

THE ROADS AND TRANSPORT
ALLIANCE
PROGRESS REPORT
2017-18





16 YEARS

OF PARTNERSHIP
BETWEEN QUEENSLAND'S
STATE AND LOCAL
GOVERNMENTS

1115

NUMBER OF REGIONAL
ROADS AND TRANSPORT
GROUP MEETINGS HELD.

286

NUMBER OF
PROJECTS
SUPPORTED THIS
YEAR THROUGH
ROADS AND
TRANSPORT
ALLIANCE TRANSPORT
INFRASTRUCTURE
DEVELOPMENT
SCHEME

17

REGIONAL ROADS
AND TRANSPORT
GROUPS ACROSS
QUEENSLAND

35,880kms

LENGTH OF LOCAL ROADS
OF REGIONAL SIGNIFICANCE
IN QUEENSLAND

65 LOCAL
COUNCILS
INVOLVED

21 NUMBER OF CAPABILITY INITIATIVES FUNDED
THROUGH THE STATE-WIDE CAPABILITY FUND.

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THE HONOURABLE MARK BAILEY MP
Minister for Transport and Main Roads



COUNCILLOR MARK JAMIESON
President

WE ARE VERY PLEASED TO PRESENT THE ROADS AND TRANSPORT ALLIANCE ANNUAL PROGRESS REPORT 2017–2018.

THIS REPORT DEMONSTRATES THE BENEFITS OF THE LONG-TERM COLLABORATION BETWEEN THE QUEENSLAND GOVERNMENT AND LOCAL GOVERNMENTS – WORKING TOGETHER FOR 16 YEARS THROUGH THE ROADS AND TRANSPORT ALLIANCE TO MANAGE AND IMPROVE QUEENSLAND’S DIVERSE ROAD AND TRANSPORT NETWORK.

The Queensland Government continues to support local communities by providing local governments with the confidence to plan infrastructure that sustains employment and improves access and connectivity within their areas. In the 2018 State Budget, Transport Infrastructure Development Scheme (TIDS) funding was maintained at \$70 million a year through to 2021–22. The majority of this funding flows directly to 17 Regional Roads and Transport Groups (RRTGs), who prioritise regional programs to positively meet local needs right across the state.

We would like to acknowledge local governments’ commitment to matching TIDS funding and delivering the 2017–18 program. This considerable investment in Queensland’s local road and transport network contributing to projects across the state, supported local employment and continued to build regional opportunities.

As the primary framework within Queensland for cross-government collaboration to prioritise future road transport infrastructure upgrades, the Alliance provides local government, through RRTGs, the ability to influence priorities for network investment.

We commend RRTGs for their ongoing efforts and were pleased to see the range of projects included road infrastructure needs, as well as prioritising safer school



... THE ALLIANCE PROVIDES LOCAL GOVERNMENTS THE ABILITY TO INFLUENCE PRIORITIES FOR NETWORK INVESTMENT

travel infrastructure, cycle ways, bridge upgrades and improved access to airports. Efforts to plan, construct and maintain vital infrastructure programs at the local level ensures this important investment contributes to the best outcomes for our communities.

TIDS funding remains the only ongoing annual statewide roads and transport infrastructure subsidy provided by the Queensland Government to local government. Increased collaboration, capability building and engagement in the regions based on transport priorities for community outcomes, rather than asset ownership, is the enduring key driver of the Alliance.

This strong commitment to working together, aiding local decision-making, developing capability and capacity and supporting the delivery of crucial projects has been fostered through the Alliance and ultimately delivers for communities across Queensland.

Finally, we would like to take this opportunity to thank all participants in the Alliance – elected representatives, Greg Hallam AM and Neil Scales OBE, our TMR and council engineers, the Technical Coordinators, our respective finance and administrative teams as well as the Roads and Transport Alliance Project Team that travel throughout the state participating in RRTG and Technical Committee meetings. Their ongoing commitment to the Roads and Transport Alliance is making a difference in local communities. We look forward to what the Alliance can achieve in 2018–2019.



1. Message from the Chair

GREG HALLAM

Chair, Roads and Transport Alliance Board

THE 2017-18 FINANCIAL YEAR WAS YET ANOTHER BUSY YEAR FOR THE ROADS AND TRANSPORT ALLIANCE PARTNERSHIP, WITH REGIONAL ROADS AND TRANSPORT GROUPS (RRTG) COLLABORATING TO DELIVER A TOTAL OF 286 REGIONALLY PRIORITISED ROADS AND TRANSPORT INFRASTRUCTURE PROJECTS ACROSS THE STATE. THE DELIVERY OF THESE PROJECTS HIGHLIGHTS THE IMPORTANCE OF A JOINT REGIONAL APPROACH TO ROADS AND TRANSPORT INFRASTRUCTURE PLANNING AND DELIVERY.

One of the truly great successes of the Roads and Transport Alliance is the strong partnerships that exist across Queensland's regions. It's these partnerships that continue to deliver regionally focussed planning and investment in priority roads and transport infrastructure to better serve the needs of Queensland's communities. To put it simply, the Roads and Transport Alliance works because of the dedication of those people at the core of this unique operating model – the elected members and professional officers from councils along with representatives from Transport and Main Roads' (TMR) Districts.

The 2018-19 State Budget saw the Palaszczuk Government's continuing investment in the Transport Infrastructure Development Scheme (TIDS) confirmed at \$70 million per annum through to 2021-22 – taking us well and truly into the next local government term. Not only is this ongoing commitment a recognition of the efforts of RRTGs to ensure full expenditure of the TIDS program, it's a continuing recognition of the role of the Roads and Transport Alliance operating model which places local decision-making at the forefront of roads and transport infrastructure planning and delivery.

Further to the much welcomed and continuing investment in TIDS, the Palaszczuk Government also committed significant resources to the next phase of Grant Reform as part of the 2018-19 State Budget. The Roads and Transport Alliance and TIDS have been held up as one of a handful of exemplars throughout this process to date. It is fair to say that the Roads and Transport Alliance

has played a significant role in demonstrating the value allocative funding programs can deliver for not only councils, but importantly the community.

Road safety remained a strong focus for the Alliance through the 2017-18 financial year with the continuation of the Board endorsed AusRAP road safety assessment project which will evaluate all sealed Local Roads of Regional Significance across the state. The Australian Government has pleasingly seen the value of this important initiative by allowing completed AusRAP assessment reports to be provided as supporting evidence for projects submitted for consideration as part of the 2019-20 Black Spot Program. The completion of this important work will further demonstrate the need for increased Commonwealth funding through the Black Spot Program.

With the long-term trend showing just over half of all fatal and serious injury incidents occurring on the local government-controlled road network, it is pleasing to see the 2017-18 TIDS program had a strong focus on improving safety for all road users. Notable examples, as highlighted in this Progress Report, include:

- Redlynch Intake Road in Cairns (FNQ RRTG)
- Theodore Moura Road in the Banana Shire (Bowen Basin RRTG)
- Flagstone Creek State School in the Lockyer Valley (Scenic Valleys RRTG).

As we commit to this operating model for a further five years with the signing of our fourth Memorandum of Agreement, I sincerely thank elected members, professional officers and TMR staff for your ongoing energy, drive and enthusiasm for the Alliance partnership. Without your ongoing efforts and support for this collaborative approach, the Roads and Transport Alliance would not be the success that it is today. The next five years will no doubt present its opportunities and challenges. I believe that the Roads and Transport Alliance is well placed to continue supporting RRTGs in planning, prioritising and delivering the roads and transport infrastructure vital to supporting the Queensland economy and the communities we collectively serve.

2. Who we are and what we do

2.1 The Roads and Transport Alliance

The Roads and Transport Alliance is a cooperative governance arrangement between the Department of Transport and Main Roads (TMR), the Local Government Association of Queensland (LGAQ) and Queensland councils.

Formed in 2002, the Alliance was initiated to address shared road and transport challenges across Queensland to:

- maximise the economic, social and environmental benefits of our joint investments in the state’s transport network
- achieve maximum efficiencies through joint and

innovative approaches to road stewardship, network planning, program development, purchasing and resource sharing

- improve road management and delivery capability through increased training, advanced technology and knowledge transfer
- optimise safety for all road users
- maximise the investment by all parties on the Queensland transport network.

The Roads and Transport Alliance operates under a Memorandum of Agreement between TMR and the LGAQ, cementing their commitment to shared road and transport interests. The Alliance relationship is a long-standing one with this arrangement now onto its third agreement, covering the 2013-2018 period.

2.2 The Roads and Transport Alliance Model

Roads and Transport Alliance Board

The Board includes senior executives from TMR and LGAQ who set the strategic direction of the Alliance.

Roads and Transport Alliance Project Team (RTAPT)

The team is formed by TMR and LGAQ officers who implement Alliance strategies and initiatives and provide support to RRTGs and the Board.

Regional Roads and Transport Groups (RRTGs)

Group members include local government elected representatives and TMR district directors. RRTGs are the primary decision making bodies of the Alliance who determine regionally prioritised improvements to their communities’ transport infrastructure.

Technical Committees (TCs)

These committees are comprised of local government and TMR senior engineers and other relevant technical staff. TCs provide technical advice and recommendations to the RRTGs.

2.3 The Roads and Transport Alliance Board

The role of Chair rotates annually between the LGAQ and TMR board members. For the period July 2017 to June 2018 the board members were:

LGAQ	TMR
Mr Greg Hallam AM, CEO Chair, July 2017 – June 2018	Mr Neil Scales OBE, Director-General
Ms Sarah Buckler PSM, General Manager - Advocacy	Mr Bill Landsbury A/ Deputy Director-General Infrastructure, Management and Delivery
Ms Simone Talbot, Manager – Advocacy (Infrastructure, Economics and Regional Development)	Mr Joshua Hannan, General Manager – Transport Strategy and Planning

Regional Roads and Transport Groups

There are 17 Regional Roads and Transport Groups across the state, with each group consisting of neighbouring local governments (or a single council) and a TMR district office.





3.
DELIVERING
IN THE COMMUNITY,
TIDS PROJECTS

3. Delivering in the community, TIDS projects

The Roads and Transport Alliance directly benefits communities across Queensland. This is most apparent through Transport Infrastructure Development Scheme (TIDS) projects developed and delivered by RRTGs. TIDS addresses regionally prioritised transport needs across the system for all users.

In 2017-18, 286 projects were administered through the TIDS program with funding responsibilities shared amongst state and local government agencies. This section showcases a small sample of the projects undertaken and the various benefits achieved.

3.1 Bowen Basin RRTG

Theodore Moura Road, Banana Shire Council

Theodore Moura Road in the Banana Shire is a Local Road of Regional Significance (LRRS) network priority for the Bowen Basin RRTG. The 41km Theodore Moura Road links the Theodore and Moura townships and is a rural major collector road connecting the Leichhardt and Dawson highway.

The road services rural agriculture, grazing and timber resources, is a school bus route and provides access to the Anglo-American Dawson Coal mining operations.

The existing road is fully sealed, with the surface width varying between 6-8m. The regulatory speed is 100km/h.

A safety assessment was conducted on the road and noted:

- The effective seal width was below the acceptable safe width for the speed environment
- Older road sections required reconstruction due to poor alignment, drainage issues and pavement and seal deterioration
- Gravel base overlay, widening and seal were required on sections of the road
- Horizontal/vertical alignment correction was required in some areas
- Theodore Moura Road crash history (2001-2017) included eight property damages, three medical treatments, nine hospitalisations.

Following a Road Safety Audit completed in 2017 the road speed limit was reduced to 80km/h.

Theodore Moura Road was included in the TIDS program to increase the safety for road users, Stage 2

Theodore Moura Road - Before



Theodore Moura Road - After



Theodore Moura Road



of the project was completed in the 2017-18 financial year. Stage 2 (8km of the road) was reconstructed with a 6.5m seal width on an 8m wide pavement with signage and guideposts. The table drains were also reinstated to address stormwater flow issues.

The final construction cost was \$1.18 million. Technical assistance and delivery for the project was provided by Banana Shire Council Infrastructure Technical Services and council Infrastructure Delivery. The project was completed on time and within budget in June 2018. This completed project has allowed the speed limit to be returned to 100km/h with improved flood immunity, increased industry productivity and driver comfort. The major benefit is improved road safety.

Story submitted by Allan Heit, Banana Shire Council.

Deearne Road, Banana Shire Council

Deearne Road is located in Banana Shire and is a LRRS Network Priority for the Bowen Basin RRTG. The road links the township of Taroom to state controlled Eidsvold Theodore Road.

Deearne Road provides access for tourism to and from Taroom, is a haul route for local primary producers and also provides access for the gas industry.

The existing road consisted of a 5.5m unsealed road with very poor formation, poor vertical and horizontal alignment and was often impassable in wet weather.

In February 2018, TIDS funding of \$500,000 was used to upgrade 3.7km of Deearne Road, including:

- 6.5m seal
- 8m pavement formation
- table drains
- installation of box culverts
- signage and guide posts.

Due to the isolated location of Deearne Road, the cost of acquiring the necessary materials was high, however innovation and local knowledge allowed use of nearby local gravel pits for a large amount of the pavement formation, greatly reducing transportation cost.

The project was designed and delivered by Banana Shire Council Infrastructure Technical Services and council Infrastructure Delivery and was completed on time and within budget in May 2018.

Road users can now enjoy improved accessibility year-round with greatly enhanced safety.

Story submitted by Allan Heit, Banana Shire Council.



DUE TO THE ISOLATED LOCATION OF DEEARNE ROAD, THE COST OF ACQUIRING THE NECESSARY MATERIALS WAS HIGH...

Deearne Road - Before



Deearne Road - After



Deearne Road



Woorabinda Aboriginal Shire Council

Approximately \$96,500 Roads and Transport Alliance TIDS funding and approximately \$52,500 Aboriginal and Torres Strait Islander TIDS funding was allocated to Woorabinda in 2017-18 for three projects, which formed part of its forward four-year roads works program, which included:

- Asphalt overlay to three roundabouts.
- Construction of a concrete footpath to the football and netball grounds.
- Resealing of priority roads and streets.

Woorabinda Aboriginal Shire Council has been working for several years to prioritise its road and street network to expand, improve and maintain its transport assets. The three projects carried out in 2017-18 were part of these priorities and delivered under the direction of Council's Works Manager, Neville "Dooley" Perkins.

The major project was the asphalt overlay of the three roundabouts on the main access link to and through Woorabinda. Woorabinda is located approximately 5km west of the Fitzroy Developmental Road and has a northern and southern access loop from this road, which includes Munns Drive and Rankin Street. The roundabouts are located at the intersections of:

- Munns Drive and Blair Street (approximately 1,000m²)
- Munns Drive and Rankin Street (approximately 1,220m²)
- Rankin Street and Carbine Street (approximately 610m²)

The existing roundabouts had a bitumen chip seal surface and were showing signs of fatigue and failure in both the seal and pavement due to age and the nature of traffic movements through them. The works were contracted and undertaken over two days in June 2018. Pavement failures were repaired, the existing surface was "cut out" to tie into the existing kerb and entry/exit points and the 30mm asphalt overlay carried out. It is hoped this treatment will prove to be a fit for purpose solution and greatly extend the life of the assets.

Council has gradually expanded its constructed footpath network around Woorabinda in recent years to encourage pedestrians (particularly school children) to walk off-road thus improving safety around town and to improve amenity. A 120m footpath along

Roundabout - Before



Roundabout - After



Footpath - During



Footpath - After



Rankin Street linking the existing footpath at Dooley Street to the football and netball grounds was constructed in 2017-18. It is a well-used route and will benefit the community.

Approximately 9,000m² of resealing on key streets was carried out in 2017-18. Council has been continuing a reseal program to maintain and renew its existing sealed surfaces and a small portion of the network is completed each year. This coincided with the establishment of the annual Bowen Basin and Gladstone RRTGs joint reseal project and the work at Woorabinda is undertaken within this project at a significantly lower cost than it would be on a "stand-alone" basis.

Submitted by Dooley Perkins, Technical Committee member and Gerard Read, Technical Coordinator, Bowen Basin RRTG.

3.2 Brisbane Metro Alliance RRTG

Newman Road, Main Avenue and Beor Street, Wavell Heights – intersection upgrade, Brisbane City Council

Brisbane City Council has upgraded the Newman Road, Main Avenue and Beor Street intersection at Wavell Heights to tackle traffic congestion, improve safety for pedestrians and accessibility through the intersection.

Newman Road provides through-traffic flow movement carrying approximately 18,000 vehicles per day connecting local residential areas to Robinson Road East to the north and Hamilton Road to the south. It also provides access to local hubs such as Geebung Railway Station and Seventh Brigade Park. Hamilton Road links to the Principal Regional Centre at Chermside and is an important bus route in the northside’s public transport network.

Main Avenue provides through-traffic flow movement carrying 3,000 vehicles per day and services the local residential catchment, connecting it to Bilsen Road and Hamilton Road.

Beor Street provides access to the residential area and carries approximately 1,000 vehicles per day, providing an alternative route to access the nearby Chermside Shopping Centre, Chermside Aquatic Centre and Seventh Brigade Park and is a bus route.

The intersection upgrade included:

- installation of new traffic signals
- additional lanes on Newman Road
- widening of the existing footpaths
- new line marking and pavement works
- street lighting.

This project was jointly funded by council with TIDS funding of \$1.52 million – approximately 39% of total project cost of \$3.86 million. Construction started in early October 2017 and was completed in April 2018.

Before intersection upgrade



After intersection upgrade



MAIN AVENUE PROVIDES THROUGH-TRAFFIC FLOW MOVEMENT CARRYING 3,000 VEHICLES PER DAY...

Pickering Street, Enoggera – signalised pedestrian crossing, Brisbane City Council

Brisbane City Council installed a new signalised pedestrian crossing on Pickering Street between Magura Street and Bowling Street, Enoggera to improve safety and accessibility for pedestrians and cyclists in this busy precinct.

The signalised crossing provides a safe crossing facility, improving pedestrian access to local businesses in Magura Street, as well as public transport on Pickering Street and the Enoggera Railway Station.

The project also provides a link for cyclists travelling between the Enoggera Railway Station via Pickering Street, with connection through to Grinstead Park and the Kedron Brook Bikeway to the north.

This project was jointly funded by Council and TIDS funding for the project was \$178,077 approximately 37% of total project cost of \$484,000.

Construction started in early August 2017 and was completed in late September 2017.

Before installation of signalised pedestrian crossing



After installation of signalised pedestrian crossing



Safe School Travel Infrastructure – Earnshaw State College, Banyo, Brisbane City Council

Brisbane City Council undertook traffic improvements on Langton Street and Victor Street in Banyo to enhance pedestrian and motorist safety.

Langton Street and Victor Street connect Earnshaw State College, catering for Prep to Year 12 school with a student population of over 730, with local public transport (bus stops and Banyo Railway Station), district centres (Saint Vincents Road and Tufnell Road retail), and community facilities (Banyo Library and Banyo Memorial Park).

Following community concerns being raised about the lack of pedestrian crossing facilities on Langton Street for students travelling to and from school, Council identified Langton Street and Victor Street for traffic improvements to enhance safety and accessibility.

The project installed a pedestrian refuge island with kerb build-outs on Langton Street as well as splitter islands on Langton Street and Victor Street. This has enhanced pedestrian safety for both the school and local community by making the crossing task easier, assisted in promoting a lower speed environment and promoted a safer movement of vehicles through intersections.

The project had TIDS funding of \$76,239 with construction between mid-September and October 2017.

Earnshaw State College - Before



Earnshaw State College - After



3.3 Eastern Downs RRTG

Boundary Street and Mort Street Upgrades, Toowoomba Regional Council

Boundary Street

In the 2017-18 financial year, the Eastern Downs RRTG prioritised the Boundary Street Upgrade Project on the western outskirts of Toowoomba City. The project reached a major milestone with near completion of Stages 2 and 3. Previously completed Stages 1 and 4 are already providing benefits to the community by linking previously unconnected segments of Boundary Street, significantly reducing heavy vehicle traffic on the adjacent Hendy Street. When fully completed in 2018-19, the Boundary Street Upgrade will provide a western connection to the Toowoomba Second Range Crossing (TSRC) whilst improving access for heavy vehicles and freight transport to Toowoomba’s Torrington industrial area.

In 2017-18, the RRTG allocated TIDS funding of \$1.33 million to complement the Toowoomba Regional Council (TRC) contribution of \$9.65 million. This funding has allowed construction of the realigned section between Bedwell Street and to the north of Hermitage Road, including the realignment of the Boundary Street/Hermitage Road intersection and installation of traffic signals (Stage 3), in addition to widening and upgrades to the section from Bridge Street to Pedersen Street (Stage 2).

The new sections of Boundary Street have provided sealed and widened roadways, improved storm-water drainage and flood immunity, road lighting and landscaping in addition to considerable utility upgrades and relocations.

The Boundary Street upgrade was guided by a Project Leadership Team under the TRC General Manager Infrastructure Services and will reach practical completion early in 2018-19, completing this vital connection well in advance of the TSRC.

Mort Street

In 2017-18, the council also made significant progress upgrading Mort Street to provide a connection to the TSRC. The project is currently the largest and most complex construction work being undertaken by Council and managed and largely delivered by Council’s own workforce. It will create a new entry to the city with the visual amenity greatly improved with significant landscaping.

In the 2017-18 financial year the EDRRTG allocated TIDS funding of \$1.39 million to complement the TRC contribution of \$15,876,609.

The project is being constructed in three stages from the Mort Street-West Street intersection north to the interface with the TSRC. These stages cover significant storm-water works, pavement upgrades, re-alignment of roadway, pedestrian and active transport upgrades, formalised parallel parking, new traffic signals, relocation of a high pressure steel gas main, widening of the Black Gully culvert, undergrounding power and landscaping.

The successful design and construction of the Mort Street Upgrade Project has only been possible due to collaboration and close working relationships with key stakeholders including Ergon, QR, Telstra, NBN, TRC Water Infrastructure Services.

The Mort Street upgrade is expected to provide ongoing economic and social benefits and cater for growth in the city’s transport network and will be completed in late 2018 in advance of the opening of the TSRC.

Story submitted by Michael Burling, Toowoomba Regional Council.

Boundary Street Stage 2 – prior to construction



Boundary Street Stage 2 – during construction



Boundary Street Stage 2 – post construction



Boundary Street Stage 3 – prior to construction



Boundary Street Stage 3 – during construction



Boundary Street Stage 3 – post construction



Eastern Downs RRTG, Mort Street Upgrade,
Toowoomba Regional Council

Fiveways intersection – prior to construction



Fiveways intersection – post construction



Mort Street – prior to construction



Mort Street – post construction



3.4 Far North Queensland RRTG

Redlynch Road, Cairns Regional Council

Redlynch Intake Road forms a critical access road for Cairns Regional Council. It provides the only access to the major water inlet for the Cairns Region (Freshwater Creek) and the upper catchment of the suburb of Redlynch.

This road provides access for heavy vehicles utilising the local quarry, an equestrian centre and a highly utilized regional attraction, Crystal Cascades. The existing form of the pavement was a 7m seal, with little to no shoulder. Given the high level of interaction between heavy vehicles, commercial tourism operators and private vehicles, this project provided the opportunity to reduce ongoing safety concerns.

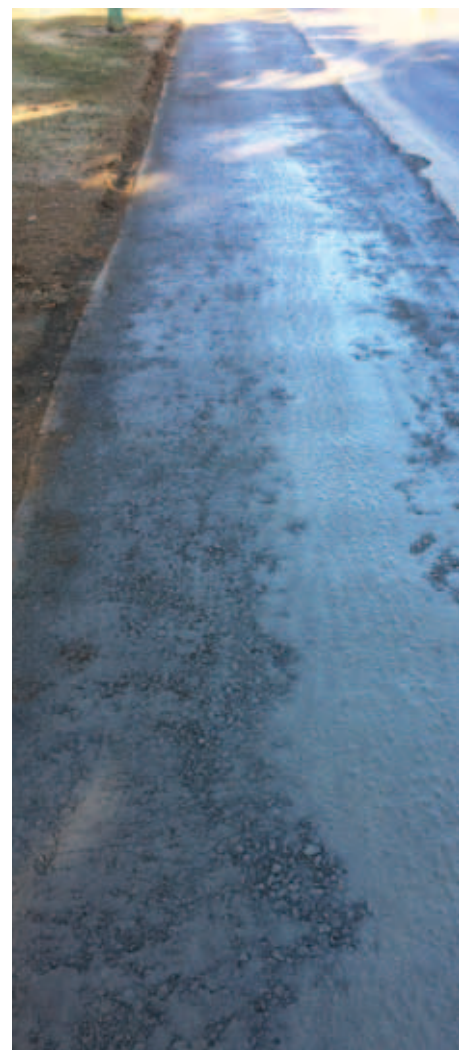
Stage 1 of the project comprised tapers associated with the merge movements of the heavy vehicles - from a low speed environment to allow merging of these vehicles, prior to a visibility reduced left hand bend.

There were also a range of safety improvements including: guardrail, line marking and drainage improvements associated with the road. Stage 1 received a total TIDS contribution of \$145,000 in the 2017-18 financial year and has a budgeted allocation of \$150,000 in the 2018-19 financial year to further extend these works.

The RRTG has developed a project prioritisation tool to fairly and equitably assess new projects being submitted across the region. The new tool was developed to be simple to use with updated workings to better reflect the regions priorities, whilst still using TMR's assessment criteria and methodology (Austroads – Guide to project evaluation, and TMR – Cost Benefit Analysis Manual). It has been used throughout the last quarter of 2017-18 as a trial and will be used to input and rank all new projects for the 2018-19 financial year.

Story submitted by Lachlan Rankine, Technical Co-ordinator, FNQ RRTG.

Redlynch Road during/after



3.5 Gladstone RRTG

Harvey Road Upgrade, Gladstone Regional Council

The Gladstone RRTG delivered five projects throughout 2017-18 with the Harvey Road Upgrade being a major project, comprising approximately 29% of the available funding.

Harvey Road is high-traffic urban two-lane distributor connecting Kirkwood Road to the Dawson Highway and servicing Gladstone’s western residential growth areas. It provides access to residential properties, Clinton State Primary School, adjacent sporting ovals and shopping facilities. The southern section of Harvey Road has a 60 km/h limit, however Sundowner Road has a 40km/h school zone (on school days).

The key drivers for the project resulted from road pavement deterioration from heavy traffic volumes as well as the need to improve safety for both vehicles and pedestrians.

Some of the major components of the project included:

- Relocation of the existing access to sporting fields and car park and upgrading access to the signalised intersection opposite the school, noting the car park also services the school.
- Upgrade of 515m road including: pavement renewal; resurfacing and reconstruction of kerbing; bus bay; footpath; median as well as signage and street lighting upgrades.

Extensive consultation was undertaken with key stakeholders, which assisted in determining the final design and also led to reduced interruptions to traffic during construction.

The project faced several challenges including: managing traffic and maintaining pedestrian safety; issues with localised sub-surface unsuitable material foundations; different pavement treatment requirements across road sections and underground and overhead service relocations.

Gladstone Regional Council engaged a contractor to undertake the project works and a Superintendent to provide contract management. Construction was completed on time in April 2018. The final project delivery cost was \$3.37 million including service relocation costs with TIDS funding of \$301,000 and council contribution totalling \$3.06 million.

Submitted by Rob Huth, Technical Committee Chair, Gladstone RRTG

Before - South end of project adjacent Sundowner Drive intersection – Preconstruction



Before - Crest of hill/Centre of new intersection – looking south Preconstruction



Before - Harvey Road from redundant carpark entry – looking south Preconstruction



During - Pavement placement including unsuitable remedial works



During - Removal of redundant pole by Ergon



After - Signalised intersection including centre median



After - Pedestrian muster area including fence and signals adjacent to intersection



**Red Rover Road Upgrade (stage 2 and 5),
Callemondah, Gladstone Regional Council**

Red Rover Road is an urban sub arterial road connecting Hanson Road and the Dawson Highway. Located approximately 3.5km south-west of Gladstone CBD, it services Gladstone’s major industrial hub. It is a high traffic (AADT = 5,800), heavy vehicle bypass, providing direct access to Gladstone’s Port and Powerhouse for traffic from the west of the city. The southern section of Red Rover Road is an 80 km/h speed environment, while the northern section to the NRG Loop Bridge, has a reduced speed environment of 60 km/h.

The road services properties zoned as medium impact industry, which, when fully developed, will generate considerable traffic volumes. Council identified Red Rover Road as a potential candidate for dualization in the medium to long term future. Bensted Road, an industrial collector servicing the developed business area, has two intersections onto Red Rover Road. These intersections showed signs of fatigue, predominantly due to heavy vehicle braking and turning.

Red Rover Road provides access to one of Council’s water reservoir sites via Jeff Ringland Drive and to a Council stand pipe entrance in the same area. The project consisted of construction of Stage 2 and Stage 5 of the 5-stage upgrade project.

Council faced several challenges during delivery including: traffic management; localised pavement failures; multiple pavement treatment requirements and service relocations.

Council and the engaged contractor communicated with the affected stakeholders to incorporate their special needs in the final Traffic Guidance Schemes adopted.

Construction included:

- pavement widening to provide a second dedicated bike path
- upgrading intersections to accommodate B-Double movements
- upgraded signage and guardrail protection for bridge approaches.

Construction was completed within project timeframes, between late November 2017 and early February 2018.

The final project delivery cost was \$1.68 million (excluding the service relocation costs) with TIDS funding of \$309,000.

Submitted by Rob Huth, Technical Committee Chair, Gladstone RRTG.

Before



Before



Before



Before



During



During



During



During



After



After



3.6 North Queensland RRTG

Gill Street Upgrade, Charters Towers Regional Council

North Queensland RRTG delivered 24 projects in 2017-18 including Charters Towers Regional Council's sole project – the reconstruction of Gill Street between Church Street and Enterprise Road.

Gill Street is the main street of Charters Towers commencing in the heart of the CBD at its intersection with Mosman Street (LRRS) and extending east for approximately 1.6km to the Flinders Highway. It is a key urban collector and distributor and an important LRRS link. The hospital, police station, fire station as well as a large number of businesses front Gill Street, and it also provides direct access to Charter Towers Railway Station.

The project has been constructed over three financial years – commencing in January 2017 with full completion expected in December 2018. The final estimated cost is approximately \$4 million with TIDS funding of approximately \$2 million in total. \$831,495 TIDS funding (25%) from the North Queensland RRTG works program was spent in 2017-18. So far the project has been delivered to budget, time and scope, with approximately 20% of the works remaining to complete at time of printing.

The project scope has been extensive, including the construction of the first roundabouts in Charters Towers. In total, four roundabouts have been constructed at intersections along the 900m length of the project. On-street parking (kerb and central) is prevalent through the site and traffic islands have been redesigned and reconstructed to improve this function. The full pavement has been replaced using a bitumen-treated-base material and an asphalt surfacing applied to improve rideability, road noise and aesthetics. Landscaping has also been incorporated.

The primary objective of the project was to improve traffic flow, parking, access and safety for all road users, including pedestrians and cyclists and this has been achieved. Planning and delivery of the project included community engagement and public consultation, as well as extensive traffic studies.

The project was constructed using Charters Towers Regional Council day labour workforce with specialist contractors used where required. Night and weekend works were undertaken to minimise disruption to traffic and works were suspended during the tourist season for the same reason.

The project is a great example of a well-planned “difficult” project being successfully delivered in-house by a regional council.

Submitted by Helen King, Technical Committee member and Gerard Read, Technical Coordinator, North Queensland RRTG.

During - Roundabout



Post - Roundabout



During



Post



**Ingham Road, Everett Street,
Weston Street, Townsville City Council**

Ingham Road services the most significant and growing commercial/industrial area in Townsville. All intersections along the section of Ingham Road from Mather Street to the Bruce Highway are presenting capacity constraints in their current form. Due to heavy vehicle combinations servicing this area, access and egress into the side streets of Ingham Road have reached a point where there are delays and safety is being compromised. This has impacted the efficiency of the road transport activity in the area.

Townsville City Council combined funding from the Australian Government under the Heavy Vehicle Safety and Productivity Programme with TIDS and council funding to upgrade three key intersections on Ingham Road at Everett and Weston Streets, Webb Drive and Enterprise Street.

The first stage of works was an upgrade to the Ingham Road, Weston Street and Everett Street intersection. Prior to the works being carried out, this was an offset cross intersection with an offset distance of approximately 20m and an AADT of 13,000 vehicles per day with 24% heavy vehicle traffic.

The project involved the construction of a 22m diameter roundabout with 3m trafficable concrete aprons to manage two lanes of traffic in both directions. The project included numerous service relocations, drainage realignments, traffic control changes and land acquisition issues. Construction was contracted externally and works took place between January and September 2017.

There were several challenges and problems encountered during construction including;

- poor subgrade conditions (with the site being close to an intertidal area)
- discovery of services not identified during design
- damage to the work site due to vandalism.

Unfortunately, this resulted in the final construction cost being \$4.47 million. Whilst the works exceeded the estimated budget, the project benefits realised included better connectivity to a high business/employment area for the city; improved integrated road corridor to the highway and an increased connection to other modes of transport (ie. rail and air) in Townsville. The next stage of works has started - constructing the Webb Drive intersection, to be followed by the Enterprise Street intersection.

Through the North Queensland RRTG works program \$2.57 million TIDS funding was allocated to all three

projects across 2016-17 to 2018-19. Reconstruction of the adjacent 400m section of Everett Street from Ingham Road was also completed in 2017-18 with TIDS funding of approximately \$150,000.

Submitted by Cordelia de Kievit, Technical Committee member and Gerard Read, Technical Coordinator, North Queensland RRTG.

Before



During



During



After



3.7 Northern SEQ RRTG

Kinmond Creek and Sandy Creek Road Upgrade, Noosa Council

Noosa Council has completed the \$2 million Kinmond Creek Road Sandy Creek, Cootharaba Culvert reconstruction with TIDS funding of \$689,327.

This project was identified during a Level 2 structural assessment resulting in a 12-tonne load limit being placed over the existing helcoil culverts beneath Kinmond Creek Road at the Sandy and Eastern Branch Creeks culverts. The load limit restricted the types of vehicles able to access the local agricultural communities of this upper Noosa Hinterland area. The helcoil culverts were a bottleneck in the creek, making the culvert crossings inaccessible in times of heavy rainfall.

Detailed design, review and documentation of the Kinmond Creek road works was undertaken with the intent of minimising disruption to adjacent property owners and the surrounding environment.

The project replaced the failing culverts with a series of precast reinforced box culverts as well as scour protection, concrete floodway works, the reconstruction of 690m of Kinmond Creek Road pavement through insitu stabilisation, resurfacing and new road furniture.

The TIDS funding supported council to improve the safety and accessibility of the culverts up to a five-year average rainfall recurrence interval, with removed road load limits and the raising of the road to the relative level of 13m.

Challenges to the build included erosion and sedimentation risk within the creek, bringing Council's Infrastructure and Environment Teams together in a unique Project Control Group. The project was conducted during the lower rainfall season of winter and a Superintendent with temporary waterway barrier permit experience was contracted to reduce project environmental risks.

Story submitted by Kimberly Elliot, Noosa Council.

Before road



After road



Before guard rail



After guard rail



Before culvert



After culvert



Before works



After works



Glamorgan Vale Road, Fernvale Road, Clause Road intersection, Somerset Regional Council

One significant intersection upgrade project delivered by Somerset Regional Council was the widening and channelisation of Glamorgan Vale Road, Fernvale Road and Clause Road intersections.

These intersections have been the subject of several accidents over the years with increasing traffic volumes related to growth within the area.

The upgrade included:

- the addition of right turn lanes for two offset intersections
- signage improvements and improved site visibility (removal of vegetation)
- speed limit reduction to 60km/h
- relocation of power
- drainage upgrades.

Submitted by Michael Kinion, Somerset Regional Council

Before facing west at Fernvale Road picture



After facing west at Fernvale Road picture



Doonan Bridge Road, Sunshine Coast Council

Doonan Bridge Road is located approximately 5km north-west from Coolum Beach. This road is a neighbourhood collector road, 3.7km in length and services the rural areas of Verrierdale, Doonan and Yandina Creek.

The road transverses through known flooding areas with sections of road cut-off during major rain events. The road has high maintenance costs due to pavement inundation and traffic volumes.

As part of the rural road upgrade program, council undertook upgrading of three sections of Doonan Bridge Road, of total length 2.9km, from a gravel to a sealed standard, at a total cost of \$6.1 million, including \$1.2 million of TIDS funding over two years. The project was delivered over two calendar years using a mix of council day labour workforce and local private civil contractors.

Council delayed works so that residents could be consulted and provided with assurances that the final design considered all concerns, while still meeting all the required road safety standards and maintaining the desired rural aesthetics. The design provided the most beneficial outcome for residents, the surrounding community, community groups, wildlife and the environmental reserve.

During the design stage it was discovered that there were three Cultural Heritage sites along the road. These were not registered sites and highlighted that the road is on a route used through the land for some time. Council in collaboration with the Kabi Kabi First Nation People implemented management plans for the sites during the works and provided Kabi Kabi's preferred outcome for the sites when the works were completed. These sites are now registered with the state.

Story submitted by Chris Loveday, Sunshine Coast Council.

Stage 1 before



Stage 1 after



3.8 North West Queensland RRTG

North West Queensland RRTG delivered another 21 projects in 2017-18 through the TIDS program. A variety of projects were completed – sealing of sections of existing unsealed road, widening sections of single lane sealed roads, floodway and culvert construction/upgrade to improve drainage and reduce flooding and outage time, rehabilitation of failed pavements and reseals (including a reseat of the Gregory Airport runway and aprons).

Richmond – Croydon Road, Richmond Shire Council

2017-18 saw a continuation of improvements to the Richmond – Croydon Road for Richmond Shire Council. The road is a vital north-south connection linking the Flinders Highway and Gulf Developmental Road servicing the cattle, agricultural and tourism industries. The road is widely used by cattle road trains, and tourist traffic is increasing as an alternative route to the north.

Richmond Shire Council has strategically prioritised sealing and upgrading of the Richmond – Croydon Road for many years and will continue to do so, in line with one of the primary objectives for the North West Queensland RRTG – to seal key routes, which connect the small towns and communities in the region. These routes are very important to the economic and social prosperity of this vast area. TIDS funding, council revenue and other external funding sources have been allocated to this objective for more than 15 years.

Council undertook a widening project in 2017-18 on an existing 7km single lane sealed section of Richmond – Croydon Road commencing 11.2km north of Richmond. Richmond is renowned for marine fossils found in the area, with fossil hunting sites located 12km from Richmond on the Richmond – Croydon Road. The sites attract large numbers of visitors and fossil hunters and the widening will allow for safer travel, overtaking opportunities and minimise windscreen damage (caused by stone “flick-up” from passing vehicles and trucks on narrow bitumen) for all road users.

A minor problem was encountered with the existing narrow culvert crossing at Double Barrel Creek at the northern end of the project, which had an impact on the cost and completion of the project. The existing 3/2000x1700 cast-in-situ culverts were located in the middle of a horizontal curve. The culvert legs were sloped and made it difficult to match with standard precast reinforced concrete box culverts units. There was also stone pitched batter protection on both the upstream and downstream sides.

Alternatives were discussed including omission of this section completely from the project or demolition of the existing structure and construction of a new culvert. After consideration it was decided to extend the crossing with “best fit” box culvert units on one side and a new 300mm reinforced concrete slab was constructed on over the complete culvert to raise the height of the road and improve rideability. New concrete protection batters were constructed upstream and downstream to replace existing stone protection.

The project was completed between July and September 2017 at a cost of approximately \$1 million with TIDS funding of \$500,000.

Submitted by Michael Wanrooy (Technical Committee Chair and Gerard Read (Technical Coordinator) NWQRRTG.

Before



During



After



Burketown Boat Ramp Vehicle Park, Burke Shire Council

Burke Shire Council undertook construction works to expand the Burketown boat ramp parking infrastructure following the recent completion of the Burketown boat ramp upgrade. Council crews constructed the 70 vehicle/trailer space carpark in approximately 10 weeks with sealing and line marking completed by external contractors. The new carpark is expected to greatly improve the amenity and safety of the boat ramp precinct and allow all-weather access and parking.

Recreational fishing represents a growth market for the Gulf region and improved marine infrastructure will help to draw this market. It is thought the upgraded Burketown boat ramp (barge capable) will also encourage the development of local indigenous tourism products to tourists, including crocodile and river tours, sunset river tours and fishing charters.

The project was completed between July and September 2017 with TIDS funding of \$29,663.

Submitted by Mark Poynter (Technical Committee member) and Gerard Read (Technical Coordinator) NWQRRTG.

Before



Before



After



3.9 Rockhampton RRTG

Capricorn Street, Rockhampton Regional Council

A major upgrade to Capricorn Street, Gracemere was one of four projects delivered in 2017-18 by the Rockhampton RRTG. It was one of three projects undertaken by Rockhampton Regional Council with the other project carried out by Livingstone Shire Regional Council.

- Rockhampton Road/Barmaryee Road intersection - Construct roundabout
- Dean Street – Upgrading of sealed road with mesh installed in the asphalt layer; and Berserker Street Dean Street intersection re-asphalting
- Berserker Street – Upgrading of sealed road with mesh installed in the asphalt layer.

Capricorn Street was a \$1 million project for council with TIDS funding of \$200,000. Work commenced on the project in mid-July 2017 and was fully completed in September 2017.

Capricorn Street is 1.5km and extends from Johnson Road to Somerset Road in the Gracemere Industrial Estate. It is part of a strategic urban link through Gracemere which effectively services the residential and industrial properties. Approximately 300 vehicles use Capricorn Street each day on average, which includes 95 heavy vehicles. This road connects Somerset Road, Foster Street and Middle Road, which have a high percent of road train usage.

Prior to the project commencing, Capricorn Street was a reasonably narrow two lane (5m wide) carriageway, which had reached the end of its useful life in terms of function, safety and condition. The project scope included the following components and extended from Foster Street through to Middle Road:

- Renewal and widening of the road surface out to 11m wide
- Construction of floodway concrete
- Significant longitudinal and cross-drainage upgrades.

With a project of this scope, traffic management was a key focus. Reduced speeds through work areas, detours, short term lane closures and intersection controls were all deployed and these were well managed by Council.

The project will greatly improve road safety for motorists, cyclists and pedestrians with one key safety measure - the installation of the wider pavement, allowing for safer passing and interaction of the road trains in the area.

Story submitted by David Bremert, Technical Committee member Rockhampton RRTG.

During (Looking to the culvert and further to Middle Road)



After (Looking to the culvert and further to Middle Road)



3.10 Scenic Valleys RRTG

Flagstone Creek State School, Lockyer Valley Regional Council

Flagstone Creek State School is a small, rural school located west of the Lockyer Valley. The school is located at the end of Flagstone School Road, a short 600m long no-through road off Flagstone Creek Road. While Flagstone School Road has a turnaround area at the school there was no defined bus stop area and no defined footpaths for children to safely walk to reach the bus.

Lockyer Valley Regional Council upgraded the parking, bus zone and turnaround area at Flagstone Creek State School to improve traffic flow and safety at the school as part of the 2017-18 Scenic Valleys RRTG works program – it was one of 11 projects delivered throughout the year.

The project delivered a turnaround area that caters for the school bus, a defined bus stop area and a footpath for students to walk safely from the school to the bus stop. The pavement widening has addressed a lack of parking and formalised parking areas that were being utilised. A formal pick up and drop off area has been constructed and line marked, with a safe area (footpath) for students to walk to and from the pick-up and drop-off zone.

Council worked closely with the school and its P&C committee to arrive at an agreed solution which complies with relevant design standards and meets the needs of the school users. Council delivered the project under budget, between May and June 2018 with minimal disruption to school operations.

The final cost was approximately \$77,000 with TIDS funding of approximately \$38,500 from the Scenic Valleys RRTG works program in 2017-18.

Submitted by Seren McKenzie, Technical Committee Deputy Chair, Scenic Valleys RRTG.

‘
WHILE FLAGSTONE SCHOOL ROAD HAS A TURNAROUND AREA AT THE SCHOOL THERE WAS NO DEFINED BUS STOP AREA AND NO DEFINED FOOTPATHS...

Before – Looking west towards the school yard from the turnaround area



After – Looking west towards the school yard from the turnaround area (new bus stop area shown)



Before – Looking east along Flagstone



After – Looking east along Flagstone School Road from the turnaround area



3.11 South West RRTG

School Crossing Improvements in Roma, Maranoa Regional Council

During 2017-18, an assessment on school crossings in Roma was undertaken by Maranoa Regional Council and TMR. The assessment identified priority works to improve the safety at a number of crossings to ensure they met the Manual of Uniform Traffic Control Device standards.

The \$50,000 project was jointly funded through TIDS and works included:

- new safety lines and line-marking
- raised pavement markers
- improved access ramps
- signage.

A total of six school crossings in Roma were improved as part of the overall project:

- Roma School Crossing Improvement
- Roma State College Junior Campus - Hawthorne Street Crossing
- St Johns School Bowen Street Crossing
- St Johns School Duke Street Crossing
- Roma State College Middle School Campus - Cottell Street Crossing
- Roma State College Middle School Campus - Miscamble Street Crossing
- Roma State College Senior Campus - Duke Street Crossing

This project has provided multiple benefits to the local community, most importantly improving safety for pedestrians travelling to and from school through better pedestrian facilities and signage. As well as improved road safety for all road users.



THE \$50,000 PROJECT WAS JOINTLY FUNDED THROUGH TIDS...

Hawthorne Street, Roma



Duke Street, Roma



Adavale Road (Red Road) Upgrade, Quilpie Shire Council

Quilpie Shire Council upgraded a 5.75 km section of the Quilpie - Adavale Road including road subbase work to raise the road level to improve flood immunity, new 150mm thick pavement and the installation of drainage structure and floodways.

The project was delivered on budget at a total cost of \$1.11 million including TIDS funding component of \$657,772.

The upgrading of this road to sealed standard as well as the upgrading of floodway and drainage in priority locations has greatly improved the safety and all weather accessibility of the road for road users.



Gate Road Reconstruction, Paroo Shire Council

This project used locally sourced screened white rock for a cost-effective solution for reconstructing a badly rutted and failing section of an important connection road.

Jobs Gate Road starts approximately 30 km south of Cunnamulla on the Mitchell Highway and runs south-east for over 130 km eventually crossing the New South Wales Border. It is an alternative tourist and freight route from New South Wales and services a large part of the Shire's farming community.

Jobs Gate Road is located in black soil and originally sealed using minimal gravel thicknesses and cross falls. A number of sections had been resealed over time and as a result some areas had bad rutting and cracking.

The total project cost was approximately \$700,000 including 50% TIDS funding.



**Jane Street Sealing, Cunnamulla,
Paroo Shire Council**

Jane Street in Cunnamulla is an alternative arterial connection to the town centre and a freight access route from Charleville to the Cunnamulla Highway.

TIDS funding allowed Jane Street to receive the first road reseal in Cunnamulla for over five years. The centre strip of Jane Street was resealed some 10 years ago while the original seal was completed more than 20 years ago. As a bullock road it is 25m wide, so the sides were still unsealed and were failing as well as badly cracked.

The use of a rubberised bitumen was selected to address long-term cracking problems with the total project cost approximately \$35,000 including 50% TIDS funding.

This is a fantastic outcome for the local community and a boost to the street appeal of the town.



**Killarney Road Widening,
Murweh Shire Council**

This project involved the widening of the previously 4m unsealed Killarney Road to an eight metre pavement and seven metre seal. Works also involved the realignment of bends and intersections as well as new signage and guideposts as required.

The total project cost was \$800,000 including 50% TIDS funding.



**Quilpie - Thargomindah Road,
Bulloo Shire Council**

This project to pave and seal a section of the Quilpie - Thargomindah Road was 100% TIDS funded and delivered under budget for a total project cost of \$1.09 million.

The job was originally scheduled for January 2018, however due to sales pit permission delays this project did not commence until late April. Drier conditions meant that there were no further delays and multiple water trucks were used to maximise coverage and productivity.

Additional savings were gained by lower costs of winning and crushing materials at the Lakes Pit, the use of a stabiliser during the process to get a stronger foundation over a shorter period of time and coordination of activities to maximise construction efficiencies, particularly around water cartage.

The outcome is a longer-lasting and safer road for the Bulloo Shire and its road users.



**DRYER CONDITIONS MEANT
THAT THERE WERE NO
FURTHER DELAYS...**

3.12 Wide Bay Burnett RRTG

Main Street, Nikenbah, Fraser Coast Regional Council

Main Street, Nikenbah is a major access point into Hervey Bay from Booral Road and Maryborough, which services the emerging residential subdivisions in the city’s southern growth corridor. Main Street carries an AADT of approximately 3,500 comprising 9.5% heavy vehicles.

To improve the vertical alignment and safety of Main Street for all road users, council has been working on progressive upgrades with the completion of Stage 3A works costing \$2 million in December 2016.

Stage 3B works carried out from February to June 2018, included the reconstruction of a 625m section of Main Street, including:

- upgrading of the existing road pavement
- earthworks
- kerb and channel installation
- drainage improvements
- construction of piped stormwater drainage, asphalt resurfacing
- installation of signage and line-marking.

A full road closure was put in place whilst the works were undertaken to ensure contractor safety and a speedy completion of the upgrade.

The total project cost for the Stage 3B works was \$1.147 million, with the project being jointly funded by Fraser Coast Regional Council and TIDS funding program.

The Chapel/Maggs Hill Road/Main Street intersection, which connects to the Stage 3B works will be upgraded as a separate project in future budgets.

Submitted by Toni Souvlis, Fraser Coast Regional Council.

‘
A FULL ROAD CLOSURE WAS PUT IN PLACE WHILST THE WORKS WERE UNDERTAKEN TO ENSURE CONTRACTOR SAFETY AND A SPEEDY COMPLETION OF THE UPGRADE.

Stage 3B works in progress



Completed works - View from Stage 3A to 3B



Completed works Stage 3B





4. SUPPORTING STATEWIDE CAPABILITY IMPROVEMENTS

4. Supporting Statewide Capability Improvements

Each year funding is made available to all RRTGs for capability improvement projects that align with core Roads and Transport Alliance functions through the Statewide Capability Fund (SCDF). These initiatives are designed to yield regional and statewide benefits, both for transport users and road authorities. In 2017-18, 21 projects were funded through the SCDF. Details on page 31.

Safety initiative – AusRAP project

PHASE 2 – AusRAP assessment

To help RRTGs undertake the required road safety assessments on all “local roads of regional significance” (LRRS), in 2016, the Roads and Transport Alliance Board approved ARRB to conduct Australian Road Assessment Program (AusRAP) road safety assessments of sealed local government LRRS.

The project, conducted in two phases, includes:

- Phase 1, completed in 2017, was fully funded by TMR’s Targeted Road Safety Program and the State-wide Capability Development Fund (SCDF), and included road condition surveys and video data collection for all sealed local government LRRS. ARRB undertook road condition video surveys for 52 councils in Queensland (who had accessible sealed “local roads of regional significance”) – a total of 9370.19 km roads surveyed.
- Phase 2, currently underway, is being funded using the standard 50/50 matched funding basis between the SCDF and the RRTGs. RRTGs had the option to nominate to have an AusRAP assessment of all of their sealed LRRS. (Note: all TMR LRRS have been assessed using AusRAP, under a project that assessed the entire Queensland state-controlled road network.) Of the 52 councils surveyed, 40 councils (77%) agreed to proceed with the AusRAP road safety risk assessments of these roads, this amounts to 7727 km to be assessed.

ARRB completed the AusRAP assessments and reports for 7 RRTGs (21 councils), listed below, between October 2017 and June 2018.

RRTG	LENGTH (KM)	COUNCILS INCLUDED
Whitsunday (part 1)	126.1	Mackay RC
Rockhampton	177.5	Rockhampton RC only
Gladstone	354.3	All (Gladstone)
North SEQ	833.2	All (Moreton Bay, Noosa, Somerset & Sunshine Coast)
Wide Bay Burnett	876.3	All (Bundaberg, Fraser Coast, Gympie, North & South Burnett)
South West	875.2	All (Maranoa, Murweh, Balonne, Bulloo, Paroo & Quilpie)
Bowen Basin	1553.9	All (Banana, Central Highlands & Isaac)

A total of 4796.5 km has been assessed (4108.4 km rural, 688.1 km urban).

ARRB anticipate completing the remaining assessments and reports for 7 RRTGs (19 councils), listed below, between July 2018 and 21 December 2018.

RRTG	LENGTH (KM)	COUNCILS INCLUDED
Whitsunday (part 2)	97.1	Whitsunday RC
North QLD	500.5	All (Burdekin, Charters Towers, Hinchinbrook & Townsville)
Far North QLD	142.5	Cairns & Tablelands only
North West	368.1	Burke, Doomadgee, Flinders, McKinlay & Richmond
Scenic Valleys	572.2	All (Ipswich, Lockyer Valley & Scenic Rim)
Southern	615.7	All (Gold Coast, Logan & Redlands)
Eastern Downs	610.4	All (Toowoomba RC)

There are a number of benefits of having an AusRAP assessment of the LRRS network including:

- enabling easier communication about road safety issues using the coloured coded AusRAP star ratings maps produced (see at a glance where there are road safety issues)
- help in planning road safety treatments at individual sites, along a route and for a road network
- the ability to compare roads in individual councils in each region and with TMR’s state-controlled road network (which has already been assessed).

Statewide Capability Development Fund Projects

PROJECT NAME	DESCRIPTION
TMR Prequalification - North West Queensland RRTG	This project represents funding to Flinders and Richmond Shire Councils of North West Queensland RRTG to progress prequalification with TMR as accredited construction contractors through the National Prequalification System for Civil (Road and Bridge) Construction Contracts.
AusRAP Safety Assessment Project - Phase 2	This is phase 2 of the Australian Road Assessment Program (AusRAP) Safety Assessment Project on the sealed local government LRRS network. Phase 1 (road condition surveys) was completed last financial year and was fully funded through the SCDF. Phase 2 spans two years and will be completed in the 2018-19 financial year; noting that the SCDF subsidy was matched by participating RRTGs.
Contract Documentation Update - North West Queensland RRTG	This project represents funding to North West Queensland RRTG for the review, update and expansion of the existing contract documentation suites for the group.
South West Strategic Transport Plan - South West RRTG	This project represents funding to South West RRTG to support the development of their Strategic Transport Plan.
Contract Management Courses - Bowen Basin, Gladstone, Rockhampton and North West Queensland RRTGs	This project represents funding to Rockhampton, Gladstone, Bowen Basin and North West Queensland RRTGs for the delivery of four Contract Control International training courses to improve the fundamental contract management skills and knowledge of supervisory and management staff.
Standardised Procurement Documentation - Far North Queensland RRTG	This project represents funding to Far North Queensland RRTG for the development of easy-to-use contract and procurement documentation suites for the group, plus associated training.
Pavement and Sealing Design Courses - North Queensland RRTG	This project represents funding to RRTG member councils of North Queensland RRTG to undertake two training courses, offered by the Centre for Pavement Engineering Education, on pavement design practices and sprayed sealing design practices.
Network Benefits Project - Eastern Downs and Western Downs RRTGs	Eastern Downs and Western Downs RRTGs received funding to examine network access issues and develop processes to evaluate the benefits of various regional freight strategies.
IPWEA Professional Certificate in Asset Management Planning - Bowen Basin, Rockhampton, North West Queensland and Scenic Valleys RRTGs	This project represents funding to Rockhampton, Bowen Basin, North West Queensland and Scenic Valleys RRTGs to undertake the Professional Certificate in asset management planning delivered by the Institute of Public Works Engineering Australasia (IPWEA).
Local Government Heavy Vehicle Route Assessment Guidelines	Funding provided over 2016-17 and 2017-18 for ARRB to develop a simple to use and fit for purpose route assessment guideline for use by local government.
AAPA Training Courses - Bowen Basin, Gladstone, Rockhampton and North West Queensland RRTGs	This project represents funding to Rockhampton, Gladstone, Bowen Basin and North West Queensland RRTGs for the delivery of six Australian Asphalt Pavement Association (AAPA) training courses, focused on bitumen surfacing and pavement practices, over 2016-17 and 2017-18.
AAPA Sprayed Sealing Selection and Design Course - Eastern Downs RRTG	This project represents funding to Eastern Downs RRTG to undertake the Sprayed Sealing Selection and Design course facilitated by AAPA.
Safe Infrastructure System Training - Wide Bay / Burnett RRTG	This project represents funding to Wide Bay / Burnett RRTG member councils to participate in Safe Infrastructure Systems training delivered by ARRB.
Level 1 and 2 Bridge Inspection Training - Bowen Basin and Rockhampton RRTGs	This project represents funding to Rockhampton and Bowen Basin RRTGs to undertake Level 1 and 2 Bridge Inspection training delivered by Forcecor for improved bridge and culvert asset management.
Level 1 and 2 Bridge Inspection Training - Outback RRTG	This project represents funding to Outback RRTG to participate in a Level 1 and 2 Bridge Inspection workshop delivered by ARRB.
Road Safety Audits Workshop - Bowen Basin, Gladstone and Rockhampton RRTGs	This project represents funding to Rockhampton, Gladstone and Bowen Basin RRTGs to undertake a two-day workshop delivered by IPWEA Queensland (IPWEAQ). The workshop provided attendees with the knowledge and skills required when conducting or responding to a Road Safety Audit.
TMR Technical Short Courses - Brisbane Metro Alliance RRTG	This project represents funding to Brisbane Metro Alliance RRTG for council staff to participate in six TMR Technical Short Courses.
Managing Risks on Lower Order Roads Training - Outback RRTG	This project represents funding Outback RRTG to undertake training by IPWEAQ in relation to managing risks on lower order roads to assist councils to self-manage risk management strategies during the stages of design and construction.
Asset Maintenance Management Training - South West RRTG	This project represents funding to South West RRTG to undertake asset maintenance management software training delivered by Asset Edge.
CARRS-Q Road Safety Audit Courses - Brisbane Metro Alliance RRTG	This project represents funding to Brisbane Metro Alliance RRTG for a three-day Road Safety Audit course and a five-day Road Safety Audit and Investigation of Crash Locations course (an extension of the 3-day course) provided by QUT Centre for Accident Research and Roads Safety (CARRS-Q).
Traffic Management Design Course - Bowen Basin RRTG	This project represents funding to Bowen Basin RRTG for RRTG member staff from Banana and Isaac to undertake TMR's Traffic Management Design Course.

SWRRTG Project Collaboration Tool

As one the largest RRTG areas responsible for 4,969 kilometres of local roads of regional significance, the South West RRTG identified the need to develop an easy to use online collaboration tool to get everyone on the same page and working together, despite their geographical location.

The objective of the project was to improve project management collaboration, communication and document control between the member councils of the SWRRTG by using cloud-sharing technology to boost productivity and accountability.

The innovative solution was to utilise the cloud-based online collaboration software, Smartsheet and develop project management tools designed specifically to meet the operational requirements of the Regional Roads and Transport Group.

SWRRTG engaged Shepherd Services to develop the online project collaboration platform and create the following SWRRTG project management tools using Smartsheet's simple and intuitive interface:

- **SWRRTG Annual Works Program and Cash Flow Tracker**
 - SWRRTG works program identifying approved projects, funding, timelines and expenditure.
- **Annual SWRRTG Meeting Program**
 - Key dates and required work tasks for SWRRTG members.
- **SWRRTG Capability Agreement & Action Plan**
 - Adopted Capability Agreement and Action Plan identifying agreed actions, responsibilities, timeframes and performance reporting.
- **SWRRTG Document Management System**
 - Document management system for obtaining SWRRTG forms, templates, correspondence, meeting agendas and minutes, LRRS Register and other Roads Alliance documentation and resources
- **SWRRTG Meetings Actions Tracker**
 - Required actions from SWRRTG meetings, responsible members, timeframes and outcomes.
- **SWRRTG Resource Sharing**
 - The collaborative acquisition of goods and services, work scheduling and document development.
- **SWRRTG 4 Year Works Program**
 - 4 Year Works Program Smartsheet including description, total project cost, chainage location.

- **SWRRTG Team**
 - Contact details for SWRRTG members and Alliance support team.

The final stage of the project involved redesigning the SWRRTG website to become the one-stop-shop for the group's online collaboration and resources. All of the SWRRTG project management tools as listed above, are now accessed directly from the website homepage ensuring all members can work in real-time with the latest information.

The project was completed in June 2018 and has improved the efficiency of the SWRRTG and ultimately helped to build better regional roads through collaboration, knowledge transfer and resource sharing.

The new-look, user-friendly www.SWRRTG.com homepage.





5. STATEWIDE FINANCIAL REPORTS

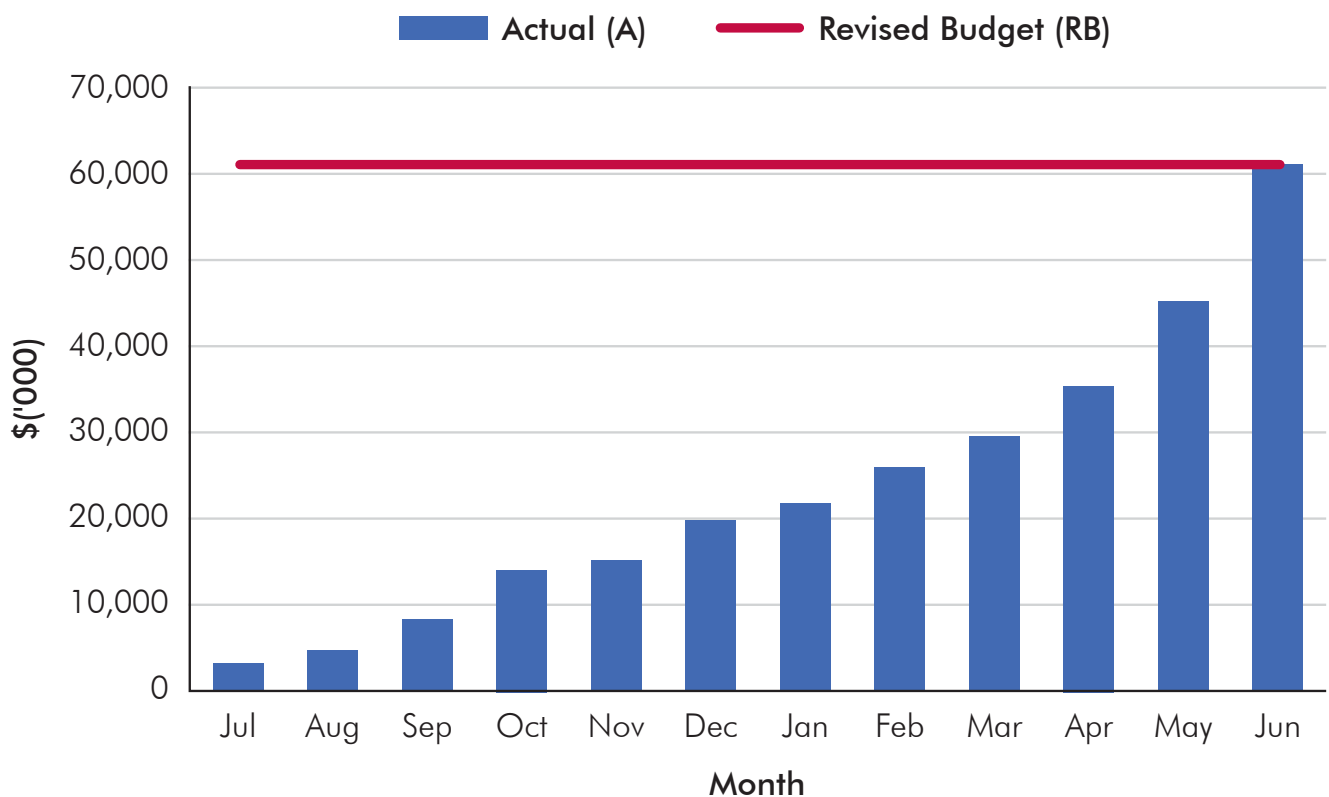
5. Statewide Financial Reports

Roads and Transport Alliance TIDS profile

The Roads and Transport Alliance TIDS program has 99 % expenditure for the 2017-18 financial year. A summary of performance by RRTG is detailed below.

REGIONAL ROADS AND TRANSPORT GROUP	NO. OF PROJECTS	ALLOCATION \$'000	BUDGET \$'000	YEAR TO DATE EXPEND \$'000	BUDGET SPENT %
Bowen Basin	11	4,479	4,479	4,479	100%
Brisbane Metro Alliance	12	2,042	2,101	2,101	100%
Eastern Downs	3	2,728	2,728	2,728	100%
Far North Queensland	33	5,715	5,809	5,469	94%
Gladstone	5	1,038	1,038	1,038	100%
North Queensland	27	3,361	3,361	3,361	100%
North West Queensland	27	5,493	5,383	5,381	100%
Northern SEQ	14	3,718	3,718	3,718	100%
Outback	22	6,211	5,182	5,200	100%
Rockhampton	5	1,516	1,516	1,516	100%
Scenic Valleys	15	2,171	2,179	2,182	100%
South West	21	6,646	7,081	6,982	99%
Southern	8	2,690	2,689	2,689	100%
Southern Border	11	2,199	2,213	2,097	95%
Western Downs	7	2,645	2,645	2,645	100%
Whitsunday	8	1,803	2,125	2,125	100%
Wide Bay / Burnett	57	6,746	6,746	6,746	100%
TOTAL	286	61,200	60,994	60,459	99%

State-wide Year to Date (YTD) Expenditure



Statewide TIDS program

The table below shows the proportion of project types funded under the 2017-18 Roads and Transport Alliance TIDS program.

INFRASTRUCTURE TYPE	YEAR TO DATE EXPEND \$'000	% OF TOTAL
Local Roads Infrastructure Works on lower order state-controlled roads (TMR LRRS) or higher order local government-controlled roads	55,575	91.9%
Safe School Travel Infrastructure Works to improve the safety of children travelling to and from school, including cycleways at existing schools	2,234	3.7%
Active Transport Infrastructure Works on cycle facilities and works to improve pedestrian infrastructure on the local government network	1,130	1.9%
Capability and Development RRTGs may allocate up to 2.5% of funding for capability development and/or improvement purposes without having to be matched	855	1.4%
State Network Works on the local government state-controlled network	494	0.8%
Airport Infrastructure Works that enhance the safety and accessibility of airports	171	0.3%
TOTAL	60,459	

RRTG ATSI

A total of four projects had funding in 2017-18 and 95% of this year's budget was spent and claimed by 30 June 2018.

REGIONAL ROADS AND TRANSPORT GROUP	ABORIGINAL SHIRE COUNCIL (ASC)	PROJECT NAME	ALLOCATION	2017-18 BUDGET (\$)	YEAR TO DATE EXPEND (\$)	BUDGET SPENT (%)
Bowen Basin	Woorabinda ASC	FTZD 271-LGSF; Woorabinda Township, various roads reseals	52,515	52,515	52,515	100%
Far North Queensland	Wujal Wujal ASC	FRND 272-LGSF; Wujal Wujal Community, preconstruction for future road works	29,273	29,546	0	0%
Far North Queensland	Yarrabah ASC	FRND 273-LGSF; Yarrabah Community, Yarrabah, preconstruction for future road works	47,217	0	0	0%
North West Queensland	Doomadgee ASC	NWTD 224-LGSF; Woollograng West Road, Doomadgee, construct to sealed standard	197,015	197,015	197,015	100%
North West Queensland	Kowanyama ASC	FRND 237-LGSF; Kowanyama - Dunbar Road (Kowanyama), safety improvements	236,493	371,000	369,330	100%
TOTAL			562,513	650,076	618,860	95%

Note:

1. Program budgets shown may vary slightly to the annual allocation due to programming adjustments.
2. Yarrabah Aboriginal Shire Council's 2017-18 project funding of \$47,217 was re-allocated to an existing project within the Far North Queensland RRTG's RTA TIDS program to ensure full expenditure.

Statewide Capability Development Fund

The 2017-18 SCDF program contributed to the delivery of 21 projects; two will be continuing next financial year.

PROJECT NAME	2017-18 SCDF BUDGET (\$)	YEAR TO DATE EXPEND (\$)	BUDGET SPENT (%)
TMR Prequalification - North West Queensland RRTG	130,092	130,092	100%
Australian Road Assessment Program (AusRAP) Safety Assessment Project - Phase 2	105,737	104,597	99%
Contract Documentation Update - North West Queensland RRTG	49,500	49,501	100%
South West Strategic Transport Plan - South West RRTG	45,000	9,068	20%
Contract Management Courses - Bowen Basin, Gladstone, Rockhampton and North West Queensland RRTGs	41,779	41,779	100%
Standardised Procurement Documentation - Far North Queensland RRTG	37,500	37,500	100%
Pavement and Sealing Design Courses - North Queensland RRTG	27,785	27,563	99%
Network Benefits Project - Eastern Downs and Western Downs RRTGs	27,573	27,573	100%
IPWEA Professional Certificate in Asset Management Planning - Bowen Basin, Rockhampton, North West Queensland and Scenic Valleys RRTGs	18,550	18,550	100%
Local Government Heavy Vehicle Route Assessment Guidelines	20,000	20,000	100%
AAPA Training Courses - Bowen Basin, Gladstone, Rockhampton and North West Queensland RRTGs	12,500	12,500	100%
AAPA Sprayed Sealing Selection and Design Course - Eastern Downs RRTG	8,500	8,500	100%
Safe Infrastructure System Training - Wide Bay / Burnett RRTG	8,400	8,400	100%
Level 1 and 2 Bridge Inspection Training - Bowen Basin and Rockhampton RRTGs	7,800	7,800	100%
Level 1 and 2 Bridge Inspection Training - Outback RRTG	6,545	6,545	100%
Road Safety Audits Workshop - Bowen Basin, Gladstone and Rockhampton RRTGs	6,300	6,300	100%
TMR Technical Short Courses - Brisbane Metro Alliance RRTG	4,374	4,374	100%
Managing Risks on Lower Order Roads Training - Outback RRTG	3,750	3,750	100%
Asset Maintenance Management Training - South West RRTG	2,800	2,800	100%
CARRS-Q Road Safety Audit Courses - Brisbane Metro Alliance RRTG	2,341	2,341	100%
Traffic Management Design Course - Bowen Basin RRTG	1,650	1,650	100%
TOTAL (PROJECTS)	568,476	531,182	93%
Funding commitment unallocated	31,524		
TOTAL (INCLUDING UNALLOCATED BALANCE)	600,000	531,182	89%

6. REGIONAL ROADS AND TRANSPORT GROUP PROFILES



Bowen Basin RRTG

RRTG members

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

RRTG chair

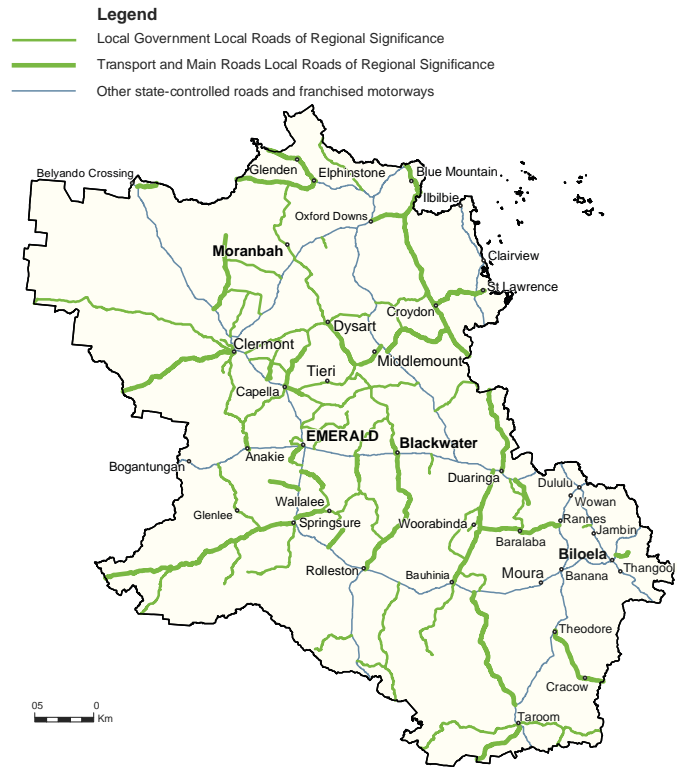
Councillor Christine Rolfe,
Central Highlands Regional Council

RRTG Technical Committee Chair

Allan Heit, Manager
Technical Services, Banana Shire Council

Technical Coordinator

Gerard Read, GWR Civil Engineering Management



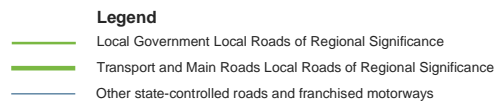
Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Banana Shire	FTZD 204-LGSR; Theodore - Moura Road, drainage works and pavement seal; 342104	590
Banana Shire	FTZD 204-LGSR; Banana Baralaba Road, rehabilitation and widening; 343837	456
Banana Shire	FTZD 204-LGSR; Deearne Road, Cockatoo, drainage, form, pave and seal; 371737	250
Banana Shire	FTZD 204-LGSR; Shepherdsons Road, widen and seal floodway connection; 342253	128
Central Highlands Regional	FTZD 225-LGSR; Mulcahys Road, pave and seal; 343215	665
Central Highlands Regional	FTZD 225-LGSR; Wyuna Road (Emerald), pave and seal; 9538	631
Central Highlands Regional	FTZD 225-LGSR; Capability and Development Technical Coordination; 9727	65
Isaac Regional	MACD 236-LGSR; Saraji Road (Dysart) overlay and stabilisation; 326074	1,055
Isaac Regional	MACD 236-LGSR; Turruwulla Road , Turruwulla, rehabilitation, widen, overlay and seal; 327229	544
Woorabinda Aboriginal Shire	FTZD 271-LGSR; Munns Drive and Rankin St, Asphalt Overlay to 3 roundabouts; 697156	80
Woorabinda Aboriginal Shire	FTZD 271-LGSR; Rankin Street, Construct footpath, Dooley Street - Football grounds; 697153	17
TOTAL		4,479

ATSI TIDS

Woorabinda Aboriginal Shire	FTZD 271-LGSF; Woorabinda Township, various roads reseals; 186461	53
TOTAL		53

Brisbane Metro Alliance RRTG



RRTG members

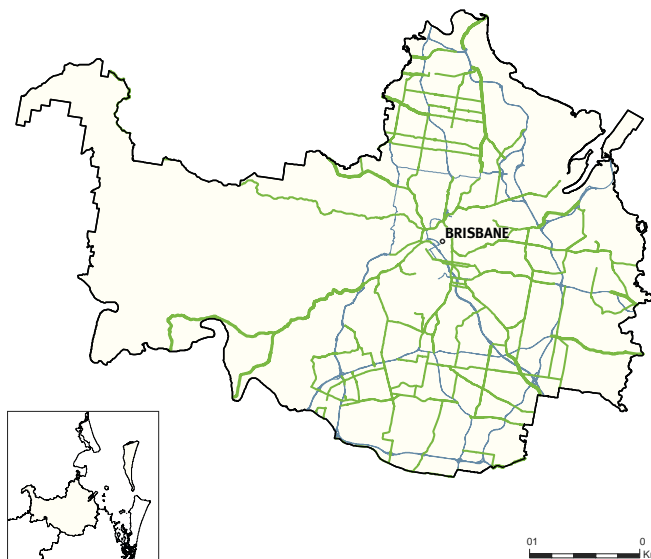
Brisbane City Council
TMR's Metropolitan District

RRTG Technical Committee Chair

Bruce Cunneen, Business Performance Manager, Brisbane City Council

RRTG chair

Councillor Adrian Schrinner, Deputy Mayor, Brisbane City Council



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Brisbane City	METD 201-LGSR; Newman Road and Main Ave (Chermside - Wavell Heights) Intersection upgrade; 541045	1,520
Brisbane City	METD 201-LGSR; Pickering Street, Enoggera Signalised pedestrian crossing improvements; 541047	178
Brisbane City	METD 201-LGSR; Moggill State Primary School, Kangaroo Gully Road, pedestrian enhancements; 541042	90
Brisbane City	METD 201-LGSR; Earnshaw State College, Langton Street - Victor Street, Banyo pedestrian enhancements; 541038	76
Brisbane City	METD 201-LGSR; Lytton Road - Apollo Road, traffic intersection signal update and minor road widening; 343772	59
Brisbane City	METD 201-LGSR; Ascot State Primary School, Sparkes Avenue - Massey Street, Ascot pedestrian enhancements; 541034	47
Brisbane City	METD 201-LGSR; Hillbrook Anglican School, Hurdcotte Street, Enoggera pedestrian enhancements; 541039	32
Brisbane City	METD 201-LGSR; Belmont State Primary School, Briarwood Street, Carindale pedestrian enhancements; 541036	32
Brisbane City	METD 201-LGSR; Runcorn State High School, Hill Road pedestrian enhancements; 541043	30
Brisbane City	METD 201-LGSR; St Martin's Catholic Primary School, Mayfield Road, Carina School Zone Enhancements; 841155	22
Brisbane City	METD 201-LGSR; Corinda State Primary School, Cliveden Ave, Corinda pedestrian enhancements; 541037	15
Brisbane City	METD 201-LGSR; St Oliver Plunkett Catholic Primary School, Molloy Road, Cannon Hill pedestrian enhancements; 541044	0
TOTAL		2,101

Note: A project (St Oliver Plunkett Catholic Primary School, pedestrian enhancements) was withdrawn from the RRTG's 2017-18 TIDS program at the end of June 2018 and the funding re-distributed to ensure full expenditure of the RRTG's program.

Eastern Downs RRTG

RRTG members

Toowoomba Regional Council

TMR's Darling Downs District

RRTG chair

Councillor Carol Taylor, Infrastructure Services Portfolio Chair, Toowoomba Regional Council

RRTG Technical Committee Chair

Angelo Casagrande, Executive Manager Construction & Maintenance, Toowoomba Regional Council

Technical Coordinator

Michael Burling, Toowoomba Regional Council



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Toowoomba Regional	DDWD 265-LGSR; Mort Street, North Toowoomba, duplication; 12225	1,390
Toowoomba Regional	DDWD 265-LGSR; Toowoomba Second Range Crossing - Boundary Street, sealing; 167059	1,330
Toowoomba Regional	DDWD 29-LGSL; Technical Capability Development; 13271	7
TOTAL		2,728

Far North Queensland RRTG

RRTG members

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

RRTG chair

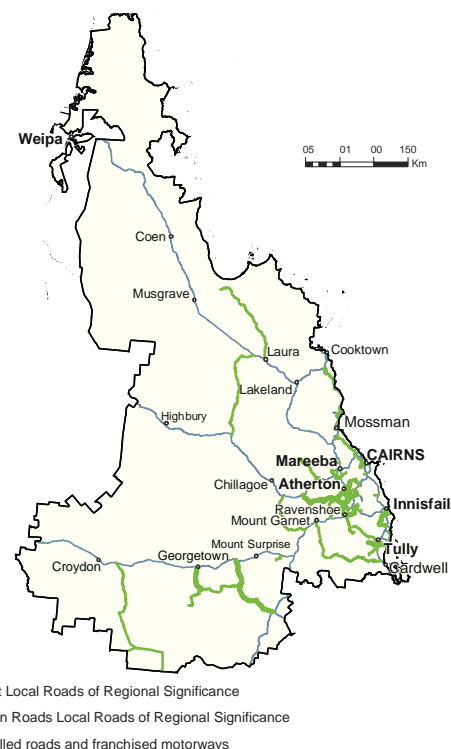
Councillor Peter Scott, Mayor,
 Cook Shire Council

RRTG Technical Committee Chair

Ashley Greenwood, Manager –
 Infrastructure Services, Tablelands
 Regional Council

Technical Coordinator

Lachlan Rankine, Far North
 Queensland Regional
 Organisation of Councils



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Cairns Regional	FRND 274-LGSR; Cook Street, rehabilitate and overlay two sections; 802529	526
Cairns Regional	FRND 274-LGSR; Redlynch Intake Road, widen shoulder and sealing; 408226	145
Cairns Regional	FRND 274-LGSR; Lake Street widen and shoulder sealing; 408526	113
Cairns Regional	FRND 274-LGSR; Munro Street, replace culvert; 803431	75
Cairns Regional	FRND 274-LGSR; Kenny Street footpath construction; 408531	69
Cassowary Coast Regional	FRND 216-LGSR; Alexander Drive, culvert replacement; 409191	418
Cassowary Coast Regional	FRND 216-LGSR; Tully Gorge Road, widen and seal; 409235	310
Cassowary Coast Regional	FRND 216-LGSR; Bingil Bay Road (1), reconstruct pavement; 409243	100
Cassowary Coast Regional	FRND 216-LGSR; Bingil Bay (2), replace culverts; 409415	90
Cassowary Coast Regional	FRND 216-LGSR; Flying Fish Point Road, culvert replacement; 409528	23
Cook Shire	FRND 220-LGSR; Battlecamp Road, culvert replacement; 409530	180
Cook Shire	FRND 220-LGSR; Cameron Creek Road, replace culvert; 803872	150
Cook Shire	FRND 220-LGSR; Lakefield National Park Road, replace timber bridge; 409557	115
Cook Shire	FRND 220-LGSR; Angus Gully Road (Rossville), culvert replacement; 803122	80
Cook Shire	FRND 220-LGSR; Charlotte Street - Webber Esplanade (Cooktown), intersection works; 803673	70
Croydon Shire	FRND 221-LGSR; Richmond - Croydon Road (2), drainage restoration; 409611	349
Croydon Shire	FRND 221-LGSR; Croydon - Richmond Road, upgrade floodway; 802884	23
Etheridge Shire	FRND 226-LGSR; Forsayth Road, Forsayth, construct to new sealed two lane standard; 198663	242
Mareeba Shire	FRND 277-LGSR; Chewko Road, construct to two lane seal; 409645	343
Mareeba Shire	FRND 277-LGSR; Leasingham Creek Road, upgrade bridge; 409666	299
Mareeba Shire	FRND 277-LGSR; Oak Forest Road, widen existing pavement; 409668	287
Mareeba Shire	FRND 277-LGSR; Sutherland Street, School safety upgrades; 804352	43
Mareeba Shire	FRND 277-LGSR; Ootann Road, widen and seal for overtaking lane; 410358	13
Tablelands Regional	FRND 281-LGSR; Tully Falls Road (1), upgrade bridge; 410406	325
Tablelands Regional	FRND 281-LGSR; Tully Falls Road (2), upgrade bridge; 410660	280
Tablelands Regional	FRND 281-LGSR; Cashmere - Kirrama Road, Mount Garnet, replace Herbert River bridge and approaches; 12952	236
Tablelands Regional	FRND 281-LGSR; Gunnawarra Road, upgrade bridge; 410674	191
Tablelands Regional	FRND 281-LGSR; Carrington Road, construct to seal standard; 804043	69
Tablelands Regional	FRND 281-LGSR; Sluice Creek Road, Mount Garnet, Snake Creek bridge replacement; 13071	68
Tablelands Regional	FRND 281-LGSR; Danbulla Forest Drive, Atherton, Robson Creek bridge replacement; 12779	54
Tablelands Regional	FRND 281-LGSR; Cashmere - Kirrama Road, upgrade bridge; 410709	34
Tablelands Regional	FRND 281-LGSR; Curtain Fig Tree Road, upgrade bridge; 410730	10
District - Far North	FRND 264-LGSR; FNQ Regional Roads and Transport Group, capability and development; 11964	143
TOTAL		5,469

Gladstone RRTG

RRTG members

Gladstone Regional Council
TMR's Fitzroy District

Technical Coordinator

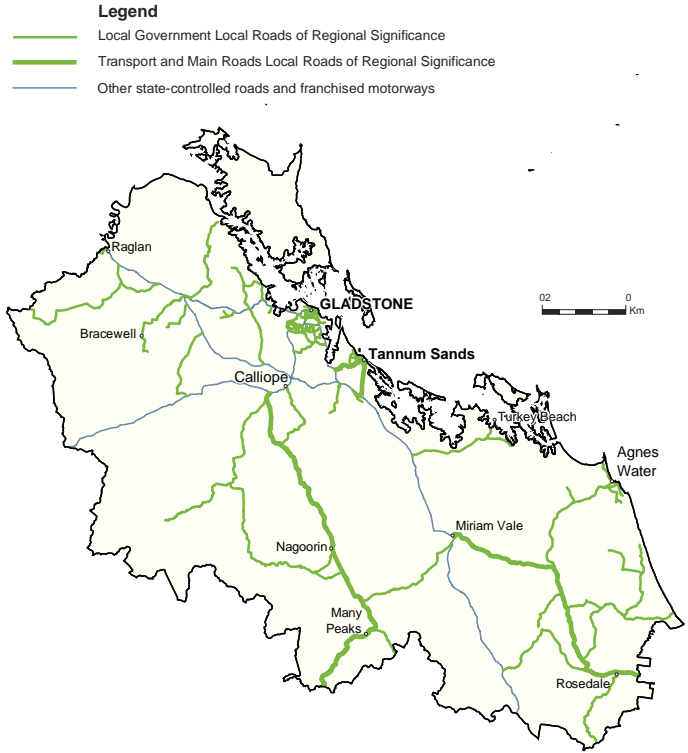
Gerard Read, GWR Civil Engineering Management

RRTG chair

Councillor Peter Masters,
Gladstone Regional Council

RRTG Technical Committee Chair

Rob Huth, Manager Road Services,
Gladstone Regional Council



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Gladstone Regional	FTZD 229-LGSR; Red Rover Road (Gladstone), asphalt overlay; 9573	309
Gladstone Regional	FTZD 229-LGSR; Clinton State School, Gladstone, upgrade the car park exit via Harvey Road; 230600	301
Gladstone Regional	FTZD 229-LGSR; Gentle Annie Road, Replace bridge, Four Mile Creek 3.1km; 543426	300
Gladstone Regional	FTZD 229-LGSR; Round Hill Road (Gladstone), safety and drainage improvements; 9890	109
Gladstone Regional	FTZD 229-LGSR; Provide passenger set-down facilities at various schools; 9576	18
TOTAL		1,038

North Queensland RRTG

RRTG members

- Townsville City Council
- Burdekin Shire Council
- Charters Towers Regional Council
- Hinchinbrook Shire Council
- TMR's Northern District

RRTG Technical Committee Chair

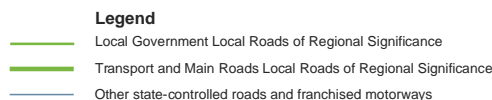
Cameron Scott, Director - Road Infrastructure, Charters Towers Regional Council

Technical Coordinator

Gerard Read, GWR Civil Engineering Management

RRTG chair

Cr Mark Molachino, Townsville City Council



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Burdekin Shire	NTHD 212-LGSR; Adelaide Street, Ayr, construction of dual use pathway; 286484	150
Burdekin Shire	NTHD 212-LGSR; Brown Road (Home Hill), road and culvert works; 9165	149
Burdekin Shire	NTHD 212-LGSR; Seventh Avenue (Sixteenth Street to Bruce Highway), dual use pathway; 373324	100
Burdekin Shire	NTHD 212-LGSR; Lena Road, 1.32 - 2.02km, reconstruct and seal; 714011	100
Burdekin Shire	NTHD 212-LGSR; Ivory Road - Fiveways Road, intersection upgrade; 371841	0
Charters Towers Regional	NTHD 217-LGSR; Gill Street (Richmond Hill), Church Street - Boundary Street to Railway, overlay and reconstruction in 2 stages; 10096	831
Hinchinbrook Shire	NTHD 233-LGSR; Mount Gardiner Road (Bemerside), sealing works; 11000	100
Hinchinbrook Shire	NTHD 233-LGSR; Mount Fox Road (Upper Stone), pavement improvement; 11249	97
Hinchinbrook Shire	NTHD 233-LGSR; Menzies Street, pavement and sealing works; 373432	77
Hinchinbrook Shire	NTHD 233-LGSR; Wallaman Falls Road (Ingham), section widen and seal; 10959	58
Hinchinbrook Shire	NTHD 233-LGSR; Elphinstone Pocket Road, pavement, sealing, drainage and bridge works; 374715	53
Hinchinbrook Shire	NTHD 233-LGSR; Furber Road pavement and drainage works; 374537	51
Hinchinbrook Shire	NTHD 233-LGSR; Hawkins Creek Road, Ingham culvert rehabilitation; 10991	38
Hinchinbrook Shire	NTHD 233-LGSR; Abergowrie Road, pavement and drainage works; 374592	28
Townsville City	NTHD 268-LGSR; Webb Drive and Ingham Road intersection, traffic signals upgrade; 11534	393
Townsville City	NTHD 268-LGSR; Fulham Road (Hugh Street - Park Street), asphalt overlay; 851169	214
Townsville City	NTHD 268-LGSR; Everett Street (Ingham Road to large culvert), reconstruct road; 851079	149
Townsville City	NTHD 268-LGSR; Fulham Road (Charles Street - Pearson Street), asphalt overlay; 851107	142
Townsville City	NTHD 268-LGSR; Charles Street (Nathan Street - Anne Street), pavement repairs and asphalt overlay; 850779	121
Townsville City	NTHD 268-LGSR; Charles Street / Bamford Lane, reconstruct roundabout; 850750	120
Townsville City	NTHD 268-LGSR; Bayswater Road / Banfield Drive, reconstruct roundabout; 850940	107
Townsville City	NTHD 268-LGSR; Charles Street (Serra Street - Sabadell Street), pavement repairs and asphalt overlay; 850778	88
Townsville City	NTHD 268-LGSR; McLean Street, Gulliver, Palmerston Street - Tippett Street, construction of footpath; 11752	62
Townsville City	NTHD 268-LGSR; Charles Street, Fitzroy Street - Fulham Road, pedestrian refuge, crossing relocation, upgrade footpath; 12211	46
Townsville City	NTHD 268-LGSL; Regional Road and Transport Group Capability Funding 2017-18; 523628	35
Townsville City	NTHD 268-LGSR; Bohvale School Road - Chesney Road, construct pedestrian refuge crossing point; 11439	30
Townsville City	NTHD 268-LGSR; Eighth Street - Ninth Avenue, Railway Estate, connection pathway works; 12030	26
TOTAL		3,361

Note: Burdekin's Ivory Road – Fiveways Road intersection upgrade project experienced delays and has been deferred until 2018-19. Funding was brought forward on the Brown Road project to offset the deferral in order to achieve full delivery in 2017-18.

Northern South East Queensland (SEQ) RRTG

RRTG members

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

RRTG chair

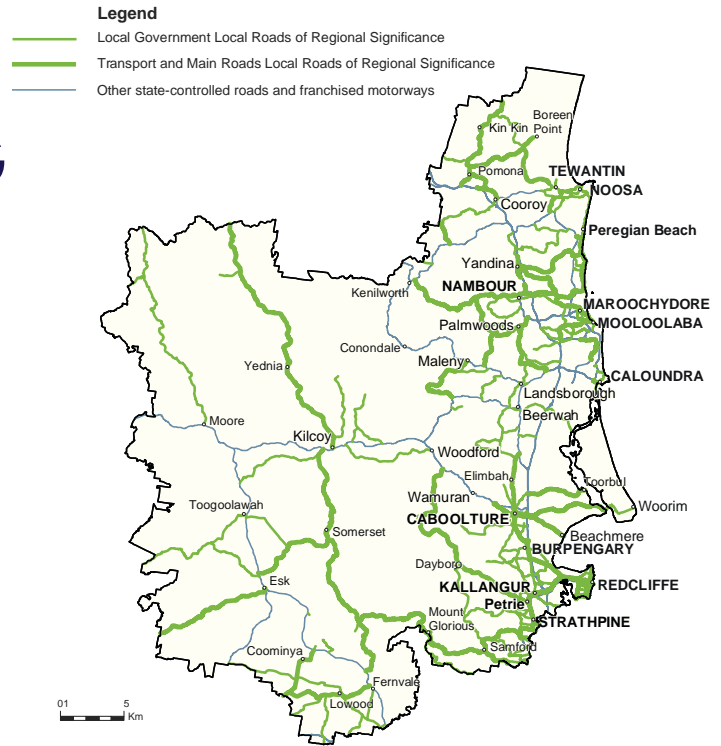
Councillor Dan Hall, Deputy Mayor, Somerset Regional Council

RRTG Technical Committee Chair

Andrew Johnson, Works Engineer, Somerset Regional Council

Technical Coordinator

Warren Paulger, Consultant Engineer



Roads and Transport Alliance TIDS / State Network RRTG Funded

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Moreton Bay Regional	NCHD 250-LGSR; Bunya Road 2017-18 TIDS Intersection improvements at Jinker Track; 432419	672
Moreton Bay Regional	NCHD 250-LGSR; Patricks Road 2017-18 TIDS road improvements Arana Hills Activity Centre; 750143	646
Moreton Bay Regional	NCHD 250-LGSL; Moreton Bay Regional Council, Regional Roads and Transport Group, Develop Technical Capability; 10890	11
Noosa Shire	NCHD 278-LGSR; Kinmond Creek Road, Cootharaba, 2017-18 TIDS Program (Safety Improvements); 685418	689
Noosa Shire	NCHD 278-LGSR; Poinciana Avenue, Tewantin, 2017-18 TIDS Program (Safety Improvements); 685404	300
Noosa Shire	NCHD 278-LGSR; Regional Roads and Transport Group Capability Funding; 13182	11
Somerset Regional	NCHD 260-LGSR; Clarendon Road 2017-18 TIDS Intersection Upgrade; 427737	269
Somerset Regional	NCHD 260-LGSR; Esk Crows Nest Road, 2017-18 TIDS Program (Rehabilitation and widening); 685652	225
Somerset Regional	NCHD 260-LGSR; Glamorgan Vale Road, Claus Road, 2016-17 intersection upgrade; 187660	98
Somerset Regional	NCHD 260-LGSL; Regional Roads and Transport Group Capability Funding; 11803	6
Sunshine Coast Regional	NCHD 280-LGSR; Doonan Bridge Road, 2017-18 TIDS, upgrade unsealed road; 430858	337
Sunshine Coast Regional	NCHD; Maleny - Montville Road, 2017-18 pedestrian and cyclists facilities; 431223	250
Sunshine Coast Regional	NCHD 280-LGSR; Menzies Drive 2017-18 TIDS pedestrian and cyclist facilities Pacific Paradise State School; 431090	200
Sunshine Coast Regional	NCHD 263-LGSL; Regional Roads and Transport Group Capability Funding; 12204	3
TOTAL		3,718

North West Queensland RRTG

RRTG members

- Burke Shire Council
- Carpentaria Shire Council
- Cloncurry Shire Council
- Doomadgee Aboriginal Shire Council
- Flinders Shire Council
- Kowanyama Aboriginal Shire Council
- McKinlay Shire Council
- Mornington Shire Council
- Mount Isa City Council
- Richmond Shire Council
- TMR's North West District

RRTG chair

Councillor John Wharton
AM, Mayor, Richmond
Shire Council

RRTG Technical Committee Chair

Michael Wanrooy,
Director of Works,
Richmond Shire Council

Technical Coordinator

Gerard Read, GWR Civil
Engineering Management

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



Roads and Transport Alliance TIDS / State Network RRTG Funded

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Burke Shire	NWTD 213-LGSR; Doomadgee Road East (Burketown), reseal; 330759	169
Burke Shire	NWTD 213-LGSR; Doomadgee Road East, Burketown, 2018-19 reseal; 330771	109
Burke Shire	NWTD 213-LGSR; Gregory airport reseal and linemarking of runway and apron; 471621	62
Burke Shire	NWTD 213-LGSR; Floraville Road, Burketown, 2017-18 reseal; 330747	61
Burke Shire	NTWD 213-LGSR; Truganini Road, Rehabilitate of the Burketown Wharf Carpark Approaches; 857085	30
Burke Shire	NTWD 213-LGSR; Floraville Road at Little Woodies Creek, Nardoo Burketown Road, construct culvert; 692569	18
Burke Shire	NTWD 213-LGSR; Burke and Gregory Streets (Burketown), Drainage Improvements; 692570	5
Burke Shire	NTWD 213-LGSR; Floraville Road, Rehabilitate Albert River Bridge Approaches; 855931	5
Carpentaria Shire	NWTD 215-LGSR; Burketown Road, construct to a sealed standard; 330800	668
Carpentaria Shire	NWTD 215-LGSR; Burketown Road, sections, widen to two lane standard; 8791	242
Cloncurry Shire	NTWD 219-LGSR; Scheaffe Street pavement rehabilitation; 679200	800
Doomadgee Aboriginal Shire	NWTD 224-LGSR; Woollogarang West Road, Doomadgee, construct to a sealed standard; 333259	200
Kowanyama Aboriginal Shire	FRND 237-LGSF; Kowanyama - Dunbar Road (Kowanyama), safety improvements; 11060	369
Flinders Shire	NWTD 227-5703; Aramac - Torrens Creek Road, section, construct to sealed standard; 330715	504
Flinders Shire	NWTD 227-LGSR; Prairie Vale Road, Torrens Creek, construct to sealed standard; 330695	338
Flinders Shire	NWTD 227-LGSR; Hughenden area, various roads, install new drainage structures; 10288	150
Flinders Shire	NWTD 227-LGSR; Strathroy Road, Hughenden, construct to sealed standard; 330702	113
Flinders Shire	NWTD 227-LGSR; Dutton Downs Road, north west of Hughenden, install floodway; 9487	23
McKinlay Shire	NWTD 244-LGSR; Taldora Road, north of Julia Creek, construct to sealed standard; 10958	300
McKinlay Shire	NWTD 244-LGSR; Neila Bunda Road, Neila, construct to sealed standard; 11019	150
Mount Isa City	NWTD 246-LGSR; Isa Street (Mount Isa) Bridge Replacement, Leichardt River; 692291	170
Mount Isa City	NWTD 246-LGSR; Moondarra Drive, Mount Isa, pavement rehabilitation; 10888	100
Mount Isa City	NWTD 246-LGSR; Lake Julius Road, Mount Isa, pavement rehabilitation; 11184	50
Mount Isa City	NWTD 246-LGSR; Gunpowder Road, Mount Isa City, form and improve drainage; 10502	50
Richmond Shire	NWTD 257-LGSR; Richmond - Croydon Road (Richmond), 2017-18 rehabilitate and widen; 334204	500
Richmond Shire	NWTD 257-LGSR; Richmond - Croydon Road, 2017-18 Reseal; 333900	230
Richmond Shire	NWTD 257-5803; Richmond - Winton Road, culvert and floodway replacement; 331455	200
Richmond Shire	NWTD 257-LGSR; North West Queensland RRTG secretariat administration; 11846	137
TOTAL		5,750

ATSI TIDS

Doomadgee Aboriginal Shire	NWTD 224-LGSF; Woollograng West Road, Doomadgee, construct to sealed standard; 9904	197
Kowanyama Aboriginal Shire	FRND 237-LGSF; Kowanyama - Dunbar Road (Kowanyama), safety improvements; 11060	369
TOTAL		566

Outback RRTG

RRTG members

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

RRTG chair

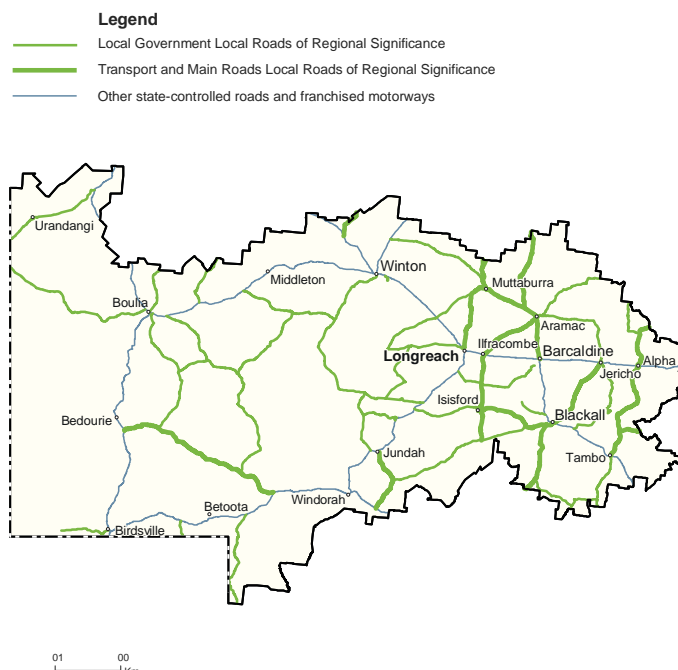
Councillor Bruce Scott,
 Mayor, Barcoo Shire Council

RRTG Technical Committee Chair

Stuart Bourne, Boulia Shire Council

Technical Coordinator

Jason Ricks, George Bourne and Associates



Roads and Transport Alliance TIDS / State Network RRTG Funded

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Barcaldine Regional	CTWD 205-LGSR; Barcaldine - Isisford Road, 2017-18 pavement rehabilitation; 287338	513
Barcaldine Regional	CTWD 205-573; Barcaldine - Aramac Road, widen and seal; 480834	24
Barcaldine Regional	CTWD 205-573; Barcaldine - Aramac Road, widen and seal; 670816	0
Barcoo Shire	CTWD 206-93C; Diamantina Developmental Road (Windorah - Bedourie), Morney Station, 2017-19 pave and seal; 213757	1,559
Barcoo Shire	CTWD 206-93C; Diamantina Developmental Road (Windorah - Bedourie), Pave and seal; 670964	0
Blackall Tambo Regional	CTWD 208-443; Alpha-Tambo Road 2016-17 Pave and seal; 9243	322
Blackall Tambo Regional	CTWD 208-LGSR; Blackall-Emmet Road 2018-19 Pave and seal; 8862	200
Blackall Tambo Regional	CTWD 208-443; Alpha - Tambo Road, 2018-20 Pave and Seal; 213457	2
Blackall Tambo Regional	CTWD 208-441; Blackall - Jericho Road, Pave and seal; 670801	0
Boulia Shire	CTWD 209-LGSR; Boulia-Tobermorey Road 2017-18 Gravel resheeting; 9037	150
Boulia Shire	CTWD 209-93E; Diamantina Developmental Road (Boulia - Dajarra), Limestone Creek Floodway, 2018-19 Upgrade; 285266	50
Diamantina Shire	CTWD 223-93C; Diamantina Developmental Road (Windorah - Bedourie), Bloodwood, 2016-17 pave and seal; 9805	878
Diamantina Shire	CTWD 223-81A; Eyre Developmental Road (Bedourie - Birdsville), Waddi Trees, pave and seal; 670699	100
Diamantina Shire	CTWD 223-D001; Diamantina Shire Council 2017-18 project design; 353853	50
Diamantina Shire	CTWD 223-81A; Eyre Developmental Road (Bedourie - Birdsville), Sunshine Flats, pave and seal 2019-20; 285273	27
Longreach Regional	CTWD 241-LGSR; Blackall - Emmet Road, 2017-18 pave and seal; 213088	537
Longreach Regional	CTWD 241-LGSR; Longreach - Tocal Road 2017-18 reseal; 553370	278
Longreach Regional	CTWD 241-LGSR; Longreach - Silsoe Road (Longreach), 2016-17 Gravel resheeting; 10734	49
Longreach Regional	CTWD 241-LGSR; 2017-18 Longreach Regional Council Footpaths; 97042	29
Longreach Regional	CTWD 241-LGSR; Longreach - Silsoe Road, 2017-18 install floodway and culvert; 11199	29
Longreach Regional	CTWD 241-5705; Cramsie - Muttaburra Road, 2019-20 pave and seal; 213602	4
Winton Shire	CTWD 270-LGSR; Winton - Jundah Road 2017-18 Pave and seal; 581006	400
TOTAL		5,200

Note: Earlier in the financial year, there were expenses charged against three projects on the State Network for preparation of scoping documents. At the close of the financial year, it was discovered the funding for the work was held against a different project; and as such the incurred expenditure had to be adjusted and re-allocated to the correct project.

Rockhampton RRTG

RRTG members

Livingstone Shire Council
 Rockhampton Regional Council
 TMR's Fitzroy District

RRTG chair

Councillor Margaret Strelow,
 Mayor, Rockhampton Regional
 Council

**RRTG Technical Committee
 Chair**

Martin Crow, Manager
 Engineering Services,
 Rockhampton Regional Council

Technical Coordinator

Gerard Read, GWR Civil
 Engineering Management



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Livingstone Shire	FTZD 276-LGSR; Rockhampton Road, Barmaryee Road intersection, construct roundabout; 727418	648
Rockhampton Regional	FTZD 279-LGSR; Dean Street, Rockhampton, between High and Stamford Streets, pavement reconstruction; 227838	380
Rockhampton Regional	FTZD 279-LGSR; Berserker Street, Berserker, Simpson Street - Robinson Street, reconstruct pavement; 694600	250
Rockhampton Regional	FTZD 279-LGSR; Capricorn Street, Gracemere, Gracemere Creek - Middle Road, widen pavement; 694246	200
Rockhampton Regional	FTZD 258-LGSR; Capability and Development training, Rockhampton; 12360	38
TOTAL		1,516

Scenic Valleys RRTG

RRTG members

- Ipswich City Council
- Lockyer Valley Regional Council
- Scenic Rim Regional Council
- TMR’s South Coast Region
- TMR’s Metropolitan Region

RRTG chair

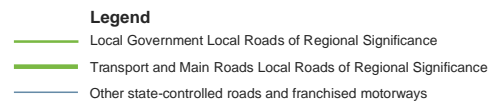
Councillor Cheryl Bromage,
Ipswich City Council

RRTG Technical Committee Chair

Tony Dileo, Infrastructure Planning Manager, Ipswich City Council

Technical Coordinator

Gerard Read, GWR Civil Engineering Management



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Ipswich City	METD 235-LGSR; Old Toowoomba Road (Ernest Street -Toongarra Road), Ipswich, duplicate from two to four lanes; 11021	705
Ipswich City	METD 235-LGSR; Ipswich Capability Development; 11055	54
Lockyer Valley Regional	DDWD 239-LGSR; Lake Clarendon Way, Lake Clarendon, Pavement Rehabilitation; 590315	183
Lockyer Valley Regional	DDWD 239-LGSR; Long Gully Road, Summerholm - Widening and sealing of unsealed section and shoulder widening and sealing; 590354	151
Lockyer Valley Regional	DDWD 239-LGSR; Seventeen Mile Road, 0 - 0.9km, reconstruct pavement; 743586	149
Lockyer Valley Regional	DDWD 239-LGSR; Woodlands Road, Geometry improvements and widening; 590353	117
Lockyer Valley Regional	DDWD 239-LGSR; Flagstone Creek State School, Parking Improvements; 590292	39
Lockyer Valley Regional	DDWD 239-LGSR; Flagstone Creek Road, Flagstone, Bridge, Culvert, Safety, Signage Improvements; 590262	30
Lockyer Valley Regional	DDWD 239-LGSR; Spencer Street, Gatton, East Street - Wilsons Lane, Footpath reconstruction; 590235	15
Lockyer Valley Regional	DDWD 239-LGSR; Blanchview Road, Blanchview, culvert; 590261	15
Lockyer Valley Regional	DDWD 239-LGSR; Spencer Street, Gatton, near Mailand Street, Footpath reconstruction; 590160	9
Lockyer Valley Regional	DDWD 239-LGSR; Lake Clarendon State School safety improvements (Lake Clarendon Road crossing and parking); 306846	7
Lockyer Valley Regional	DDWD 239-LGSR; Lake Clarendon Way, rehabilitation works; 360561	1
Lockyer Valley Regional	DDWD 239-LGSR; Airforce Road, Helidon, culverts and approaches; 590236	1
Scenic Rim Regional	SCHD 207-LGSR; Christmas Creek Road, pavement reconstruction; 697191	705
TOTAL		2,182

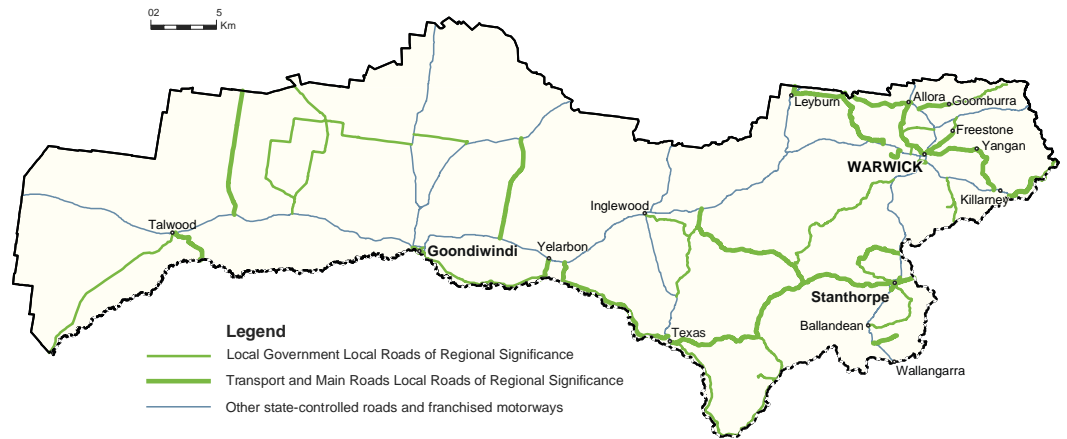
Southern Border RRTG

RRTG members

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

RRTG Technical Committee Chair

Dion Jones, Director Engineering, Goondiwindi Regional Council



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Goondiwindi Regional	DDWD 231-LGSR; Riverton Road, Texas, pavement sealing extension; 9693	230
Goondiwindi Regional	DDWD 231-LGSR; Kondar Road, pavement rehabilitation; 10418	175
Goondiwindi Regional	DDWD 231-LGSR; Goondiwindi, various roads, bitumen reseals; 548109	164
Goondiwindi Regional	DDWD 231; Greenup Limevale Road, Inglewood, shoulder widening; 547171	163
Goondiwindi Regional	DDWD 231-LGSR; Kildonan Road (Goondiwindi), pavement widening and sealing; 10036	157
Goondiwindi Regional	DDWD 231-LGSR; Goondiwindi airport, Runway shape correction and re-sealing; 547971	85
Goondiwindi Regional	DDWD 231-LGSR; Talwood - Mungindi Road (Talwood), Floodway upgrade; 547861	68
Goondiwindi Regional	DDWD 231-LGSR; Kioma Road, Toobeah, floodway rehabilitation; 547944	58
Goondiwindi Regional	DDWD 231-LGSR; Greenup Limevale Road, Coolmunda, widen and seal; 10315	14
Southern Downs Regional	DDWD 262-LGSR; Inverramsay Road (Goomburra), 2017-18 rehabilitation and widening; 97067	549
Southern Downs Regional	DDWD 262-LGSR; Amiens Road, Amiens, 2018-19 rehabilitation and widening; 97063	434
TOTAL		2,097

Southern RRTG

RRTG members

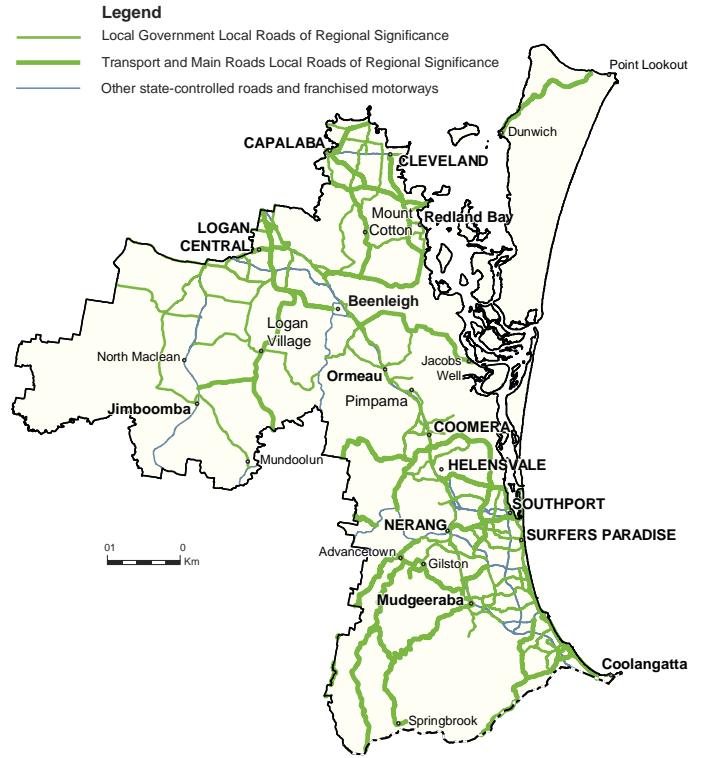
- Gold Coast City Council
- Logan City Council
- Redland City Council
- TMR’s South Coast District
- TMR’s Metropolitan District

RRTG chair

Councillor Phil Pidgeon,
Logan City Council

**RRTG Technical
Committee Chair**

Silvio Trinca,
Logan City Council



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Gold Coast City	SCHD 230-LGSR; Various roads GC2018 local path upgrades; 834959	444
Gold Coast City	SCHD 230-LGSR; Binstead Way turning lane extension (Pacific Pines); 835002	320
Gold Coast City	SCHD 230-LGSR; Old Pacific Highway, Oxenford, road reconstruction and widening; 854968	110
Logan City	SCHD 240-LGSR; New Beith Road (Stage 2) Greenbank; 770375	674
Logan City	SCHD 240-LGSR; Lenore Crescent Springwood Cycleway Project; 770445	200
Logan City	SCHD; Southern RRTG Capability Development Funding; 677275	67
Redland City	METD 256-LGSR; Main Road (Wellington Point), Plumer Street to Duncan Street, intersection upgrade; 349919	479
Redland City	METD 256-LGSR; Shore Street West (Cleveland), Waterloo - Wynyard Street, roundabout, road surfacing, rehabilitation; 335809	395
TOTAL		2,689

South West RRTG

RRTG members

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

RRTG chair

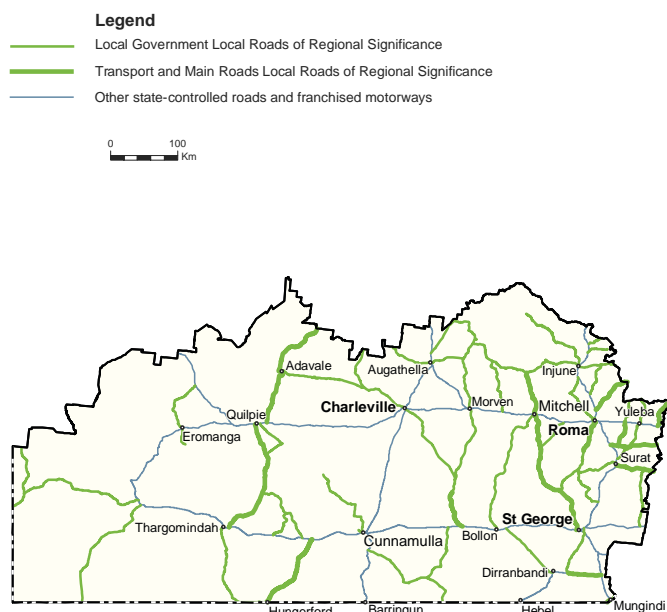
Councillor Stuart Mackenzie,
Mayor, Quilpie Shire Council

RRTG Technical Committee Chair

Dave Burgess, CEO, Quilpie Shire Council

Technical Coordinator

Stephen Hegedus, Senior Asset Manager, Shepherd Services



Roads and Transport Alliance TIDS / State Network RRTG Funded

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Balonne Shire	SWTD 203-LGSR; Bollon - Dirranbandi Road (Bollon) pave and seal 35.0 - 46.7 km; 324807	900
Balonne Shire	SWTD 203-LGSR; Bollon - Dirranbandi Road, Bollon, pave and seal; 8777	95
Balonne Shire	SWTD 203-LGSR; Salmon Road, St George, seal shoulders; 8431	41
Bulloo Shire	SWTD 210-7003; Quilpie - Thargomindah Road (Thargomindah) pave and seal 128.56 - 133.50 km; 326262	1,196
Maranoa Regional	SWTD 259-LGSR; Redford Road (Mungallala) widen and gravel pavement 54.97 - 76.37km; 326384	815
Maranoa Regional	SWTD 259-LGSR; Bollon Road, Bollon, gravel pavement 174.00 - 187.22km; 326331	489
Maranoa Regional	SWTD 259-LGSR; Duke Street South (Roma), widen, seal and kerb 0 - 0.610km; 709985	187
Maranoa Regional	SWTD 259-LGSR; Westgrove Road, Injune, gravel re-sheet 48.80 - 66.70km; 11666	183
Maranoa Regional	SWTD 259-LGSR; Redford Road (Mungallala), widen and gravel pavement 84.00 - 91.70km; 704678	30
Maranoa Regional	SWTD 259-SSTI; Roma School Crossing Improvements; 731747	25
Maranoa Regional	SWTD 259-LGSR; Currey Street, Warrego Highway - Corfe Road, Roma, pave and seal; 11662	14
Murweh Shire	SWTD 247-LGSR; Killarney Road (Charleville) construct to sealed standard 54.7 - 58.10km; 326398	400
Murweh Shire	SWTD 247-LGSR; Mt Tabor Road (Augathella) construct to sealed standard 43.34 - 47.04km; 326529	285
Murweh Shire	SWTD 247-LGSR; Mount Tabor Road (Augathella) construct to sealed standard 40.14 - 43.34km; 326454	220
Paroo Shire	SWTD 253-LGSR; Jobs Gate Road (Cunnamulla), rehabilitate and widen 28.85 - 72.00km; 326832	735
Paroo Shire	SWTD 253-7001; Hungerford Road, Eulo, pave and seal 0.15 - 4.15km; 865413	249
Paroo Shire	SWTD 253-LGSR; Cunnamulla Airport Road (Cunnamulla) reseal; 326864	24
Quilpie Shire	SWTD 255-7101; Quilpie - Adavale Road (Quilpie) upgrade to sealed standard; 351776	658
Quilpie Shire	SWTD 255-LGSR; Kyabra Road (Quilpie), widen pavement; 10715	265
Quilpie Shire	SWTD 255-LGSR; Napoleon Road (Quilpie) upgrade floodway 26.40 - 27.60km; 327116	41
District - South West	SWTD LGSR; Capability Funding Technical Support LN; 14128	132
TOTAL		6,982

Western Downs RRTG

RRTG members

Western Downs Regional Council
TMR's Darling Downs District

RRTG Technical Committee Chair

Graham Cook, Group Manager of Works, Western Downs Regional Council

RRTG chair

Councillor Greg Olm, Western Downs Regional Council



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Western Downs Regional	DDWD 222-LGSR; Nathan Road (Wandoan), pavement rehabilitation and widening; 9766	440
Western Downs Regional	DDWD 222-LGSR; Zeller Street (Chinchilla), Mackie Street to Price Street, pavement widening and sealing; 10077	435
Western Downs Regional	DDWD 222-LGSR; Roche Creek Road (Wandoan), widen and seal; 644727	400
Western Downs Regional	DDWD 222-LGSR; Harphams Road (Drillham), pavement sealing; 9539	375
Western Downs Regional	DDWD 222-LGSR; Inverai Road (Brigalow), pavement rehabilitation and widening; 10154	375
Western Downs Regional	DDWD 222-LGSR; Roaches Road (Tara), reconstruct pavement; 644204	320
Western Downs Regional	DDWD 222-LGSR; Inverai Road (Brigalow), rehabilitation and widening; 643768	300
TOTAL		2,645

Whitsunday RRTG

RRTG members

Mackay Regional Council
 Whitsunday Regional Council
 TMR's Mackay/Whitsunday District

RRTG chair

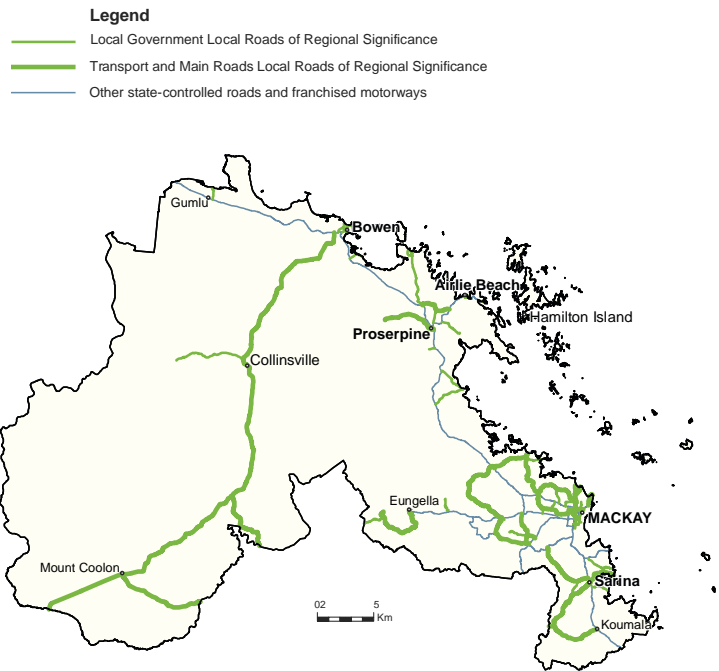
Councillor Andrew Wilcox, Mayor
 Whitsunday Regional Council

RRTG Technical Committee Chair

Jason Devitt, Director (Engineering and Commercial Infrastructure, Mackay Regional Council

Technical Coordinator

Graeme Hawes, Manager Technical Services, Mackay Regional Council



Roads and Transport Alliance TIDS

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (\$'000)
Mackay Regional	MACD 242-LGSR; Cape Hillsborough Road, widen road and intersection improvements; 671101	773
Mackay Regional	MACD 242-LGSR; Milton Street and Boundary Road (Mackay) intersection improvements; 326042	241
Mackay Regional	MACD 242-LGSR; Malcomson Street and Charles Hodge Avenue, Mackay, upgrade intersection; 11085	180
Mackay Regional	MACD 242-LGSR; Whitsunday Regional Roads and Transport Group Program Development (Mackay); 10728	19
Whitsunday Regional	MACD 269-LGSR; Strathmore Road (Collinsville), pave and seal section 3.5 - 5.00km; 12412	363
Whitsunday Regional	MACD 269-LGSR; Strathmore Road, Collinsville, pave and seal section 2.00 - 3.50km; 12035	234
Whitsunday Regional	MACD 269-LGSR; Pantall Street and West Streets(Bowen) pavement rehabilitation; 326173	200
Whitsunday Regional	MACD 269-LGSR; Mt Nutt Road (Bowen) pavement rehabilitation; 326097	115
TOTAL		2,125

Wide Bay Burnett RRTG

RRTG members

Bundaberg Regional Council
Fraser Coast Regional Council
Gympie Regional Council
North Burnett Regional Council
South Burnett Regional Council
TMR's Wide Bay/Burnett District

RRTG chair

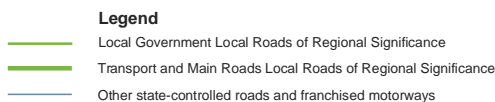
Councillor Mick Curran, Mayor,
Gympie Regional Council

RRTG Technical Committee Chair

Warren Paulger, Consultant Engineer

Roads and Transport Alliance TIDS / State Network RRTG Funded

LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (S'000)
Bundaberg Regional	WBYD 211-LGSR; Monduran Road (Gin Gin) Kolan River Bridge Replace Bridge and approaches; 8976	768
Bundaberg Regional	WBYD 211-LGSR; Hughes Road, Bargara, Watsons Road to Wearing Road, extension; 356599	358
Bundaberg Regional	WBYD 211-LGSR; Kay McDuff Drive, Thabeban, asphalt concrete resurfacing and line marking; 9143	264
Bundaberg Regional	WBYD 211-LGSR; Eggmollesse Street, Kensington, Kay McDuff Drive - Johanna Boulevard, new connecting road; 8923	128
Bundaberg Regional	WBYD 211-LGSR; Maynard Street (Bundaberg) various schools footpath; 371288	46
Bundaberg Regional	WBYD 211-LGSR; Gooburrum Road, Gooburrum State School concrete pathway; 361177	13
Bundaberg Regional	WBYD 211-LGSR; Mount Perry Road, Bundaberg North State School, concrete pathway to bus stop; 8466	12
Bundaberg Regional	WBYD 211-LGSR; Potters Road (Bargara), Bargara State School, pathway; 369093	11
Bundaberg Regional	WBYD 211-LGSR; Sims Road (Avenell Heights), Walkervale State School concrete drop off; 8436	10
Bundaberg Regional	WBYD 211-LGSR; Newitt Street (Bundaberg) Thabeban State School footpath; 369275	9
Bundaberg Regional	WBYD 211-LGSR; Queen Street, Bundaberg North, children's crossing; 9372	6
Bundaberg Regional	WBYD 211-LGSR; Branyan Drive, Branyan Road State School concrete pathway and crossing; 734050	5
Bundaberg Regional	WBYD 211-LGSR; Scotland Street Bundaberg East State School Kerb ramps on childrens crossing; 369712	5
Bundaberg Regional	WBYD 211-LGSR; Kleins Road (Bundaberg) Woongarra State School footpath; 369624	2
Bundaberg Regional	WBYD 211-LGSR; Avoca Street (Bundaberg) Avoca State School kerb ramps childrens' crossing; 370351	2
Bundaberg Regional	WBYD 211-LGSR; Maynard Street (Bundaberg), Shalom College and Norville School, Pedestrian Refuge; 361568	1
Fraser Coast Regional	WBYD 228-LGSR; Main Street, Kawungan, section, rehabilitate and widen; 358519	558
Fraser Coast Regional	WBYD 228-LGSR; Eatonvale Road Tinana, Gympie Road - Donnelly Road, widen and overlay; 9715	219
Fraser Coast Regional	WBYD 228-LGSR; Grevillea Street (Hervey Bay), Kawungan State School, additional formal parking; 362378	128
Fraser Coast Regional	WBYD 228-LGSR; Ann Street (Maryborough) correct profile and asphalt concrete resurfacing; 9937	97
Fraser Coast Regional	WBYD 228-LGSR; Robertson Street (Torbanlea), State School, Burgowan Road, additional car parking; 9645	94
Fraser Coast Regional	WBYD 228-LGSR; North Street, Maryborough West State School, kerb construction; 10245	90
Fraser Coast Regional	WBYD 228-LGSR; Pialba - Burrum Heads Road, Dundowran, Yarrilee State School additional car parking and link; 10193	58
Fraser Coast Regional	WBYD 228-LGSR; Dau Drive, Granville State School set down and sealed parking area; 10041	50
Fraser Coast Regional	WBYD 228-LGSR; Walker Street (Maryborough) correct profile and asphalt concrete resurfacing; 9657	10
Gympie Regional	WBYD 232-LGSR; Anderleigh Road, Gympie, section widen and overlay; 9936	537
Gympie Regional	WBYD 232-LGSR; Cedar Pocket Road, Greens Creek bridge replacement; 10364	413
Gympie Regional	WBYD 232-LGSR; Kandanga Creek Road, Kandanga, Blue Creek Bridge replacement; 9661	273



LOCAL GOVERNMENT	PROJECT NAME	YEAR TO DATE EXPEND (S'000)
Gympie Regional	WBYP 232-LGSR; Powers Road (Gympie) pedestrian cycle path; 9691	193
Gympie Regional	WBYP 232-LGSR; Groundwater Road, Gympie, 1.1km footpath; 376445	83
Gympie Regional	WBYP 232-LGSR; Tin Can Bay Road (Service Road) Tin Can Bay School footpath; 379373	53
Gympie Regional	WBYP 232-LGSR; Exhibition Road (Gympie), South State School pathway; 376572	34
Gympie Regional	WBYP 232-LGSR; Brisbane Road, Monkland, Langton Road - Gympie State High School footpath construction; 9878	30
Gympie Regional	WBYP 232-LGSR; Old Maryborough Road (Gympie) Victory College bus parking area; 379469	28
North Burnett Regional	WBYP 249-LGSR; Cannindah Road (Cannindah) 23.15 - 25.43km widen and seal; 10528	216
North Burnett Regional	WBYP 249-LGSR; Bania Road (Mount Perry) upgrade to double lane; 364420	194
North Burnett Regional	WBYP 249-LGSR; Swindon Road (Mount Perry) Sections 6.87 - 14.97km construct to new sealed road; 358779	187
North Burnett Regional	WBYP 249-LGSR; Swindon Road, Mount Perry, 13.21 - 14.97km construct to new sealed road; 375173	148
North Burnett Regional	WBYP 249-LGSR; Wetheron Road, Bon Accord, section rehabilitate and widen; 11073	94
North Burnett Regional	WBYP 249-LGSR; Cannindah Road, Cannindah, widen and seal; 11259	57
North Burnett Regional	WBYP 249-LGSR; Kerwee Road (Eidsvold), section pavement rehabilitation; 10829	51
North Burnett Regional	WBYP 249-LGSR; Wharton Street (Gayndah) Burnett State College upgrade road crossings, bus zone and general parking; 672992	37
North Burnett Regional	WBYP 249-4511; Wuruma Dam Road, Abercorn, Abercorn State School, bus parking; 672989	26
North Burnett Regional	WBYP 249-LGSR; Monto, pedestrian overpass, rail footbridge overpass upgrade; 363655	24
North Burnett Regional	WBYP 249-LGSR; Brigalow Street (Mulgildie) Mulgildie State School, upgrade street crossing, adjust general parking and existing infrastructure; 672973	20
North Burnett Regional	WBYP 249-LGSR; Staibs Road, Gayndah, upgrade to sealed standard; 364901	12
North Burnett Regional	WBYP 249-41B; Burnett Highway (Goomeri-Gayndah), Upgrade road near Ban Ban Springs bus stop; 672990	12
North Burnett Regional	WBYP 249-LGSR; Frederick and Victoria Streets (Biggenden) Biggenden State School pedestrian path upgrade; 672988	10
North Burnett Regional	WBYP 249-LGSR; Calrossie Road, Eidsvold, relocate hazardous objects; 11365	9
North Burnett Regional	WBYP 249-41C; Burnett Highway (Gayndah-Monto), Binjour State School upgrade bus stop; 672991	5
South Burnett Regional	WBYP 261-LGSR; Kumbia - Brooklands Road (Kumbia) section pavement widening; 11865	360
South Burnett Regional	WBYP 261-LGSR; Various sections on various roads, reseal; 365045	287
South Burnett Regional	WBYP 261-LGSR; Memerambi - Barkers Creek Road, Wattle Creek, section new sealed road; 12379	148
South Burnett Regional	WBYP 261-LGSR; Bell Street (Kingaroy) Kumbia State School Childrens crossing and footpath; 364519	61
South Burnett Regional	WBYP 261-LGSR; Kingaroy Street, Taabinga State School, childrens crossing; 364411	53
South Burnett Regional	WBYP 261-LGSR; Kent Street, Wondai State School, footpath upgrade; 364158	24
District - Wide Bay/Burnett	WBYP LGSR; RRTG Secretariat Program LN; 13525	125
TOTAL		6,746

7 Glossary, Roads and Transport Alliance terminology

Asset management: Measuring, monitoring, evaluating, modelling and managing road and other transport infrastructure asset performance.

Asset management system: The system generally includes an asset inventory, a form of condition recording system, a maintenance management system and a pavement management system. **Assets:** the physical components of a road system or network. An asset is considered worthy of separate identification if it delivers services or benefits to the community of sufficient current or future value to warrant control and management on an individual basis. Typical road related assets include sections of road, sections of pavement, individual bridges, culverts, sets of traffic signals, signs, road furniture and road reserves.

Capability Agreement and Action Plan: Developed by each Regional Roads and Transport Group (RRTG) to set out the RRTG's strategy to build and maintain the overall capability within their group.

Local Roads of Regional Significance (LRRS): A network of lower order state-controlled roads (generally district roads with some exceptions) and higher order local government roads (primary and secondary roads) performing similar functions. To promote the improved planning, management and Investment Strategies on these roads, they have been identified as a unique network of LRRS. RRTGs manage this road set under the Roads and Transport Alliance.

Program Development: A collective planning process that encompasses investment strategy development, project prioritisation, works program delivery and road safety risk management to assist with the effective management of the LRRS.

Regional Roads and Transport Groups (RRTGs): The primary decision making bodies of the Alliance. RRTGs and their Technical Committees operate under the authority of the Roads and Transport Alliance Board. RRTGs are based on existing relationships taking into consideration economic, social, environmental and geographic characteristics of a region, which serves to influence the planning and management of the regional roads and transport network including services.

Roads and Transport Alliance Board: Comprises senior executive representatives from TMR and the Local Government Association of Queensland (LGAQ). The role of the Roads and Transport Alliance Board is to oversee the implementation and ongoing operations of the Alliance; review the strategic management of the Alliance by ensuring effective governance arrangements and relationship building; and ensure consistency of outputs across the state.

Roads and Transport Alliance Project Team (RTAPT): Facilitates the implementation of the Roads and Transport Alliance strategies and provides day to day operational support to RRTGs.

State-wide Capability Development Fund (SCDF): An ongoing allocation funded by TMR and allocated by the Roads and Transport Alliance Board, for capability improvement projects that align to Roads and Transport Alliance priorities and are likely to have state-wide application or deliver benefit to more than one RRTG.

Technical Committee: A committee comprising local government and TMR technical staff from a region that provides advice and recommendations to their respective RRTG; develops and monitors delivery of the RRTG works program.

Technical Coordinator: Facilitates RRTG and Technical Committee actions, decisions and outcomes. The Coordinator is the conduit for communication between stakeholders, conducts administrative and non-administrative tasks and drives progress.

Transport Infrastructure Development Scheme (TIDS): State funding provided to Local Government for the development of transport-related infrastructure. Funding is generally provided on a matching basis (TMR/Local Government). This includes an allocation for Indigenous councils through the Aboriginal and Torres Strait Islander sub-program.



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