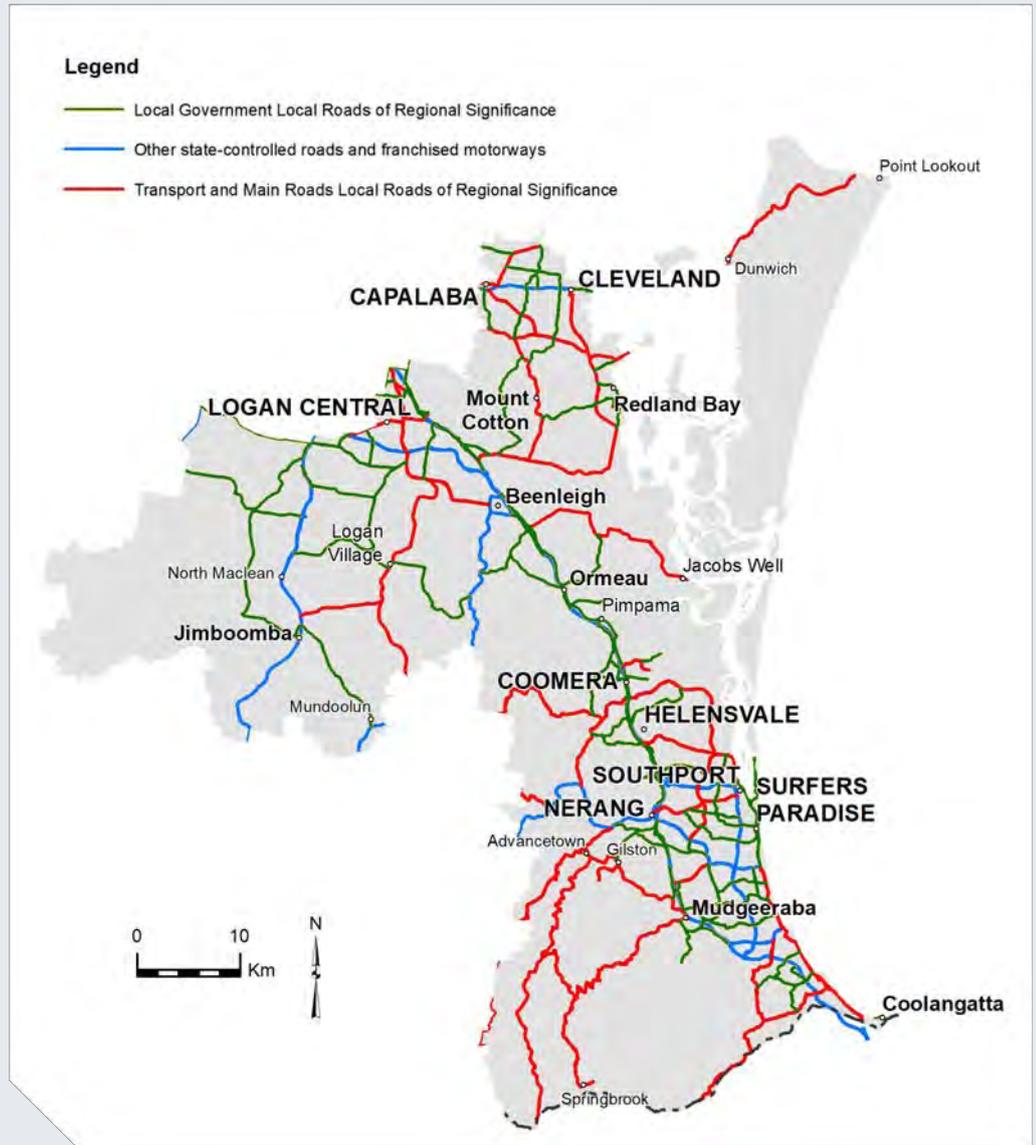
- Councillor Pauline Young, City of Gold Coast

RRTG Technical Committee Chair

- Nick Prasser, City of Gold Coast

RRTG Technical Committee Deputy Chair

- Mitchell Bichel, Logan City Council



6
PROJECTS

\$2,925
TIDS ALLOCATION
2022-23 (\$'000)

\$2,925 2022-23 TIDS
Expenditure
(\$'000)

Southern RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
GOLD COAST CITY	Gilston Road, Gilston Hall to Melody Park Retirement Retreat, construct shared path	951
LOGAN CITY	Gunungai Drive, Kingston Road to M1 Veloway, construct off-road cycleway	1,024
REDLAND CITY	Russell Island Ferry Terminal (Russell Island), accessibility and upgrade car park	651
	Valley Way, Bohemia Court to Seeana Drive (Mount Cotton), asphalt resurfacing	100
	Valley Way, Hardwood Drive to Seeana Drive (Mount Cotton), asphalt resurfacing	100
	Valley Way, Seeana Drive to Village Drive (Mount Cotton), asphalt resurfacing	100
TOTAL		2,925

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

SOUTHERN RRTG

Gunungai Drive, Slacks Creek

Logan City Council
Shared path
and bridge

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.

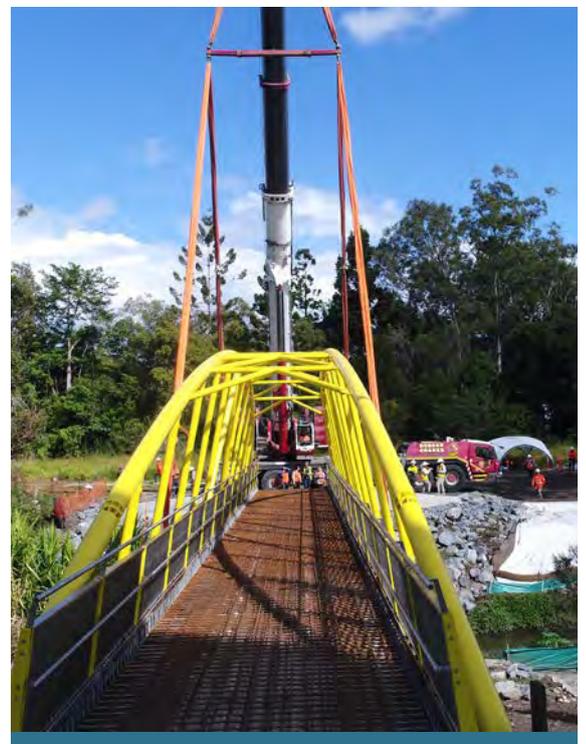
The off-road route will:

- 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.



Slacks Creek Bridge, Logan City Council



Slacks Creek Bridge, Logan City Council – aerial view during construction

SOUTHERN BORDER RRTG

RRTG Member Councils

- Goondiwindi Regional Council
- Southern Downs Regional Council
- TMR Darling Downs District

RRTG Chair

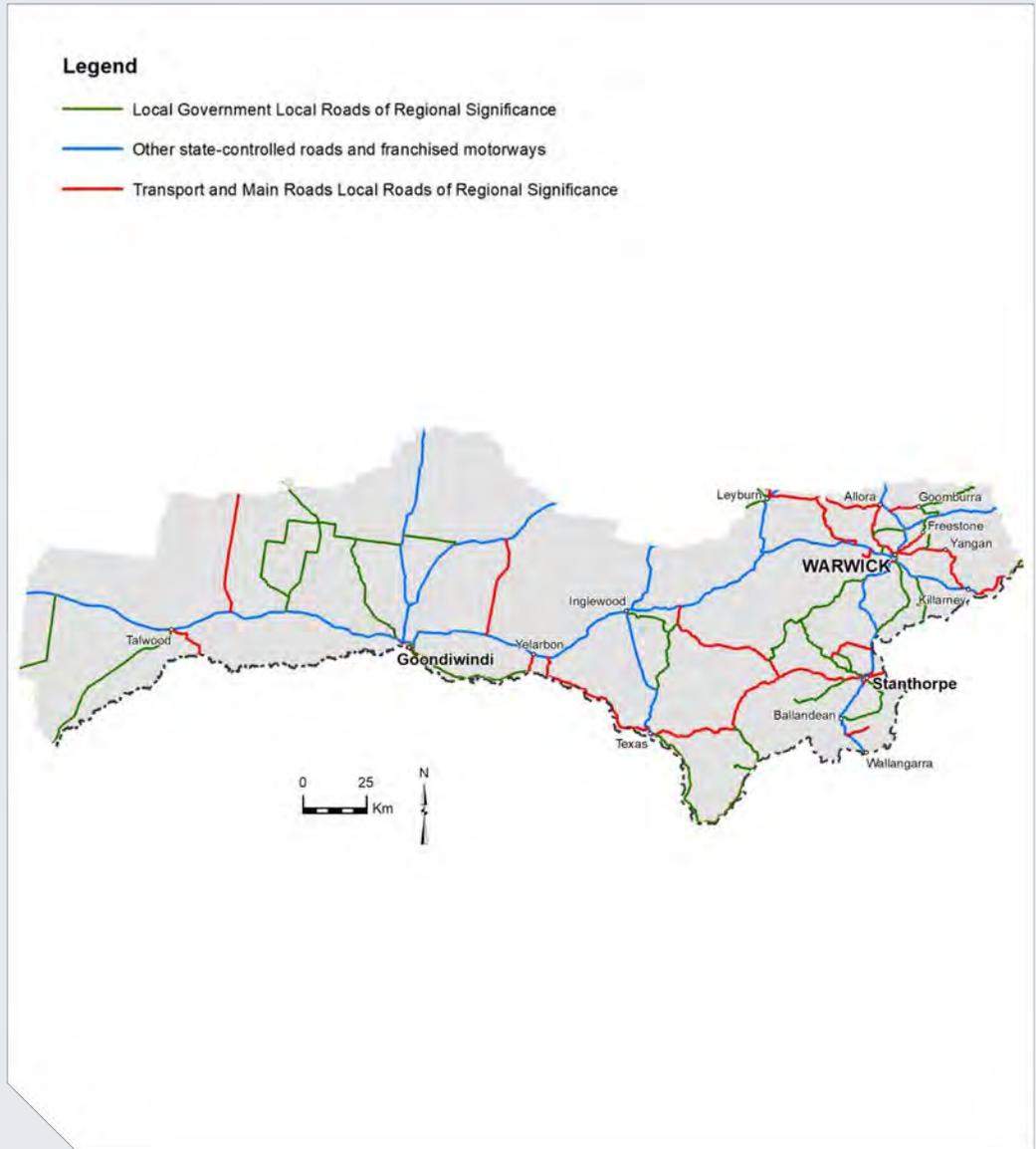
- Councillor Andrew Gale, Southern Downs Regional Council

RRTG Technical Committee Chair

- Gary Murphy, Southern Downs Regional Council

RRTG Technical Committee Deputy Chair

- Dion Jones, Goondiwindi Regional Council



13
PROJECTS

\$2,260
TIDS ALLOCATION
2022-23 (\$'000)

\$2,260 2022-23 TIDS
Expenditure
(\$'000)

Southern Border RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
GOONDIWINDI REGIONAL	Daymar - Weengallon Road (Weengallon), construct to sealed standard	180
	Goodar Road (north of Goondiwindi), construct to sealed standard	382
	Goondiwindi Connection Road (Marshall Street), upgrade kerb and channel and landscaping design	18
	Various roads (Goondiwindi) (Stage 1), reseal bitumen	200
	Various roads (Goondiwindi), intersection safety works	35
	Yagaburne - Boondandilla Road (Yarril Creek), rehabilitate floodway	40
	Yelarbon - Keetah Road (Stage 3), widen pavement to road train standard	245
SOUTHERN DOWNS REGIONAL	Condamine River Road, upgrade concrete floodways	216
	Goomburra Road (Goomburra), rehabilitate and widen	614
	Inverramsay Road (Goomburra), upgrade and widening pavement	30
	Old Stanthorpe Road (Warwick), widen pavement	44
	Various roads, reseal bitumen	92
	Various roads, rehabilitate pavement	166
TOTAL		2,260

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

SOUTHERN BORDER RRTG

Goomburra Road, Goomburra

Southern Downs
Regional Council
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.

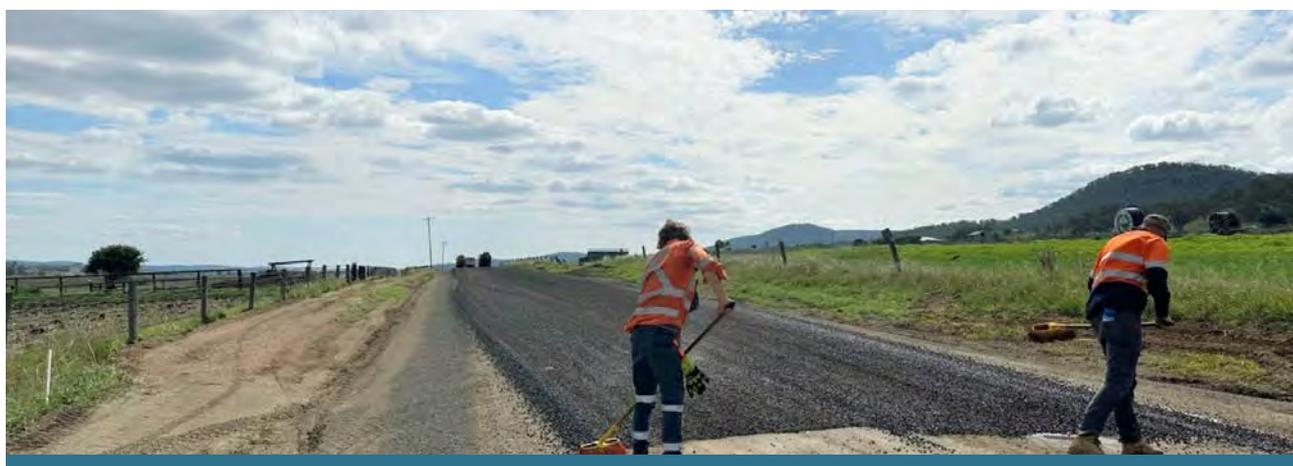
The first task in rehabilitating this road was to construct stormwater drainage facilities. This was not without its challenges, with frequent heavy rainfall occurred required construction to be paused until conditions were once again favourable.

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.



Goomburra Road, Southern Downs Regional Council – seal during construction



Goomburra Road, Southern Downs Regional Council – seal during construction

WESTERN DOWNS RRTG

RRTG Member Councils

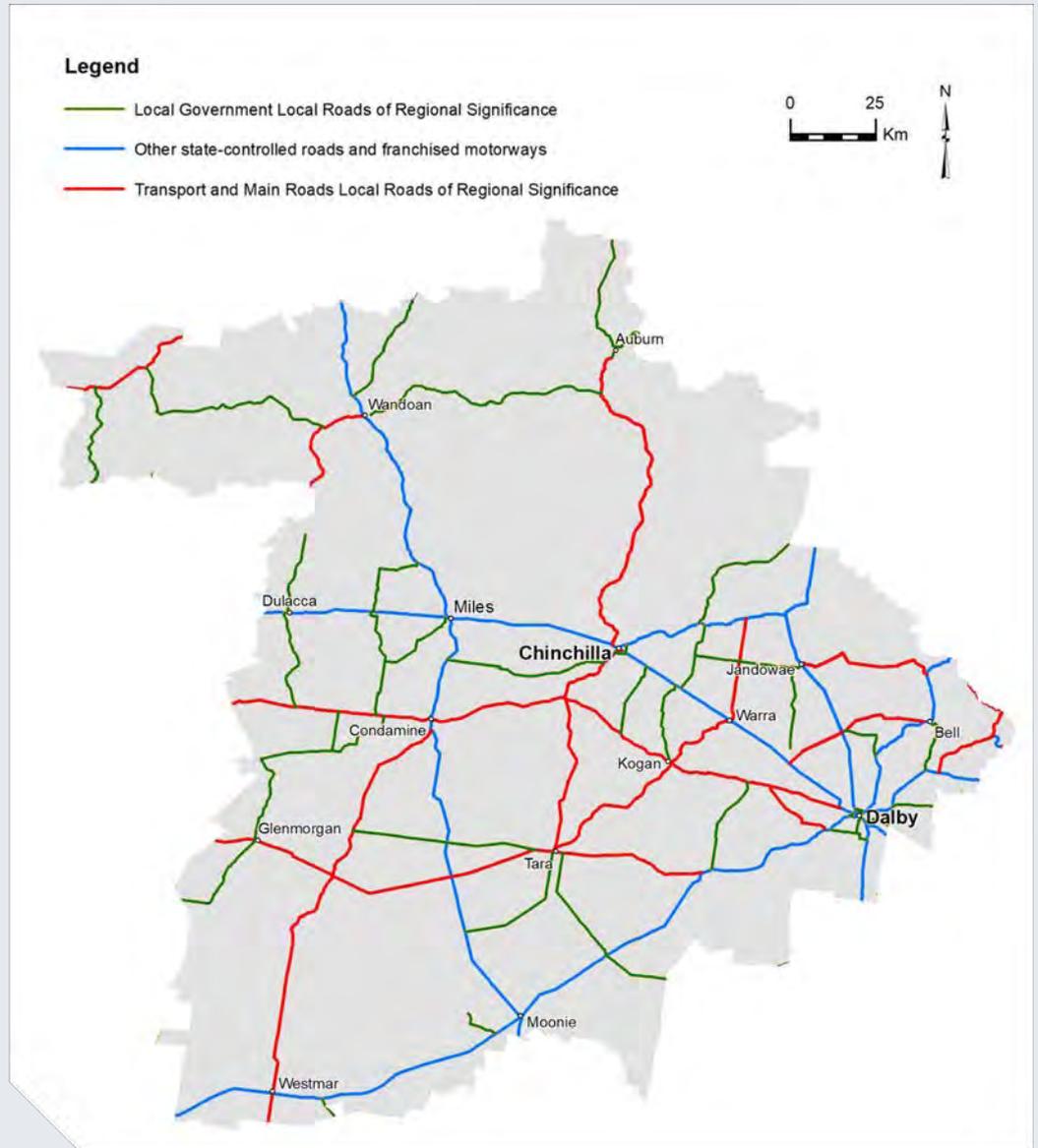
- Western Downs Regional Council
- TMR Darling Downs District

RRTG Chair

- Councillor George Moore, Western Downs Regional Council

RRTG Technical Committee Chair

- Brianna Barnett, Western Downs Regional Council



7
PROJECTS

\$2,681
TIDS ALLOCATION
2022-23 (\$'000)

\$2,681 2022-23 TIDS
Expenditure
(\$'000)

Western Downs RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
WESTERN DOWNS REGIONAL	Arubial Road (Condamine), widen, rehabilitate and seal pavement	325
	Bullock Head Road (Tara), upgrade to sealed standard	900
	Chinchilla - Tara Road and Upper Humbug Road (Tara), improve intersection	130
	Clifford Road (Clifford), re-sheeting unsealed road	190
	Macalister - Bell Road (Macalister), rehabilitate pavement, overlay and seal	821
	Roche Creek Road (Wandoan), widen, rehabilitate and seal pavement	300
	Warra - Canaga Creek Road (Warra), various locations, suppression of bitumen dust	15
TOTAL		2,681

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

WESTERN DOWNS RRTG

Macalister Bell Road, Macalister

Western Downs Regional Council
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 RRTG programmed a significant portion of TIDS 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.

Pictured right: Macalister Bell Road, Western Downs Regional Council – completed



Inset: Macdlister Bell Road, Western Downs Regional Council – before construction

WESTERN DOWNS RRTG

Bullock Head Road, Tara

Western Downs Regional Council
Road 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 LRRS. Bullock Head Road connects with the Cambridge Crossing Road LRRS 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.



Bullock Head Road, Western Downs Regional Council – floodway before construction

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 RRTG through TIDS 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.



Bullock Head Road, Western Downs Regional Council – completed

WHITSUNDAY RRTG

RRTG Member Councils

- Mackay Regional Council
- Whitsunday Regional Council
- TMR Mackay/Whitsunday District

RRTG Chair

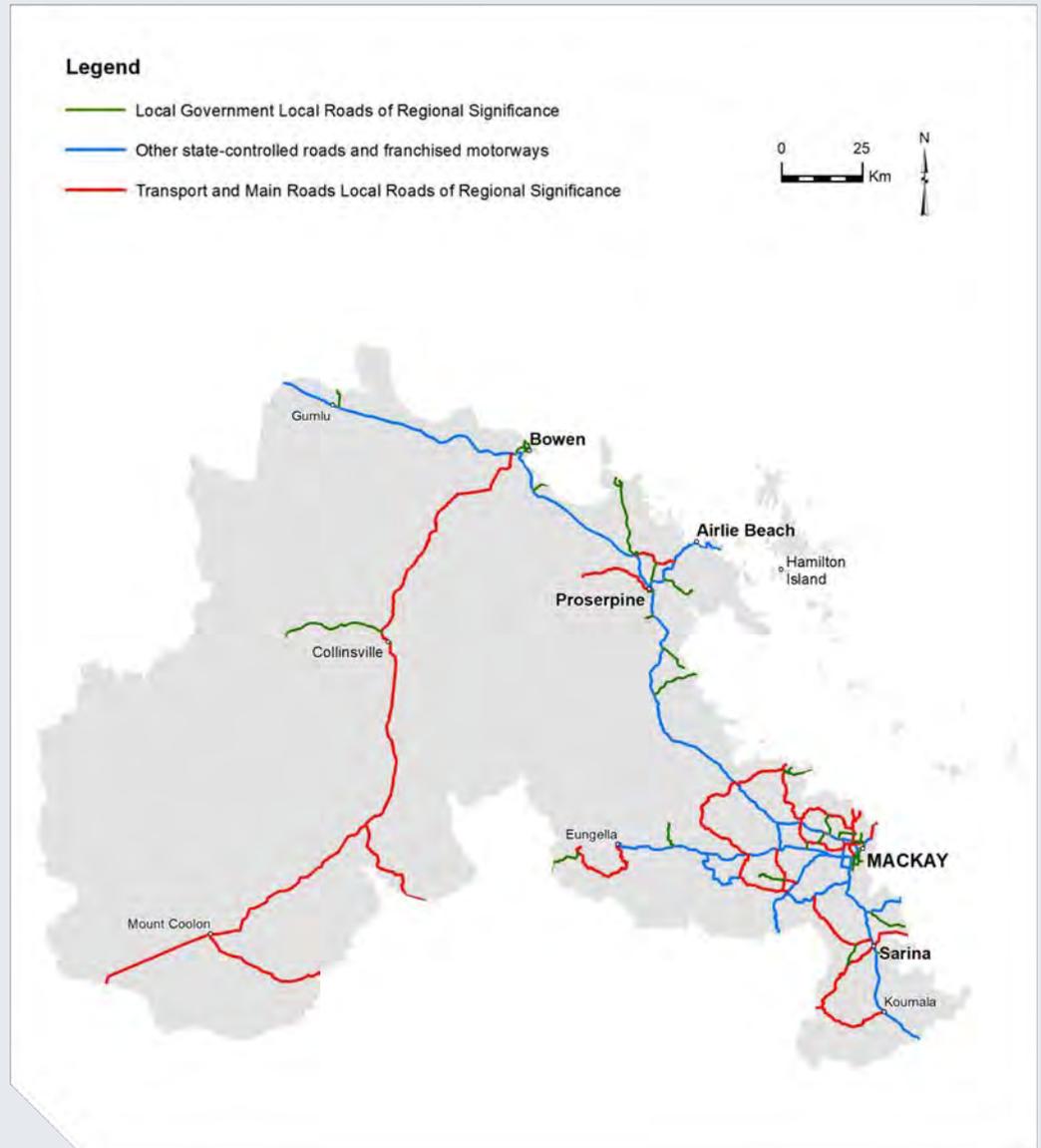
- Councillor Julie Hall, Mayor, Whitsunday Regional Council

RRTG Technical Committee Chair

- Jason Devitt, Mackay Regional Council

RRTG Technical Coordinator

- Graeme Hawes, Mackay Regional Council



9

PROJECTS

\$1,832

TIDS ALLOCATION
2022-23 (\$'000)

\$1,832 2022-23 TIDS
Expenditure
(\$'000)

Whitsunday RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
MACKAY REGIONAL	Glenella Road, Hill End Road and Sweeney Court roundabout, construct shared path	179
	Gorge Road, Boulder Road to the last causeway, construct concrete pavement	350
	Heaths Road, Windmill Crossing to Reflection Street, construct shared path	200
	Malcomson Street and Norris Road, realign intersection	77
	Webberley Street, Nebo Road to Paradise Street, construct shared path	67
	Whitsunday Regional Roads and Transport Group, program development	19
WHITSUNDAY REGIONAL	Forestry Road, upgrade carpark	438
	Richmond Road (Bowen), near Mt Nutt Road intersection, reconstruct floodway	488
	Scottville Road (Collinsville), reconstruct and realign	15
TOTAL		1,832

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.

WHITSUNDAY RRTG

Gorge Road, Finch Hatton Mackay Regional Council 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.

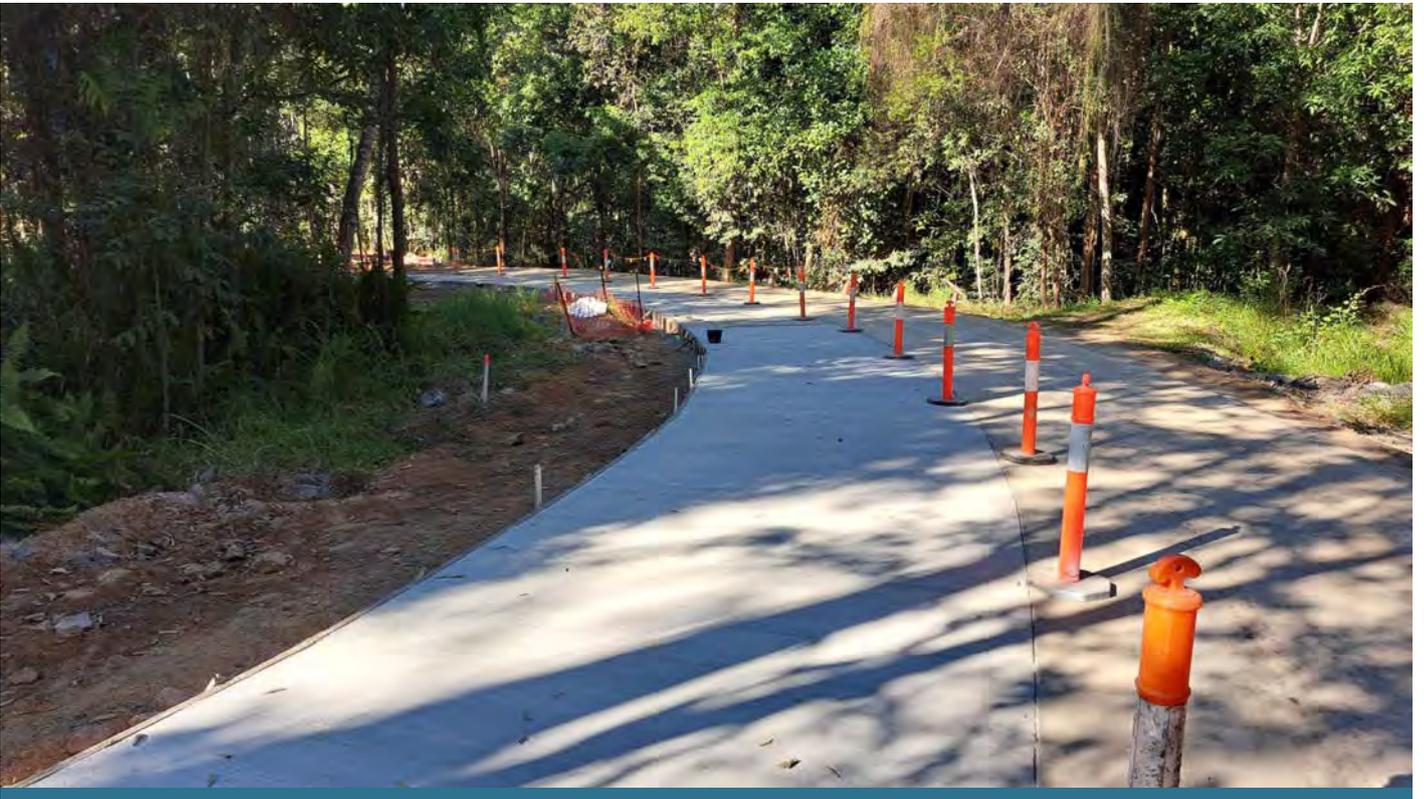
This project has extended the current concrete causeways outside the splash zones and steep terrain. It also increases usability and reliability of the pavement through this area. The project significantly decreases future maintenance costs.



Gorge Road, Mackay Regional Council – during construction



Gorge Road, Mackay Regional Council – blasting of boulders



Gorge Road, Mackay Regional Council – completed

WHITSUNDAY RRTG

**Richmond Road,
Bowen**
Whitsunday
Regional Council
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.



Richmond Road, Whitsunday Regional Council – before construction



Richmond Road, Whitsunday Regional Council – completed

WHITSUNDAY RRTG

**Heaths Road,
Windmill Crossing to
Reflection
Street, Glenella**
Whitsunday
Regional Council
Shared path

Submitted by Mackay 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.

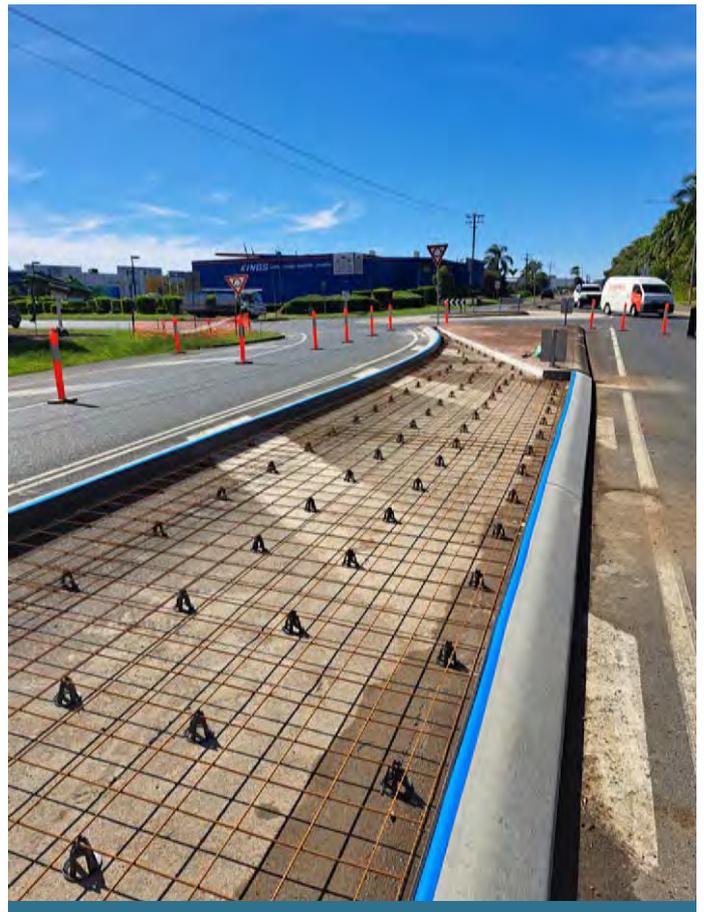
It also improves access and egress within the existing trade centre, which may result in economic benefits.

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.



Heaths Road, Mackay Regional Council – during construction



Heaths Road, Mackay Regional Council – during construction

WHITSUNDAY RRTG

**Glenella Road,
Hill End Road and
Sweeney Court,
Glenella**
Mackay
Regional Council
Shared Path

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.



Glenella Road, Mackay Regional Council – before construction



Glenella Road, Mackay Regional Council – during construction

WIDE BAY BURNETT RRTG

RRTG Member Councils

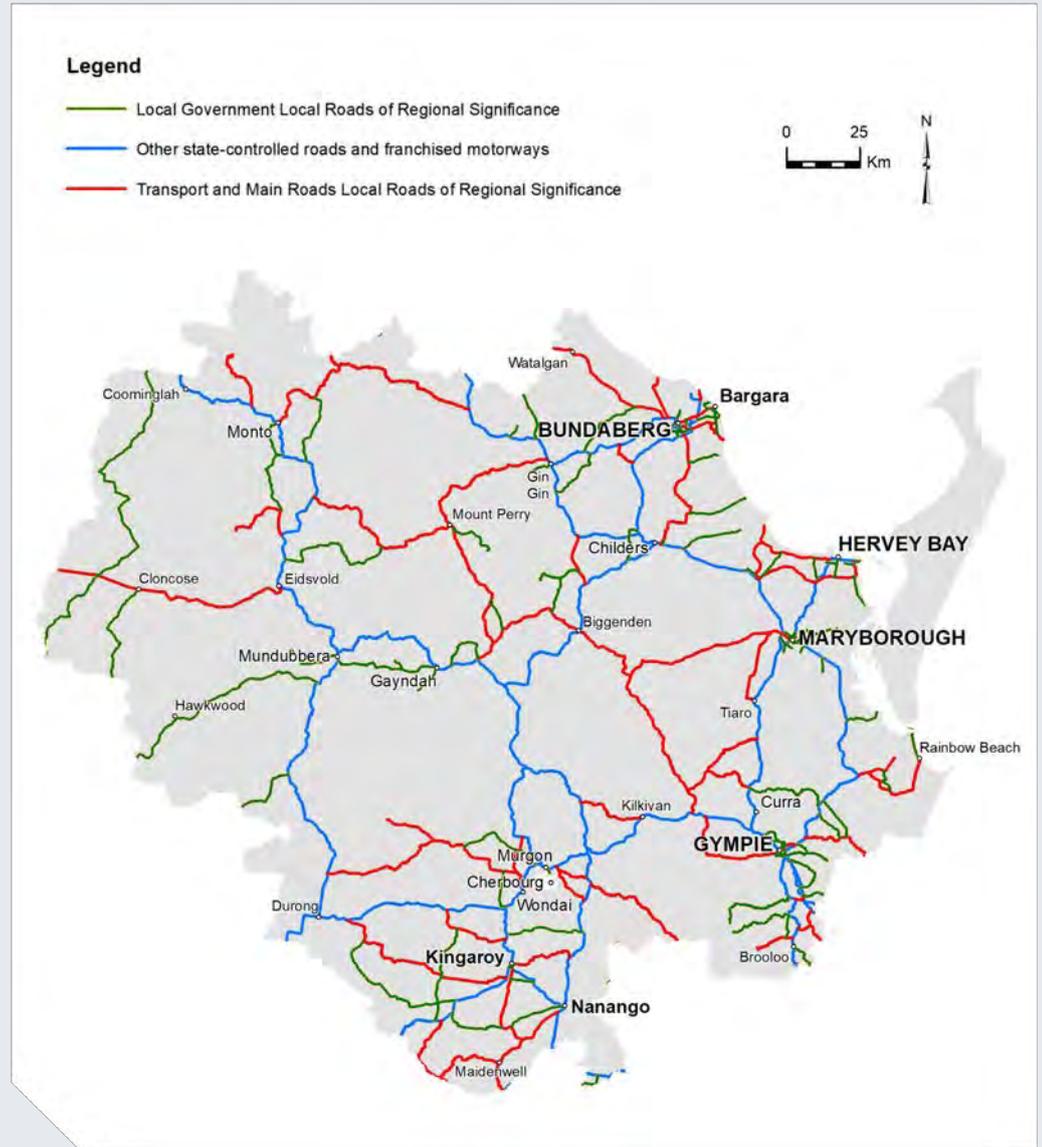
- Bundaberg Regional Council
- Cherbourg Aboriginal Shire Council
- Fraser Coast Regional Council
- Gympie Regional Council
- North Burnett Regional Council
- South Burnett Regional Council
- TMR Wide Bay Burnett District

RRTG Chair

- Councillor Gavin Jones, Deputy Mayor, South Burnett Regional Council

Technical Coordinator

- Allen Christensen, ATC Consulting



30
PROJECTS

\$6,066
TIDS ALLOCATION
2022-23 (\$'000)

\$6,066 2022-23 TIDS
Expenditure
(\$'000)

Wide Bay Burnett RRTG Roads and Transport Alliance TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
BUNDABERG REGIONAL	Barber Street, Bundaberg North State High School, construct footpath	50
	Bonna Road (Branyan), widen existing pavement	34
	Kevin Livingston Drive (Isis Central), widen road and replace guardrail	32
	Milden Street to May Street, Gin Gin State School, widen existing pathway	75
	Thabeban Street (Norville), rehabilitate, widen and overlay	598
	Various roads, Bundaberg South State School, upgrade pedestrian facilities	16
FRASER COAST REGIONAL	Dundowran Road, Nikenbah Dundowran Road to Pialba - Burrum Heads Road, rehabilitate and widen	74
	Forgan Lane, Tiaro State School, construct footpath	13
	Frangipanni Avenue and Eugenia Way, various schools, construct footpaths	109
	Teddington Road, Linda Road East, rehabilitate and widen	243
	Urraween Road and Boundary Road extension, Grevilla Street to Kawungan Way, construct to sealed standard	1,218
	Urraween Road and Boundary Road extension, Maree Street to Grevilla Street, construct to a sealed standard	527
GYMPIE REGIONAL	Walker Street, Pallas Street to Ferry Street, rehabilitate pavement	101
	Cartwright Road, James Nash State High School, upgrade passenger set down facilities	108
	East Deep Creek Road (East Deep Creek), widen road and upgrade intersections	444
NORTH BURNETT REGIONAL	Mellor Street and Station Road, Chapple Street to Bent Street (Gympie), install traffic signals	124
	Abercorn Road (Abercorn), remove hazards and reinstate clear zones	260
	Abercorn Road (Abercorn), upgrade and widen existing sealed road	313
	Berries Road, Eureka, gravel re-sheet	129
	Bon Accord Wetheron Road, rehabilitate bridge	28
	Hawkwood Road (Hawkwood), remove hazards close to road	189
SOUTH BURNETT REGIONAL	North Burnett Regional Council, school zones safety review	121
	Alfred Street (Nanango), construct footpath	53
	Corndale Road (Memerambi), clearing, widening and seal	720
	Drayton Street (Nanango), provide disabled parking	30
	Kumbia Brooklands Road, widen and overlay	9
	Rippingdale Street, Moffatdale State School, upgrade set down facilities	25
	South Burnett Regional Council, reseal various roads	306
	Tessmanns Road (Kingaroy), construct footpath	14
Various roads, Bundaberg South State School, upgrade pedestrian facilities	16	
DISTRICT - WIDE BAY BURNETT	Regional Roads and Transport Group Secretariat Program	106
TOTAL		6,066

Wide Bay Burnett RRTG Aboriginal and Torres Strait Islander TIDS 2022–23 Program Details

Local government	Project name	Expenditure \$'000
CHERBOURG ABORIGINAL SHIRE	Cherbourg Road, rehabilitate pavement	44
TOTAL		44

Note:

1. Amounts shown are in \$1000's and are rounded
2. Some exclusions apply, including small overs and unders from the prior financial year which are immaterial.



Grevillea Street and Boundary Road Intersection, Fraser Coast Regional Council – Asphalt resurfacing and traffic signals (to be completed)

WIDE BAY BURNETT RRTG

Boundary Road, Torquay

Fraser Coast
Regional Council
Extension project

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
- kerb and channel installation
- underground stormwater installation
- water and sewer mains relocation
- concrete shared pathways
- on-road cycle lanes
- 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 TIDS and the Fraser Coast Regional Council.

More details about the project, including a flyover animated video, is available at frasercoast.engagementhub.com.au/boundary-road-extension-project.



Kawungan Way towards Grevillea Street, Fraser Coast Regional Council – during construction



Denmans Camp Road towards Grevillea Street, Fraser Coast Regional Council – during construction

WIDE BAY BURNETT RRTG

Corndale Road, Memerambi

South Burnett
Regional Council
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 embankment earthworks
- culvert end structure replacements.

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 with ready to place pavement material and 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.



Corndale Road, South Burnett Regional Council – during construction



Corndale Road, South Burnett Regional Council – during construction



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 TIDS SCDF.

SCDF funded 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.

SCDF also provides an opportunity for local councils and RRTGs across Queensland to keep connected, creating value through collaboration and shared solutions.

Eulo-Toompine Road, Paroo Shire Council – side tipper during construction



Statewide Capability Development Fund Overview

Each year funding is made available through the Statewide Capability Development Fund (SCDF) to support RRTGs 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.
- **JP&RS:** initiatives that encourage joint purchasing, resource sharing and knowledge sharing.

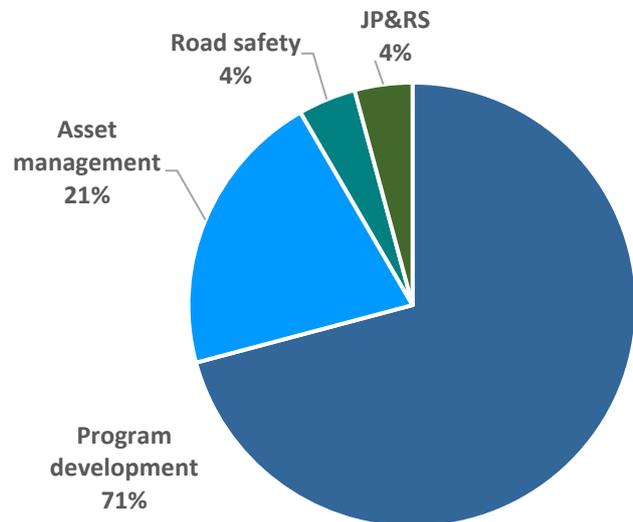


Figure 1: SCDF applications by Alliance core function.

Figure 1 above right shows the breakdown of projects and training courses attended in 2022–23 by function, the graph shows that program development was the main focus for RRTGs at 71%, followed by 21% for asset management and both road safety and JP&RS 4%.



Dotswood Road, Charter Towers Regional Council – during construction

The SCDF program continues to be well valued by RRTGs across the state. In 2022–23, SCDF provided \$378,000 for 24 projects. Whilst 24 individual applications were supported in total, 29 SCDF initiatives have been recorded when considering joint projects across multiple RRTGs. Figure 2 shows the number of SCDF initiatives undertaken by each individual RRTG.

SCDF initiatives by RRTG

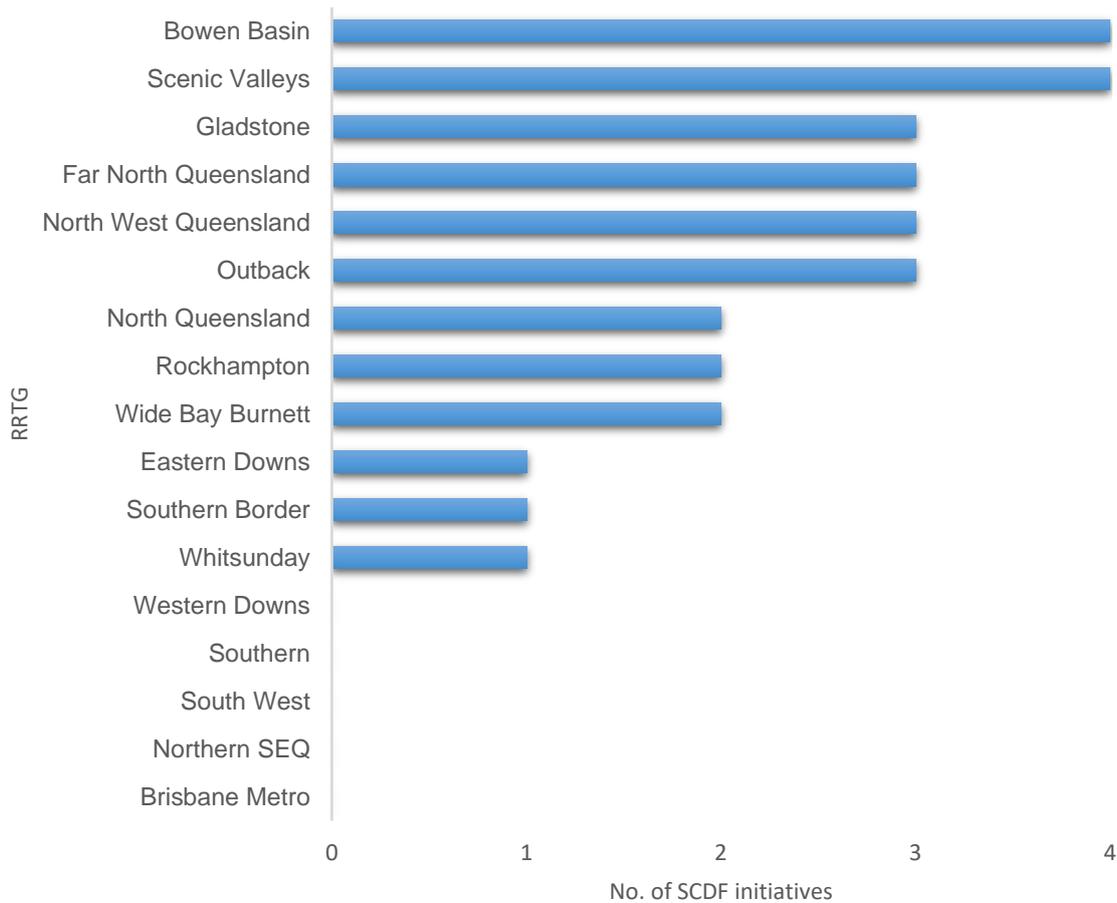


Figure 2 SCDF initiatives undertaken by each individual RRTG.

Note: joint projects across multiple RRTGs are recorded individually for reporting purposes.

RRTG Initiatives

Project Name	Description	Participating RRTGs
Best practice unsealed roads training	RRTG member staff to undertake the best practice unsealed roads training program provided by Shepherd Services	Eastern Downs North Queensland
Bridge inspection analysis reports	To engage GBA Consulting Engineers to develop Level 1, 2 and 3 bridge inspection analysis reports and a regional works program	Outback
Bridge inspection workshop - level 1 and 2	RRTG member staff to undertake bridge inspection training provided by Forcecor	Far North Queensland North West Queensland
Contract management courses	RRTG member staff to undertake two Engineering Education Australia courses - Contract Management for Engineers and contract Negotiation and Dispute Resolution	Scenic Valleys
Designing for pedestrians and cyclists	RRTG member staff to undertake the designing for pedestrians and cyclists course delivered by TMR	
Develop a regional roads investment strategy	To engage Bitzios Consulting to develop a Regional Roads Investment Strategy for its road and transport network	Bowen Basin
Leadership development	RRTG member staff to undertake a leadership development training course for supervisors and leading hands provided by IPWEAQ	Whitsunday
Maintaining unsealed local roads	RRTG member staff to undertake the maintaining unsealed local roads workshop provided by the Institute of Public Works Engineering Australasia Queensland (IPWEAQ)	Outback Wide Bay Burnett
MapInfo training	RRTG member staff to undertake three iterations of MapInfo training provided by Insight GIS	North West Queensland
Native title and cultural heritage	RRTG member staff to undertake the native title and cultural heritage training course provided by IPWEAQ	
Regional aerodrome operational business plan	To support the group's Regional Aerodrome Operational Business Plan	Far North Queensland
Regional skills development program	To support the group's Regional Skills Development Program initiative; this involves engaging undergraduate civil engineering students on a three-year rotational basis	Bowen Basin
Sprayed sealing selection and design	RRTG member staff to undertake the online sprayed sealing selection and design course provided by the Australian Flexible Pavement Association	Southern Border
Supervisor workshop	RRTG member staff to undertake two iterations of IPWEAQ's supervisor workshop	Outback
Temporary traffic management	RRTG member staff to undertake the temporary traffic management training provided by Solutions in Transport	Scenic Valleys Wide Bay Burnett
Time and workload management	RRTG member staff to undertake two iterations of the time and workload management course delivered by Priority Management Australia	Scenic Valleys

Joint RRTG Initiatives

Project Name	Description	Participating RRTGs
Fundamentals of Investigations and 5 Whys training	RRTG member staff to undertake training provided by Safety Wise	Bowen Basin, Gladstone and Rockhampton
Supervisor Workshop	RRTG member staff to undertake IPWEAQ's supervisor workshop	Bowen Basin and Gladstone Bowen Basin, Gladstone and Rockhampton North Queensland and Far North Queensland



Quilpie Adavale Road, Quilpie Shire Council - during construction

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 RRTG's Regional Skills Development Program commenced in 2020–21 with funding support from the Statewide Capability Development Fund (SCDF).

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.

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.'

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.'



Kusuma Permsook, Banana Shire Council

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 RRTG 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.



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.'

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.'

Dzung Bui, Central Highlands Regional Council

Best practice unsealed roads training

Submitted by Luke Argent, Assets Manager, Palm Island Aboriginal Shire Council and Gerard Read, Technical Coordinator, NQRRTG.

The Department of Transport and Main Roads provided SCDF to five NQRRTG 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.

Luke Argent's, Assets Manager, Palm Island Aboriginal Shire Council comments on the training:

'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.'



North Queensland RRTG - construction workers operating machinery during on-site training session. Pictured: Billo Wotton and Brett Vohland.



Best Practice Unsealed Roads Training, North Queensland RRTG - construction workers operating machinery during on-site training session. Pictured: Shannon Creed, Lenin Yassarie (machine operator), Brett Vohland, and Billo Wotton.

Award winning project supported through SCDF

Wide Bay Burnett, Whitsunday, South West, Southern Border, Western Downs, and Bowen Basin RRTGs

Submitted by Kerri Behrens (Shephard Services).

Last year's annual progress report featured a story on an innovative SCDF 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 RRTGs who participated in this award-winning project. The award is testament to their hard work, collaboration and dedication.



Steve Hegedus (Shepard Services), Aaron Meehan (South Burnett Regional Council) and Susan Barlow (TMR – Local Government Partnerships) with Award Presenter James Esson.

Photo credit: Kerri Behrens (Shephard Services).

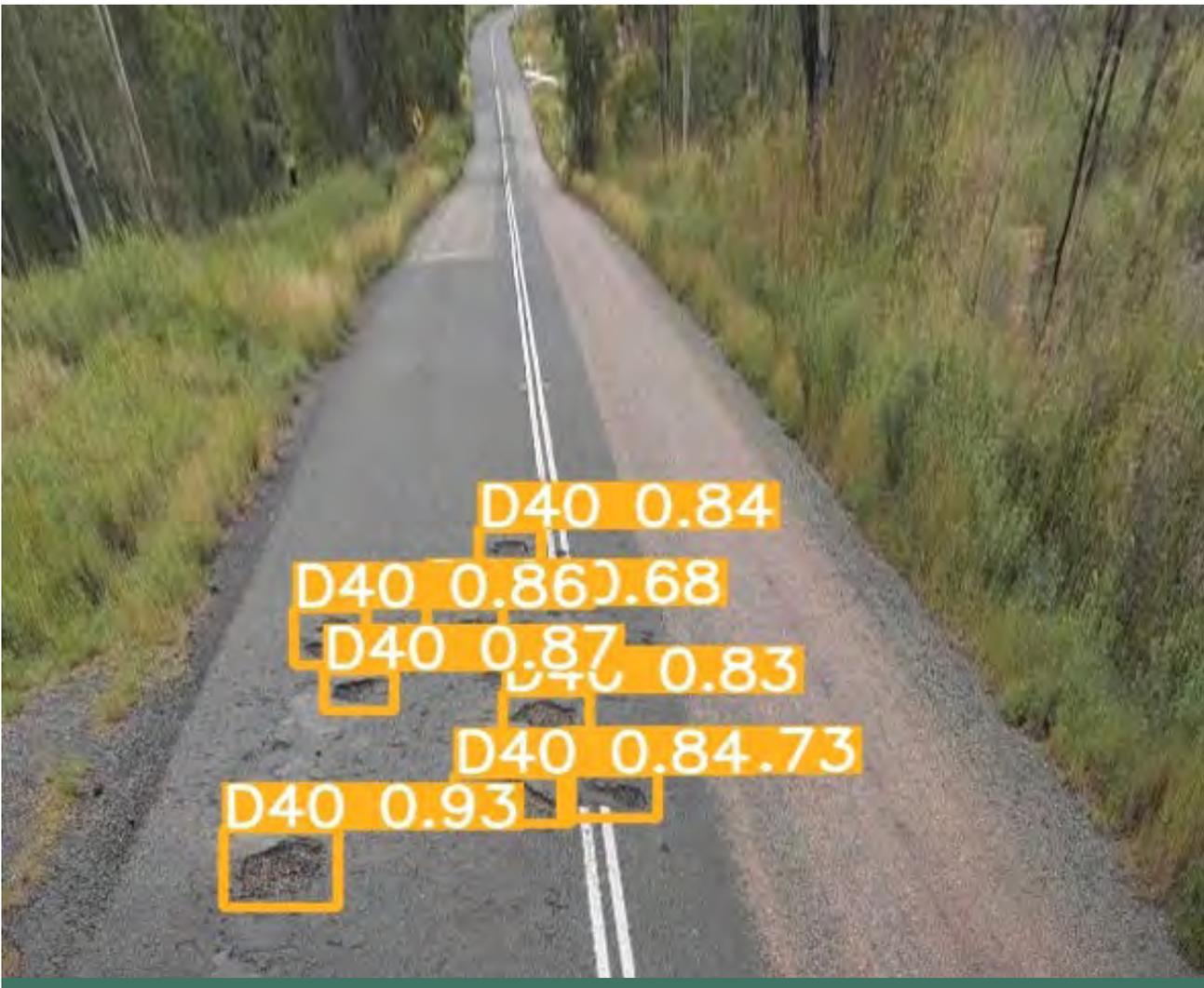
Their goal was to achieve practical outcomes for regional road managers, safer work practices for road inspectors and better road networks for the community. The project recognised the potential of harnessing new technology to automate identification and condition assessment of road surface defects using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



Artificial Intelligence in action with defect identification

STATEWIDE FINANCIAL REPORTS

Roads and transport investments

The Transport Infrastructure Development Scheme (TIDS) 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 (RRTG) in Queensland.

The following details the performance of the statewide TIDS program for the year ended 30 June 2023.

Quilpie Thargomindah Road, Bulloo Shire Council - during construction



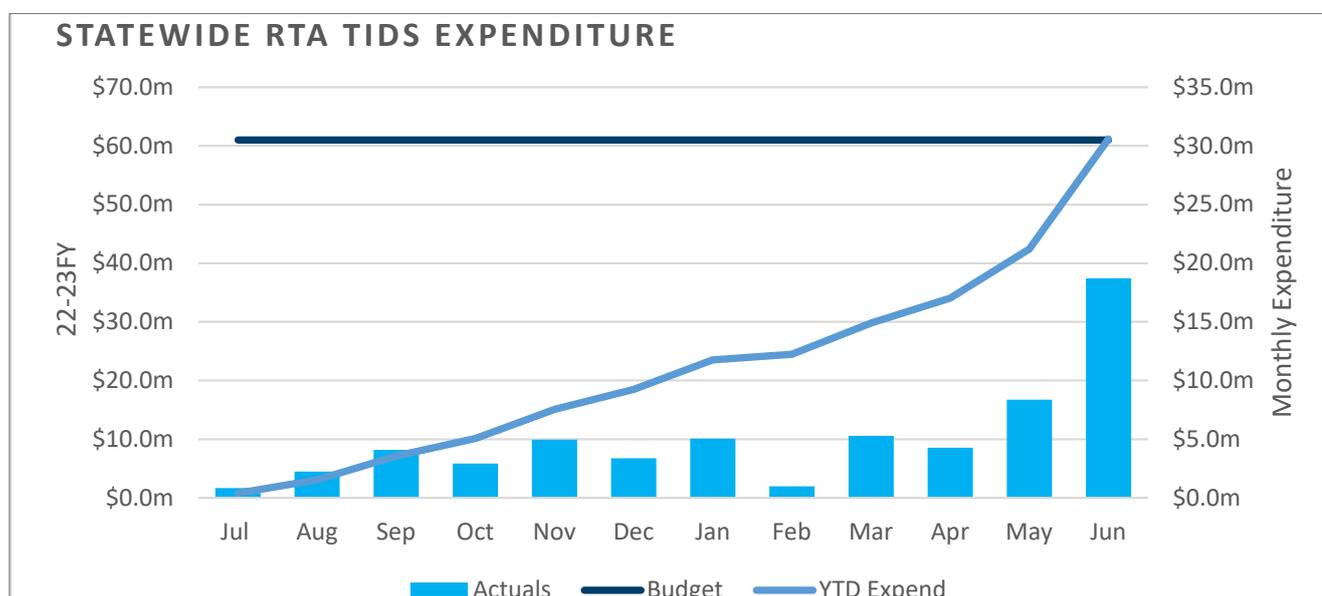
Roads and Transport Alliance TIDS 2022–23

The Roads and Transport Alliance TIDS program achieved 100 per cent expenditure for the 2022–23 financial year. A summary of performance by RRTG is detailed below.

Regional Roads and Transport Group	No. of Projects	Allocation \$'000	2022–23 Budget \$'000	Actual Expend \$'000	Budget Spent %
BOWEN BASIN	8	4,495	4,548	4,549	100 %
BRISBANE METRO	9	2,122	2,122	2,122	100 %
EASTERN DOWNS	8	2,410	2,410	2,410	100 %
FAR NORTH QUEENSLAND	24	5,933	5,980	5,980	100 %
GLADSTONE	3	1,067	1,067	1,067	100 %
NORTH QUEENSLAND	16	3,292	3,292	3,292	100 %
NORTH WEST QUEENSLAND	16	5,042	5,037	5,035	100 %
NORTHERN SEQ	22	4,007	4,007	4,007	100 %
OUTBACK	17	6,119	5,859	5,873	100 %
ROCKHAMPTON	2	1,580	1,580	1,580	100 %
SCENIC VALLEYS	6	2,286	2,237	2,237	100 %
SOUTH WEST	15	7,082	7,082	7,082	100 %
SOUTHERN	6	2,925	2,925	2,925	100 %
SOUTHERN BORDER	13	2,260	2,260	2,260	100 %
WESTERN DOWNS	7	2,681	2,681	2,681	100 %
WHITSUNDAY	9	1,832	1,832	1,832	100 %
WIDE BAY / BURNETT	30	6,066	6,066	6,066	100 %
TOTAL	211	61,200	60,985	60,998	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.



Roads and Transport Alliance TIDS Program 2022–23

The table below shows the proportion of infrastructure types funded through RRTGs Roads and Transport Alliance TIDS works program over 2022–23.

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

RRTG Aboriginal and Torres Strait Islander TIDS Program 2022–23

The RRTG Aboriginal and Torres Strait Islander TIDS 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 \$'000	Budget \$'000	Year to Date Expend \$'000	Budget Spent %
Bowen Basin	Woorabinda	53	0	0	
Far North Queensland	Wujal Wujal	29	29	29	100 %
	Yarrabah	47	0	0	
North Queensland	Palm Island	189	279	279	100 %
North West Queensland	Doomadgee	197	0	0	
	Kowanyama	236	366	366	100 %
Wide Bay Burnett	Cherbourg	44	44	44	100 %
TOTAL		796	719	719	100 %

Note: Program budgets shown may vary to the annual allocation due to programming adjustments within the RRTG, that is the movement of funding to next financial year to align with revised delivery, and/or additional funding from TIDS SCDF.

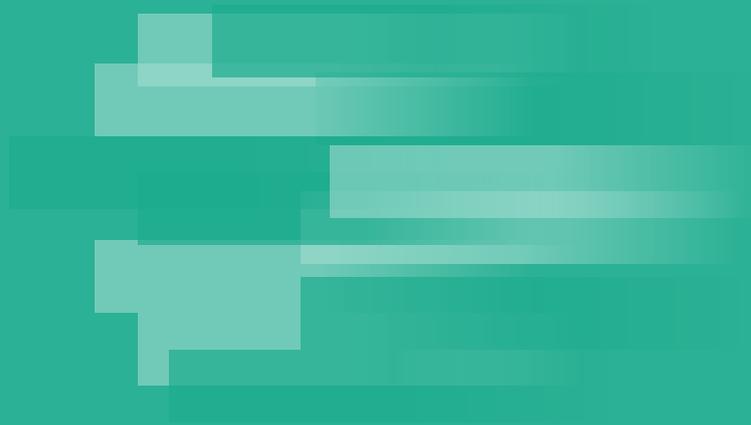
Statewide Capability Development Fund

The SCDF program for the 2022–23 financial year is detailed below.

Regional Roads and Transport Group	Project Name	Budget \$'000	Year to Date Expend \$'000	Budget Spent %
Bowen Basin	Develop a regional roads investment strategy	58	58	100 %
	Regional skills development	22	22	100 %
Bowen Basin, Gladstone	Supervisor workshop	17	17	100 %
Bowen Basin, Gladstone, Rockhampton	Incident cause analysis method basic investigator training	3	3	100 %
	Supervisor workshop	9	9	100 %
Eastern Downs	Best practice unsealed roads training	24	24	100 %
Far North Queensland	Bridge inspection training	12	12	100 %
	Regional aerodrome operational business plan	23	23	100 %
North Queensland	Best practice unsealed roads training	53	53	100 %
North Queensland, Far North Queensland	Supervisor workshop	12	12	100 %
North West Queensland	Bridge inspection training	4	4	100 %
	Map info training	22	22	100 %
	Native title and cultural heritage training	7	7	100 %
Outback	Bridge inspection analysis reports	23	23	100 %
	Managing unsealed local roads workshop	18	18	100 %
	Supervisor workshop	8	8	100 %
Scenic Valleys	Contract management courses	10	10	100 %
	Designing for pedestrians and cyclists course	1	1	100 %
	Temporary traffic management practice training	10	10	100 %
	Time and workload management course	9	9	100 %
Southern Border	Sprayed sealing selection and design course	4	4	100 %
Whitsunday	Leadership development training	4	4	100 %
Wide Bay Burnett	Maintaining unsealed local roads workshop	19	19	100 %
	Temporary traffic management risk workshop	4	4	100 %
TOTAL		378	378	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 RRTG members within the larger TIDS program.





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