Transport Infrastructure Development Scheme

Prepared by: Principal Advisor (Local Government Relations)

Policy No:

Version No: 4.03

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POLICY APPROVAL

This policy has been endorsed by:

Policy Owner

Name      Joshua Hannan ___original signed___________ __/__/__
Position  Director (Local Government Relations)

This policy has been approved by:

General Manager

Name      Adam Rogers _____original signed __________   __/__/__
Position  A/General Manager (Strategic Policy Division)
Policy Statement
The Transport Infrastructure Development Scheme (TIDS) provides funding to local governments for transport related initiatives which support state government objectives.

Objectives
The objectives of the TIDS policy are to:

- provide for an overall increase in works effort on the local government transport network
- promote regional development
- identify targeted funding categories that support priorities of the Department of Transport and Main Roads (TMR)
- provide an avenue for ‘Special’ funding for local government projects
- link TIDS funding to desired outcomes to be delivered by local government
- achieve best value from all available resources.

TIDS policy objectives support the following TMR Corporate Objectives:

1. A sustainable transport system which promotes economic growth and enhances liveability
2. A safe transport system leading to improved health and wellbeing for Queenslanders

Benefits
The benefits expected from TIDS include:

- Increased overall investment in Queensland's road and transport related infrastructure.
- Increased collaboration between both spheres of government.
- Improved transport stewardship and delivery capability of local government and TMR.
- Improved safety performance on Queensland's transport network.

Scope
The scope of this policy includes all categories of TIDS funding.

The Black Spot Program and Natural Disaster Relief and Recovery Arrangements (NDRRA) are not part of TIDS; however TIDS Categories J and N are dedicated for reporting Black Spot and NDRRA allocations.

The purpose of each category, and the conditions for accessing TIDS funding are outlined in the following table:
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| Roads Alliance | R | For projects on the Local Roads of Regional Significance network, higher order state-controlled roads and other local government-controlled roads, and to improve the capability of local government in core Roads Alliance functions. | • Available to local governments that are members of a Regional Road Group (RRG).  
• The Roads Alliance Board determines the share of Roads Alliance TIDS allocated to each RRG.  
• Each RRG must allocate their share of Roads Alliance TIDS to road and/or capability improvement projects.  
• Refer to Roads Alliance Operational Guidelines for further information, including non-LRRS project development.  
• At the request of a member local government, RRGs may re-allocate Category R TIDS to priority Category H projects. |
| Aboriginal & Torres Strait Islander (ATSI) community assistance | F | For the upgrade of roads and other transport infrastructure to improve access to indigenous / remote communities. | • Available to ATSI local governments.  
• Allocations are determined by TMR’s Far North Queensland Region (Remote Communities Services Unit).  
• Funding for projects that improve access to indigenous communities will not generally have to be matched by local governments. Sealing of local streets will be considered but will generally require the local government to match the funding. |
| Cycleways | G | For the development of local government:  
• on-road cycle facilities  
• off-road cycleways and shared paths  
• crossing provisions | • Available until the 2012-13 program year to local governments in SEQ for cycling infrastructure projects.  
• To support the vision of the Queensland Cycle Strategy 2011-21, access to Category G funding will be expanded state-wide to local governments that are members of a RRG from the 2012-13 program year.  
• TMR will allocate funds centrally, based on RRG-assessed submissions which meet the assessment criteria of strategic importance, connectivity and safety.  
• Refer to Roads Alliance Operational Guidelines for further information. |
| Safe School Travel (SafeST) | H | For the provision/upgrade of:  
• road and transport infrastructure that improves the safety of children travelling to and from school  
• bus and passenger set-down and parking areas at existing schools  
• safety measures on rural school bus routes, aimed at ensuring the safe operation of school buses. | • Available to local governments.  
• TMR to determine the share of SafeST funding available in each region.  
• TMR regions allocate funding to projects nominated by local governments.  
• At the request of a member local government, RRGs may re-allocate Category R TIDS to priority Category H projects.  
• Refer to the School Environment Safety Guidelines for further information. |
| State-wide Capability Development | L | To improve the capability of local government in core Roads Alliance functions where the improvement has a state-wide application or delivers benefit to more than one RRG. | • Available to local governments that are members of a RRG.  
• The Roads Alliance allocates funding to projects nominated by RRGs.  
• Refer to Roads Alliance Operational Guidelines for further information. |
| Specials | S | For individual projects on case-by-case basis. | • Available to local governments.  
• Specials funding is secured through negotiation between local government and TMR.  
• Funding for Specials is in addition to the allocations available through other TIDS categories. |
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| Black Spot Program                        | J        | For improvement to specific locations that will reduce the social and economic costs of road trauma.              | • The Black Spot Program is not part of TIDS. However, TIDS Category J is dedicated for reporting Black Spot allocations.  
• Refer to [Black Spot Program Funding Conditions](#) for further information. |
| Natural Disaster Relief and Recovery      | N        | For restoration of flood damaged transport infrastructure.                                                         | • NDRRA are not part of TIDS. However, TIDS Category N is dedicated for reporting NDRRA allocations.  
• Refer to [NDRRA Program Details](#) for further information. |
| Arrangements (NDRRA)                      |          |                                                                                                                  |                                                                                               |

### Applicability

This policy applies to those areas of TMR, local governments and Regional Road Groups (RRGs) seeking to access, manage, and/or administer TIDS funding.

### Rationale

Local governments and the State (through the Department of Transport and Main Roads) have a legislative responsibility to manage their respective road networks and collaborate to deliver a safe and reliable road network for Queensland communities.

TMR and local governments have traditionally worked together and presently collaborate, through the Roads Alliance partnership, to address shared road and transport challenges.

The *Transport Infrastructure Act (Roads) 1994* makes provision for state road funding to be spent off the state-controlled road network, especially where this improves the performance of the network.

Under this authority, TMR has constructed the Transport Infrastructure Development Scheme (TIDS) to enable the department to provide funding to local governments for transport related initiatives which support state government objectives. The TIDS policy outlines the funding categories available to local governments and the conditions for accessing it.

### Principles

1. **A net increase in local government transport related expenditure must result**

   Unless otherwise specified, local governments are expected to match all TIDS allocations in addition to maintaining their transport related expenditure in real terms.

2. **Funding must go to the highest priority**

   TIDS funding is to be allocated to the highest priority projects in each category.

3. **TIDS expenditure target must be achieved**

   RRGs must spend at least 85% of their TIDS allocation in any consecutive two-year period. Instances of non-compliance will be reviewed by Strategic Policy Division’s Local Government Relations to resolve the under spend. Currently the Roads Alliance Board reserves the right to reallocate funds from RRGs that underspend to groups that complete their program and demonstrate capacity to manage additional funding.

   TIDS expenditure target does not apply to TIDS Category F, ATSI funding.
4. The funding contribution of both State and local government must be recognised
Where a project is funded jointly, all contributing parties must be acknowledged in any public recognition. Refer to the Joint State and Local Government Road Project Recognition Policy and Guidelines for further information.

5. State and local government will work together in realising the objectives of TIDS
The State and local governments will recognise each others’ role in managing, planning, constructing, maintaining and operating Queensland’s transport network, and should collaborate to achieve good value and maximise the benefits from the provision of TIDS.

Consultation
The following stakeholders were consulted in the revision of this policy:
- RRG Technical Committees (including TMR Regional representatives)
- TMR Regional Directors
- Roads Alliance Board
- Assets & Operations Division
- Portfolio Investment Division
- Program Development & Management Division
- The Local Government Association of Queensland Ltd

Review
This Policy is to be reviewed annually from the date of approval, by the Local Government Relations Branch, Strategic Policy Division.

References
- TIDS Policy V1.09, 2009
- Roads Alliance Operational Guidelines 2002
- Roads Alliance Operational Guidelines 2011
- Roads Alliance Agreement 2008-2013
- School Environment Safety Guidelines (Part B)
- Black Spot Program Funding Conditions (at www.nationbuildingprogram.gov.au)
- NDRRA Program Details (at www.dip.qld.gov.au)
- Joint State and Local Government Road Project Recognition Policy and Guidelines
- Transport Infrastructure Act (Roads) 1994