

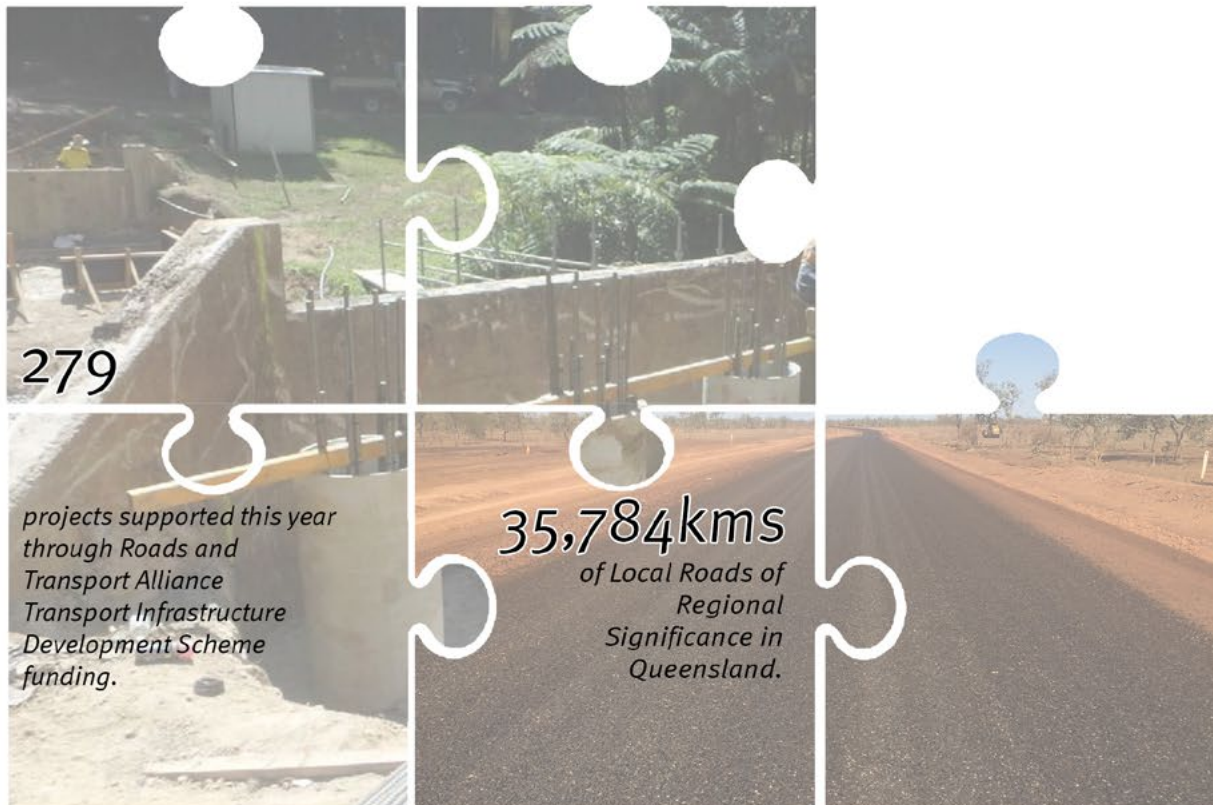
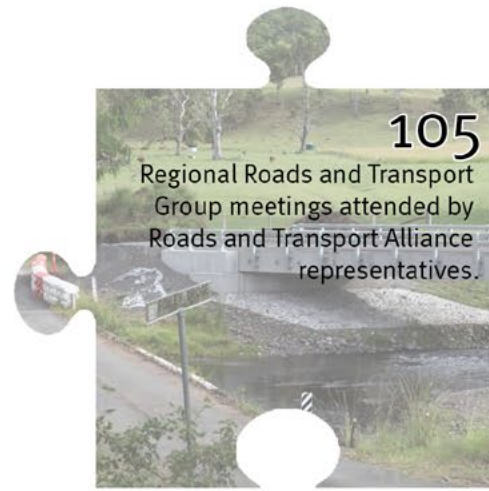
THE ROADS AND TRANSPORT ALLIANCE

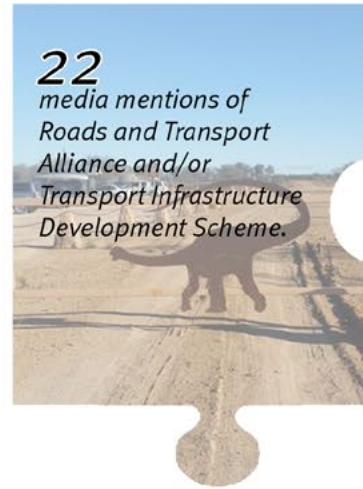


PROGRESS REPORT 2015–2016

THE ROADS AND TRANSPORT ALLIANCE

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





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Foreword



I am very pleased to present the Roads and Transport Alliance Annual Progress Report 2015– 2016. This Report recognises the considerable benefits of the collaboration between the Queensland Government and local governments who have worked together through the Roads and Transport Alliance to manage and improve Queensland’s diverse road and transport network.

The Queensland Government is listening to communities and providing local governments with the confidence to plan infrastructure that sustains employment. In 2015–16, Transport Infrastructure Development Scheme (TIDS) funding was increased by \$30 million a year for two years. This increase flowed directly to Regional Road and Transport Groups (RRTGs), who responded positively and met the challenges of revising and delivering increased programs of work right across the state.

This considerable investment in Queensland’s road and transport network supported local employment and built regional capability, contributing to 279 projects in 2015–16.

Local governments’ commitment to matching the significant increase to TIDS funding and delivering the 2015–16 program was acknowledged when the 2016 State Budget was handed down in June. The Queensland Government committed to maintain the TIDS increase for a further three years. This additional \$90 million will extend the ongoing base investment in TIDS to \$70 million per year, providing much needed support for local infrastructure and job security.

The Alliance is the primary framework within Queensland to pursue cross-government and stakeholder collaboration on prioritisation of future road upgrades. It provides local government, through RRTGs, the ability to influence priorities for network investment across the state. A great example of this in the past year was the collaborative development of the ‘Beef Roads’ submission to the Australian Government.

While initially set up to address Queensland’s road infrastructure needs, broadening the scope of TIDS funding to include other transport infrastructure has allowed for innovative approaches to regionally planning and prioritising safer school travel infrastructure, cycle ways and airports. I commend RRTGs for considering transport infrastructure more broadly. Being able to make these decisions at a local level ensures TIDS funding contributes to the best outcomes for our communities.

In its 14 years of operations, the Alliance has led to increased collaboration, capability building and engagement in the regions. Collaboration based on transport priorities for community outcomes, rather than asset ownership, will continue as the key driver of the Alliance.

The Honourable Mark Bailey MP

Minister for Main Roads, Road Safety and Ports, and Minister for Energy, Biofuels and Water Supply

October 2016

Message from the Chair

The Roads and Transport Alliance continues to be a relevant and important partnership for Queensland state and local governments. Its decentralised approach ensures Regional Roads and Transport Groups are empowered to deliver regionally relevant transport infrastructure to all parts of Queensland – from the Gulf, to the Wet Tropics, the western Channel country and the urban environs of South East Queensland. This regional perspective is vital to ensuring that Queensland’s transport network meets the needs of our communities and businesses that depend on it for so many things.

The Queensland Government’s announcement in the 2016-17 State Budget that Transport Infrastructure Development Scheme funding will be maintained at \$70 million a year through to 2020 is a solid endorsement of the value of the partnership. Unlike other funding programs which are subject to increasingly variable funding levels, the certainty provided by this announcement allows for better strategic delivery of works on Queensland’s Local Roads of Regional Significance. A stable works program also provides the confidence needed for local governments to employ and maintain local workforces which are critical to the sustainability of many of our regional towns.

As the Alliance partnership enters its 15th year, the commitment to a regional and joint approach to all forms of transport infrastructure planning and delivery remains as strong as ever. The number of projects delivered over the past year, 279 of them, speaks volumes about the effort required to continually deliver on this commitment. This work occurs in addition to the regular infrastructure capital and maintenance programs normally delivered by state and local governments.

The range of projects and activities undertaken by Regional Roads and Transport Groups is testament to the value of working together to achieve good outcomes. This includes not only roads that are vital for Queensland’s many industries and communities, but also other forms of transport such

as airports, marine infrastructure and cycle ways. For example, the Outback Regional Roads and Transport Group’s Regional Airport Plan, the first of its type for the Alliance, outlines a consistent approach to the management, maintenance and renewal of



aerodromes across the Central West Region for the next 20 years. Likewise, the Strategic Freight Planning Studies jointly undertaken by the Toowoomba and Western Downs Regional Roads and Transport Groups highlights local governments commitment to understanding and supporting the ever increasing freight task. These expanded and integrated approaches will ensure that Queensland is prepared for the inevitable challenges and changes to the transport industry in the years ahead. I for one, would certainly like to see similar initiatives embraced by more Regional Roads and Transport Groups.

Adapting to changing times has been a focus of the Alliance Board over the last year. As noted in last year’s Annual Report, the Alliance’s Operational Framework has been reviewed and updated to ensure that Regional Roads and Transport Groups continue to deliver in the best interests of their region, whilst providing appropriate governance and processes to preserve the integrity of the Alliance model. Importantly, the Framework also encourages a focus on the planning aspects, not just delivery of infrastructure projects.

I would like to take this opportunity to thank my Roads and Transport Alliance Board colleagues for their contributions throughout the past year. As the Chair of the Alliance passes from myself to Neil, I wish to take this final opportunity to express my support for the ideals on which the Alliance is based – that is, a cooperative approach between all levels of government is fundamental to building a strong and resilient Queensland.

On behalf of the Roads and Transport Alliance Board, I congratulate all Regional Roads and Transport Groups on their collaborative and at times innovative program management and delivery of Transport Infrastructure Development Scheme projects.

It is my pleasure to present this 2015–16 Roads and Transport Alliance Annual Progress Report.



Greg Hallam

Chair, Roads and Transport Alliance Board

October 2016.



Who we are

What we do



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 longstanding one with this arrangement now onto its third agreement, covering the 2013-2018 period.



TMR Board member, Neil Scales, presenting at the 2015 RRTG Assembly.

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 comprised of TMR and LGAQ officers who implement Alliance strategies and initiatives and provide support to Regional Roads and Transport Groups (RRTGs) and the Board.

Regional Roads and Transport Groups

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.

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.

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.



Roads and Transport Alliance Chair, Greg Hallam, presenting at the 2015 RRTG Assembly.

Roads and Transport Alliance Board

The role of Chair rotates annually between the TMR and LGAQ board members. For the period July 2015 to June 2016 the board members were:

TMR	LGAQ
Mr Neil Scales Director-General (Chair, July 2016 – Current)	Mr Greg Hallam PSM CEO (Chair, May 2015-June 2016)
Mr Miles Vass Deputy Director-General – Infrastructure Management and Delivery	Mr Greg Hoffman PSM General Manager – Advocacy
Mr Joshua Hannan General Manager – Transport Strategy & Planning	Ms Simone Talbot Manager – Advocacy (Infrastructure, Economics and Regional Development)



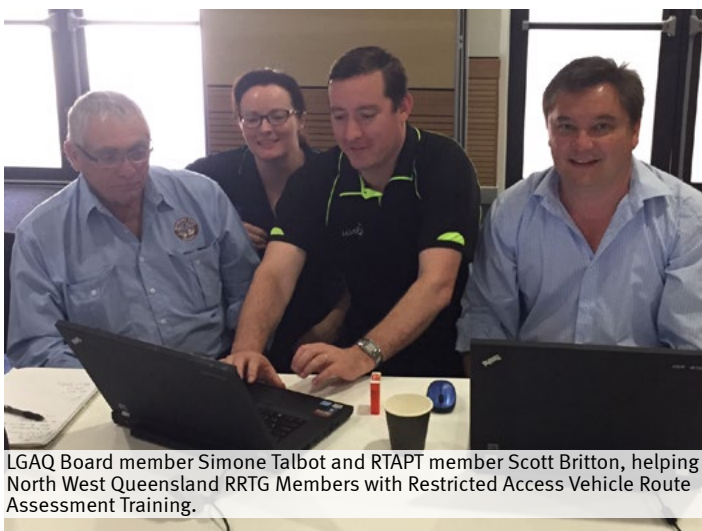
TMR Board members, Miles Vass and Neil Scales on site in Far North Queensland.



RTAPT members attending the Southern Border RRTG Technical Committee meeting.



Cr Carol Taylor (Toowoomba Regional Council), Eastern Downs RRTG Chair, presenting at the 2015 RRTG Assembly.



LGAQ Board member Simone Talbot and RTAPT member Scott Britton, helping North West Queensland RRTG Members with Restricted Access Vehicle Route Assessment Training.



Cr Peter Scott (Mayor of Cook Shire), Sandra Burke (TMR District Director), Cr Tom Gilmore (Mayor of Mareeba Shire) and Greg Hoffman (LGAQ Board member) at the Far North Queensland RRTG Meeting.



THE ROADS AND TRANSPORT ALLIANCE REGIONAL ROADS AND TRANSPORT GROUPS as at August 2015

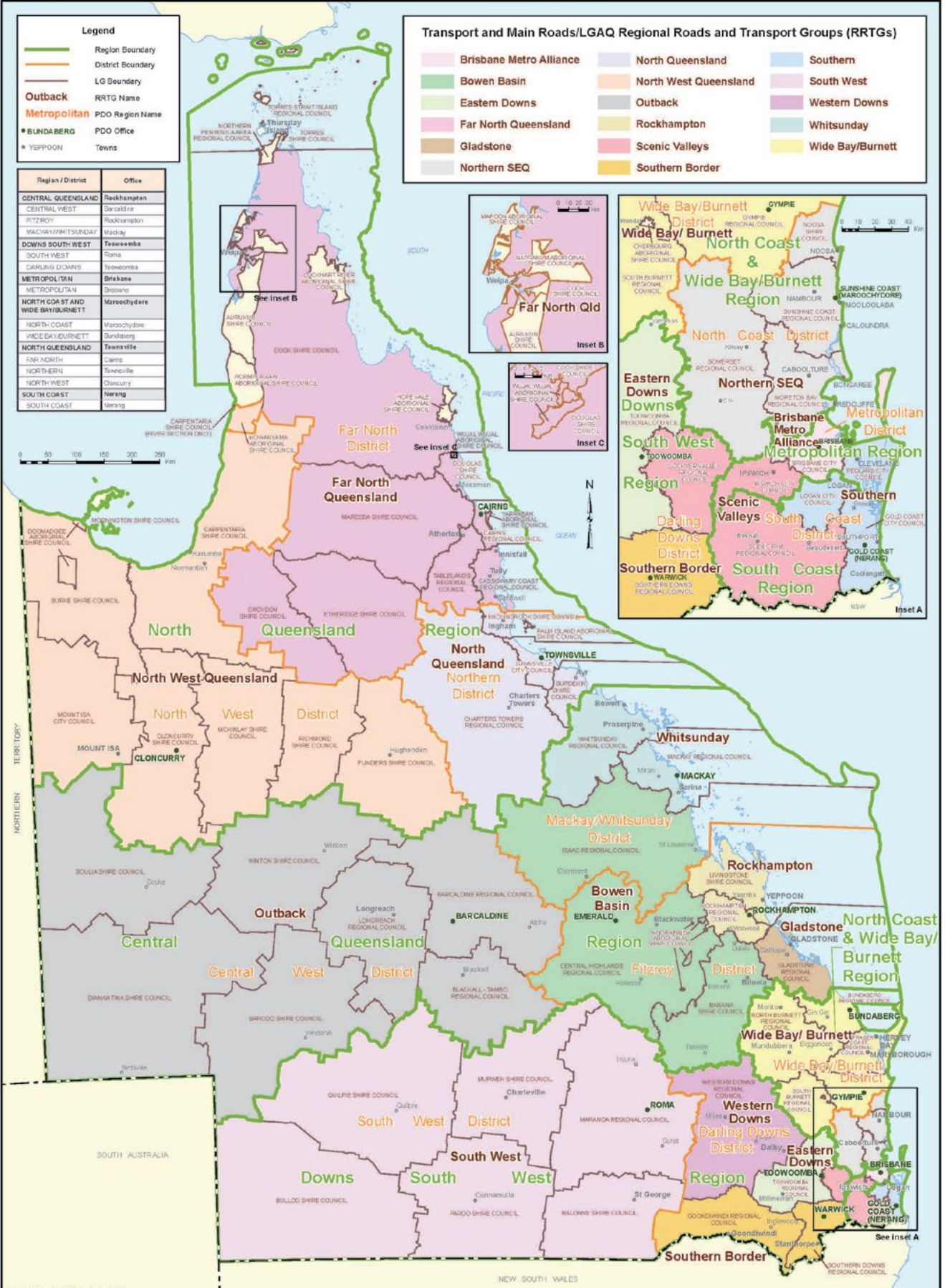
Legend

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

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

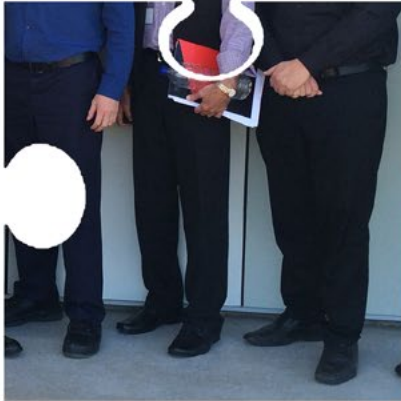
Transport and Main Roads/LGAQ Regional Roads and Transport Groups (RRTGs)

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



Corporate Mapping Unit - September 2015
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Our Achievements



2015 IPWEA Queensland "Woman in Engineering" Excellence Award

North West Queensland Regional Roads and Transport Group (NWQRRTG) Technical Committee delegate, Ellie Johnson, received a pleasant surprise at the Institute of Public Works Engineering Association Queensland (IPWEA) Excellence Awards Gala Dinner held at Mackay in October 2015 when she was called on stage to receive the 2015 IPWEA Queensland "Woman in Engineering" Award! Ellie is the Manager Technical Services at Mount Isa City Council and has been an active member of the Technical Committee for approximately five years. She has 10 years engineering experience and manages a multi-disciplinary department and on-site teams. The award was fitting recognition for this determined young professional.

Ellie commenced her engineering career in 2006 as a Civil Draftsperson at Dare Sutton Clarke in Adelaide, shifted to Mount Isa in 2008 to take up a Mechanical Drafter position for Mount Isa Mines, before joining Mount Isa City Council as a Senior Technical Officer in late 2009. Her leadership skills and technical nous saw her rise to her current managerial position. Ellie obtained her Civil Engineering degree from Central Queensland University in June 2012 after following the tough road combining work and study.

Ellie is a dedicated professional who works hard and achieves outcomes. She has a wide range of skills, from design and drafting right through to supervision of construction works and most things in between, and uses these skills effectively.

Recently she prepared Council's successful application to the Australian Government's National Stronger Regions Fund for the "Mount Isa Wastewater Reclamation Plant Upgrade and Treated Effluent Reuse" project, which realised \$2.5 million in funding.

Ellie is passionate about and committed to her community and has worked as a volunteer for Carols by Candlelight, the iconic and world famous Mount Isa Rodeo and the Agricultural Show. She also has held the position as Secretary of Council's Health and Wellness Committee. This passion flows into her working life with a focus on community consultation and is directly involved with this aspect from a project planning perspective for Council.

Ellie functions very well within the NWQRRTG Technical Committee and her presence has grown over the five years she has been doing this. She provides well considered input always and represents Council professionally. She completes tasks on time and thoroughly and is very well organized. Ellie is well respected within the group, inclusive and open and honest with her communication.

Outside of work Ellie enjoys travelling and exploring exotic countries, fitness and nutrition, bird watching and cooking for friends and family. Some of these pursuits as well as her successful career will be on "pause" shortly as she and her husband are entering a very exciting time in their lives with the arrival of their first child expected in early November 2016!



Ellie Johnson receiving the Award from IPWEA Queensland President (at the time), Ged Brennan.

Delivering in the community - Transport Infrastructure Development Scheme 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 Regional Roads and Transport Groups (RRTGs). TIDS addresses regionally prioritised transport needs across the system for all users.

In 2015-16, 279 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.

BOWEN BASIN RRTG

Arcadia Valley Road

Central Highlands sealed a further two kilometres of Arcadia Valley Road. Sections of this higher priority Local Roads of Regional Significance (LRRS) have been progressively sealed in recent years through a combination of various funding sources including TIDS, Council revenue, Roads to Recovery Program (R2R) and private resource sector investment.

These upgrade works have greatly improved the trafficability and reduced outage times during wet weather. The road has a crucial economic and social function for land holders and residents of Arcadia Valley, allowing them to access external services and providing the primary access for beef cattle transport to markets.



Before



After

Blackwater-Rolleston Road

The RRTG also chose to prioritise \$895,000 TIDS funding to the Blackwater–Rolleston Road; a state-controlled LRRS located in the Central Highlands LGA. This project really demonstrated the maturity of the group in terms of decision-making and consideration. In addition to TIDS funding, Central Highlands allocated an additional \$500,000 from revenue, with TMR contributing a further \$3.3 million. This joint funding arrangement has allowed economy of scale efficiencies on the project. A further \$705,000 TIDS funding has been allocated in 2016-17.

Blackwater–Rolleston Road is approximately 120 kilometres in length and forms part of a key north-south link. Commencing in November 2015, approximately five kilometres north of Rolleston, eight kilometres of the remaining unsealed 15 kilometres was constructed to a sealed standard. The 2016-17 portion of the works is expected to be completed in September 2016.

The road has a high volume of heavy vehicles and provides a strategic link for the agricultural industry. The completion of this link will also reduce maintenance costs, allowing a significant portion of the RMPC expenditure to be transferred to other priorities on the state-controlled road network within Central Highlands Local Government Area (LGA).

It has been a great example of TMR and local government working together to deliver benefit to the community and the travelling public. It has also assisted Central Highlands in working closely with TMR to improve its project management systems and processes, for example in Quality Assurance, ensuring compliance.

Quarrie Road

Quarrie Road is an important LRRS in Banana Shire Council's road network within the township of Biloela. The road provides access to Council's wash down bay, sewerage treatment plant and to the local saleyards. The road caters for a large proportion of heavy vehicles.

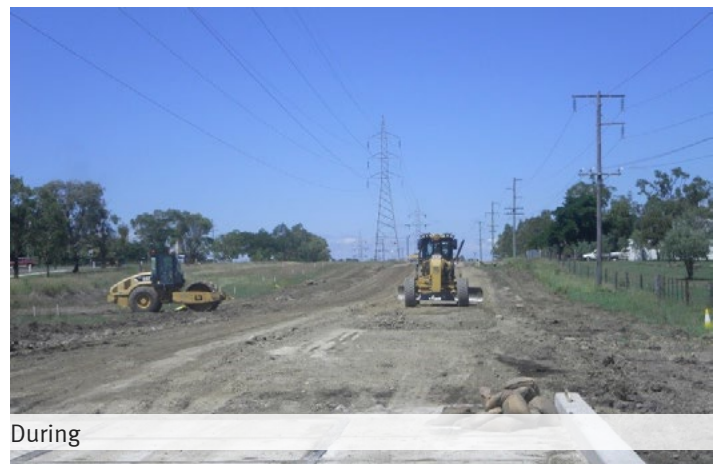
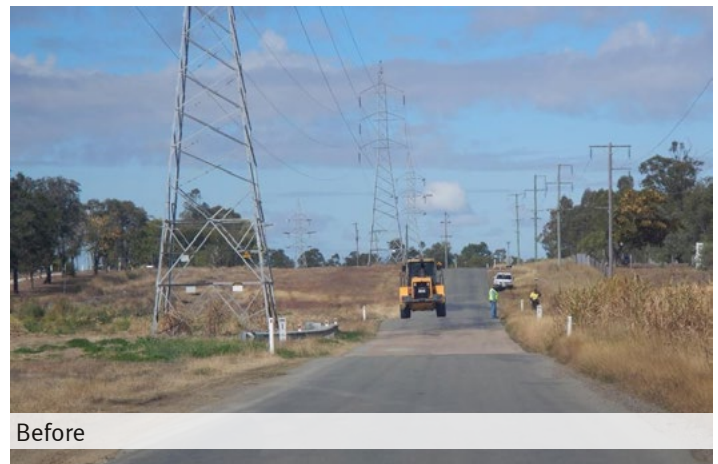
The project was designed to eliminate the 400mm depth of water that remained over the road surface after each significant rain event, causing an increased risk of accident and restricted trafficability. The existing floodway and pipe network was upgraded to include a 14-cell 1200mm x 300mm concrete box culvert with a stabilised pavement on approaches. The location of the culverts was moved south to match the natural low point of the surrounding land and other rail drainage infrastructure. Fencing and rock protection was also undertaken.

Commencing mid-February 2016, the \$300,000 project was completed mid-April 2016, with an allocation of \$150,000 TIDS funding. Council's Biloela Coordinator Robert Huggers, and Bridge Crew Supervisor Nathan Shaw, managed the project.

A few challenges were overcome during the project:

- The location was in the immediate vicinity of overhead high voltage powerlines with existing guardrail. The design height for the new road was increased at this location, requiring the guardrail to be raised.
- There was continuous water flow through the site onto private land and subsequently into a small rural dam. The adjoining land owner worked with Council to allow some earth works to occur on the land, ensuring water flow from the site and construction of the culverts to be completed.
- The flowing water and constantly soaked site slowed construction, with a significant rain event during the works also causing some delays. Major water main replacement works were carried out at the same time as the culvert construction.

Completion of this project has ensured all-weather access to Council services - the sewerage treatment plant and wash down bay. There will be limited restriction to heavy vehicles accessing the saleyards or meatworks through Biloela after a rain event in future.



Woorabinda Aboriginal Shire Council

With the announcement of additional TIDS funding in July 2015, the RRTG prioritised \$100,000 to Woorabinda Aboriginal Shire Council for bitumen reseals in the town area, construction of a new street and drainage servicing key community facilities. This funding was in addition to allocated ATSI TIDS funding; the decision reflecting the collaboration and goodwill within the Group. Furthermore, Central Highlands Regional Council is providing assistance to Woorabinda with its forward planning and project delivery.



After

Wuthung Road

Isaac Regional Council delivered sealing works and drainage improvements on an unsealed five kilometres section of Wuthung Road, located approximately 35 kilometres south of Moranbah off the Peak Downs Highway. Wuthung Road, a LRRS, is a vital link between the Peak Downs Highway and the Kilcummin locality, carrying traffic from grain and cattle properties. This section has a history of rapid pavement deterioration due to the low lying and inadequately drained terrain and poor geotechnical conditions, primarily sandy loam. It requires frequent reactive maintenance due to justifiable complaints from road users, both industry and affected land owners. AADT is approximately 30 vehicles per day, with heavy vehicles comprising 55% of the total.

Survey and design work for this project was carried out by Council staff. Compliance with the design was achieved with use of a Global Navigation Satellite System (GNSS), hired and installed on one of the construction team's graders, and on-site training for the grader operator. Commencing in early December 2015, with minor delays in February due to wet weather, all construction works were completed in mid-June 2016. Works were supervised by Peter Bont, Team Leader Construction, and overseen by Bill Bruggemann, Overseer West (Acting).

Construction involved subgrade preparation, construction of a 150mm subbase of raw ridge gravel and a 150mm base of manufactured gravel, finished with a two coat bitumen seal. In order to reduce haulage costs, gravel was sourced from gravel pits within 15 kilometres of the work site. The cost savings from using local gravel and other efficiencies allowed Council to extend the extent of sealing without reducing the quality of the finished product.

In addition to the earthworks, paving and sealing, two slab-on-ground floodways were constructed – one to replace a badly deteriorated existing floodway, and one new structure at a location with a history of washouts and boggy conditions after minor rainfall.

Total project cost was approximately \$1.3 million, with TIDS funding of \$636,000.

Completion of this upgrade project has resulted in a significant quality and safety improvement for members of the public using Wuthung Road, including residents and transport operators. Council will also benefit from reduced reactive maintenance costs for this section of road, and the experience gained from the use of the GNSS will be invaluable for future works of this nature.

Saraji Road, Phillips Creek

Isaac Regional Council delivered bulk earthworks, road works and drainage works to remedy ongoing issues with the Phillips Creek bridge approaches on Saraji Road, approximately 9.5 kilometres north of Dysart. Saraji Road is a significant road connecting Dysart and Moranbah, and the Peak Downs and Saraji Mines. AADT is approximately 370 vehicles per day, comprising 17% heavy vehicles.

The existing Phillips Creek Bridge was a low level crossing, with substandard approaches through deep cuttings in the natural banks. As a result, the approaches suffered from excessive erosion and poor drainage, leading to significant ongoing pavement damage and increased reactive maintenance requirements. The substandard vertical geometry of the approaches and the narrow and steep cutting walls, reduced sight distances for approaching vehicles and increased the risk of accidents.

A design consultant was engaged to prepare several design proposals with budget constraints and value for money in mind, then to prepare detailed design, construction specification and tender documentation and to superintend the project. The work area for the project was constrained by existing utilities within the road reserve, including a major water main and overhead power lines.

Following a comprehensive tender process, Council appointed a local civil contractor to undertake the works in February 2016, with construction completed in June 2016. Works included:

- Installation of extensive subsoil drainage infrastructure.
- Excavation and disposal of material to widen and reduce the grade of the cutting batters.
- Excavation works to construct new diversion drains, improve existing drainage structures and improve vertical geometry.
- Bench construction of the pavement subgrade to mitigate pavement shoving and slip.
- Pavement construction including a two coat bitumen seal.
- In-situ stabilisation of pavement and two coat bitumen sealing at both ends of the approach cuttings.

Total project cost was approximately \$1.6 million, including TIDS funding of \$800,000. Completion of these upgrade works has resulted in significant safety improvements for the travelling public and transport operators using Saraji Road, and significant reductions in reactive maintenance costs for Council.

All stories submitted by Gerard Read, Technical Coordinator for Bowin Basin RRTG



Commercial Road, Skyring Terrace and Vernon Terrace Intersection Upgrade, Teneriffe

The intersection of Commercial Road, Skyring Terrace and Vernon Terrace at Teneriffe provides access to Newstead, New Farm and Fortitude Valley and caters for local commuters, commercial vehicles and a large number of high-frequency buses.

Skyring Terrace and Vernon Terrace carry approximately 13,000 vehicles per day and Commercial Road carries approximately 3,000 vehicles per day. The existing intersection was operating close to capacity and experiencing congestion and delays to bus routes. In addition, a total of eight crashes were recorded over a five year period, five of which resulted in injuries to vehicle occupants.

Brisbane City Council's Transport Planning and Strategy, Transport Engineering Group undertook an assessment of the intersection with traffic modelling and option analysis to determine the best upgrade option.

This included new traffic signals and turn pockets on Vernon Terrace and Skyring Terrace to improve operations for buses and general traffic, as well as signalised pedestrian crossings on all four approaches to improve pedestrian safety.

The scope also included the following:

- Widening Vernon Terrace and Skyring Terrace to construct turn lanes.
- Installing on-road bike lanes at all four approaches.
- Removing five metered parking bays on Vernon Terrace and Commercial Road.
- Removing five trees to facilitate widening and off-set planting on Skyring Terrace and Commercial Road.
- Improving street lighting at the intersection.
- Water main relocation to allow road widening.

Construction commenced in late October 2015 and the traffic signals were commissioned at the end of March 2016. The total project cost was \$1,830,000 which included TIDS funding of \$580,000.

The upgrade delivers benefits for all road users by way of improved safety, more efficient traffic movements and greater accessibility for public transport users.



Before



After

Zillman Road and Gerler Road Intersection Upgrade, Hendra

The intersection at Zillman and Gerler Roads in Hendra provides access to Sandgate Road, Nudgee Road, Racecourse Road and local shopping centres.

This intersection was experiencing peak hour congestion with a low level of service and had a poor safety history with all five crashes recorded in a five year period involving vehicles turning into Zillman Road from Gerler Road.

Brisbane City Council's Transport Planning and Strategy, Transport Engineering Group undertook an assessment of the intersection with traffic modelling and option analysis to determine the best upgrade option to improve the intersection capacity and safety. The preferred upgrade option was to signalise the intersection as per the following layout:

- Pedestrian crossings on south and east approaches
- Phasing – leading right turn with filter on Zillman Road south approach.
- 35 metres right-turn pocket on Zillman Road south approach.
- 30 metres left turn pocket on Gerler Road approach.

The scope of the project included:

- Installing new traffic signals.
- Provision of right turn pocket on Zillman Road south approach.
- Widening Gerler Road to provide a short left-turn lane.
- Installing signalised pedestrian crossings on Zillman Road south approach and across Gerler Road.
- Upgrade to the existing bus stop on Gerler Road north side and relocation of the bus stop on Gerler Road south side.
- Removing six trees to improve site line and facilitate widening.
- Improving street lighting at the intersection.
- Water main relocation to allow installation of traffic signal posts.

During the detailed design stage, the project objectives were to minimise the loss of existing car parking spaces, service relocations and the environmental impact due to the installation of traffic signals.

Construction started in early March 2016, and the traffic signals were commissioned on 13 May 2016. The total project cost was \$1,126,000 which included TIDS funding of \$450,000.

The upgrade delivers benefits for all road users by way of improved safety, efficiency for traffic movements and improved accessibility for public transport users.



Before



After

All stories submitted by Bruce Cunneen, Technical Committee member, Brisbane Metro Alliance RRTG

Kauri and Maunder Creek Bridge Replacement Project

Danbulla Road is a high priority LRRS road for the Far North Queensland RRTG, being the critical road and tourism network adjacent to Tinaroo Dam, north-east of Kairi township on the Atherton Tablelands. Large commercial timber plantations adjacent to Tinaroo Dam are also accessed from Danbulla Road.



Before

With agriculture being a key economic driver in the region, Danbulla Road is an essential infrastructure component in providing continued economic development and food production to Queenslanders.

Tinaroo Falls Dam is a mass concrete, gravity structure located on the Barron River above a series of rapids known locally as “Tinaroo Falls”. Water from the dam is distributed by gravity through 176 kilometres of main channel to the various sections of the scheme, providing for the irrigation of mangoes, bananas, paw paws, various citrus, avocados, sugar cane, tea-trees, coffee and general horticulture. Water also provides irrigation for crops such as grapes, stone fruits, custard apples and flowers, and irrigation of pastures for beef cattle fattening and stud breeding.



During

Danbulla Road provides the only vehicular access around Tinaroo Falls Dam, carrying high volumes of tourists visiting the Danbulla National Park and State Forest, the Wet Tropics World Heritage Area rainforests, and access to commercial timber plantations.

A critical element in the Danbulla Road network are the two bridges located at Kauri and Maunder Creeks. Through the Far North Queensland RRTG, \$1.3 million of TIDS funding was allocated towards two projects to replace these structures. The two bridges are located in close proximity of each other, enabling the projects to be delivered concurrently, providing cost efficiencies and minimising the duration of road closures affecting commercial plantation timber production around the dam, and access to key tourism recreational facilities.

The projects were delivered in the 2015-16 budget year for a total cost of \$1.8 million.

Each project involved the replacement of aged single lane timber girder bridge structures with modern equivalent pre-stressed concrete girder structures and associated approach and guardrail works.

Project planning, design review and procurement were facilitated by Tablelands Regional Council Infrastructure Support Services team under the direction of Far North Queensland RRTG Technical Committee member Ashley Greenwood (A/General Manager, Infrastructure Services).

Overall, the projects were completed within time and well under budget, with each critical upgrade providing the following benefits:

- Improved accessibility for all road users, in particular heavy transport traffic accessing adjacent commercial plantation timber reserves.
- Improved road safety for all road users.
- Reduction in routine maintenance.



After

Story submitted by Steven Cosatto, Technical Coordinator, Far North Queensland RRTG

Chapman Drive, Clinton – Reconstruction, Intersection Upgrades, Traffic Signals

The Gladstone RRTG delivered four projects in 2015-16 through its Road and Transport Alliance TIDS program, the Chapman Drive reconstruction being the major project, comprising approximately 80% of the available funding.



Before

Chapman Drive, Clinton is located approximately five kilometres south west of Gladstone CBD in the vicinity of the busy Gladstone Airport. It is an important four-lane divided urban distributor (Council LRRS) approximately 450 metres in length, providing the link between Dawson Highway (State-Controlled Road) and J Hickey Avenue (Council LRRS).

Chapman Drive is in a 60km/h speed environment and collects the majority of the suburban commuter traffic (AADT = 4,500) from the northern residential area of Clinton for discharge to the Dawson Highway. St John's School is positioned at the intersection of Chapman Drive and J Hickey Avenue. Ballantine Street is a busy collector street which intersects Chapman Drive and services a shopping/retail/commercial precinct.



During

Gladstone Regional Council engaged a contractor to undertake the project with Council providing Contract Management.

Construction commenced in January 2016 and completion is expected in October 2016. The final project cost is forecast to be \$4.03 million, excluding water main costs, with TIDS funding of \$835,535 expended on the project in 2015-16.

Major aspects of the project have been:

- Renewal and strengthening of the 21m wide Chapman Drive carriageway including subgrade, pavement and surfacing, kerb and channel, central median, subsoil drainage and footpaths.
- Installation of new traffic signals at the intersection of Chapman Drive and Ballantine Street.
- Upgrade of three intersections – Chapman Drive and J Hickey Avenue; J Hickey Avenue and Laner Street; J Hickey Avenue and McGinlay Street.
- Installation of a 375mm diameter water main on the northern side of Chapman Drive.

Traffic growth and deterioration of the asset were the key drivers for the project. It met some challenges during delivery, particularly in relation to traffic management and maintaining access for residents fronting the affected roads and streets. Council, in conjunction with the Contractor, had an extensive public engagement process during the project communicating with residents, the general public, businesses, the school and child care centres to ensure their day-to-day operations could continue as routinely as possible. TMR Fitzroy and Council worked together to facilitate the difficult works at the Chapman Drive – Dawson Highway junction. Lane closures on the existing two-lane roundabout at this junction eased construction and time pressures.



After

Story submitted by Gerard Read, Technical Coordinator, Gladstone RRTG

NORTH QUEENSLAND RRTG

Black Jack Road

Black Jack Road provides a south-west connection between Charters Towers and Dalrymple Shire, allowing for a link to tourist attractions and rural industries.

After several years of works, the Black Jack Road project was completed in 2015. The total project cost was \$814,000, including TIDS funding of \$407,000.

The works involved reconstruction, sealing, culvert installation and floodway extensions. This has allowed for Black Jack Road to offer an alternative all-weather route to the Flinders Highway.



Before



During



After

Liberty Drive, Townsville

Liberty Drive is a 3.5 kilometres road corridor that will provide a vital connection between Dalrymple Road and Woolcock Street in Townsville. The road corridor will also be a significant commuter route offering in terms of travel distance and time savings.

Stage 1 of the project was completed in 2015-16, and involved the construction of 880 metres of new road and significant drainage infrastructure. The project presented some challenges, with complex engineering involved in the drainage culvert structure, and significant earthworks required due to the terrain.

The total project cost was \$5.1 million, with TIDS funding of \$1.43 million and the remaining \$3.67 million provided by Townsville City Council.

This stage of works has provided additional access to a rapidly expanding development area, providing opportunities for further growth, as well as alleviating significant congestion problems.



During



Wallaman Falls Road receives final seal

The overall sealing program of Wallaman Falls Road has been ongoing since 1997, with the final section sealed in early 2016. Now completed, this work has been essential in allowing all-weather access to Wallaman Falls, a major tourist attraction in Hinchinbrook Shire.

The project cost for 2015-16 to finalise these works on Wallaman Falls Road was \$586,000 with a contribution of \$293,000 from TIDS funding.

Without the contribution made by the Queensland Government through TIDS the ongoing conversion of unsealed to sealed road would have taken a substantially longer, possibly even decades. Hinchinbrook Shire Council continues to use TIDS funding for transport related initiatives which support Queensland Government objectives and improve the performance of the network.



All stories submitted by Nicole Sargent, Technical Coordinator, North Queensland RRTG

NORTH WEST RRTG

Normanton - Burketown Road

One of the primary objectives for the North West Queensland RRTG is the progressive sealing of key routes which connect the small towns and communities in the region. By definition, these are high priority LRRS, and critical to the economic and social prosperity of this vast area, characterised by:

- Relatively low, but important, traffic volumes with a high proportion of heavy vehicles.
- Marginal subgrades and available paving materials.
- Extreme susceptibility to wet weather, greatly hindering trafficability.
- Major and minor watercourse crossings with a low level of immunity, leading to extended outage periods.

Nine of the 22 projects delivered by the North West Queensland RRTG in 2015-16 were upgrading sections of unsealed road to a sealed standard, with a further five projects dedicated to upgrading floodways.

One such road is the Normanton–Burketown Road. This road is a link between the two remote townships of Normanton and Burketown and forms part of the ‘Savannah Way’ across the tropical surrounds of northern Australia, linking Cairns in Queensland with Broome in Western Australia. The road also provides important indirect access to the port of Karumba in the southern Gulf of Carpentaria and forms part of the Northern Australian development. The road is approximately 220 kilometres long with 73 kilometres located in the Burke Shire and 146 kilometres located in the Carpentaria Shire. Just under half its length is unsealed and within Carpentaria Shire.



Before

Story submitted by Gerard Read, Technical Coordinator, North West Queensland RRTG

Carpentaria Shire Council has been targeting sealing works, including improvements to the many watercourse crossings, over the past six years. Being a small remote Council, Carpentaria does not have a large rates base to generate sufficient funds to undertake all the desired works on its large network, relying heavily on the Roads and Transport Alliance TIDS program to undertake their highest priority works.

Seven kilometres of sealing works, plus construction of two floodways, was delivered on the Normanton–Burketown Road in 2015-16 with TIDS funding of \$900,000. A further \$900,000 TIDS funding is allocated in 2016-17; it is highly likely more will be allocated beyond 2016-17.

The recent sealing works has now seen the 146 kilometres of unsealed road reduced to 102 kilometres. Council Works Manager, Mr Jack Parry, who has supervised all of these works over the years, said that “with Council prioritising this road with funding being sourced from all avenues, including Council revenue, TIDS, R2R, and DCP, the local community, tourists, road users are benefiting from the greatly improved service”.

Being in the southern gulf, this particular road is always subject to flooding during the wet season, making it impassable for many months of the year. However with the improvements undertaken in the past six years, traffic can access the road much sooner after outage, improving the movement of cattle and freight into and out of the region. Being a very popular tourist route, passing Burke and Wills’ final camp (camp 119) before setting out for the final push to the gulf, the progressive works have seen an increase in the number of tourists as more people look for remote outback adventures.

Designs are being completed a year in advance of the works, which can only be completed in the dry months between May and November, due to potentially extended wet seasons. With ongoing support and funding through the North West Queensland RRTG it is expected that this vital link road will continue to provide better services for the local remote community and travelling road users.



After

Yeppoon – Braithwaite Street

A major upgrade to Braithwaite Street Yeppoon, delivered by Livingstone Shire Council, was one of five projects delivered in 2015-16 by the Rockhampton RRTG. Four projects were delivered by Rockhampton Regional Council:

- Stanwell-Waroula Road – Upgrading from unsealed to sealed standard of a 2.5 kilometre section.
- Malchi-Nine Mile Road – Upgrading from unsealed to sealed standard of a 1.2 kilometre section.
- Dean Street – Drainage improvements at the Rodboro Street intersection.
- Kabra Road – Replacement of a floodway approximately 2km from the Capricorn Highway.

The Braithwaite Street Upgrade, with a total cost of over \$2 million, included TIDS funding of \$739,000 (49% of the Rockhampton RRTG funding allocation) in 2015-16. A further \$73,100 TIDS funding is allocated in 2016-17. Work commenced on the project in mid-July 2015 and is expected to be fully completed in September 2016.

Braithwaite Street is 640 metre long and extends from Park Street to Adelaide Park Road. It is part of a strategic urban link through Yeppoon which effectively services the large residential, rural residential and rural areas in the north west of Yeppoon township and beyond. It also provides key access to the Yeppoon State School and St Brendan's College. Approximately 7500 vehicles use Braithwaite Street each day on average, including 450-500 heavy vehicles. It also has significant pedestrian and cyclist usage, in particular children attending Yeppoon State School.



Before

Braithwaite Street was a reasonably narrow, two lane 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 the James Street roundabout through to Adelaide Park Road:

- Renewal and widening of the road surface.
- Construction of on-road bike lanes and off-road paths.
- Construction of car parks to cater for the increased use of the first stage of the Yeppoon-Rockhampton Rail Trail.
- Installation of traffic signals at the Jeffries Street (the primary access to Yeppoon SS) intersection.
- Intersection upgrades at Ben Street and Spring Street.
- Significant longitudinal and cross-drainage upgrades.
- Additional street lighting.

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

Rockhampton RRTG delegate and Livingstone Shire Council Mayor, Bill Ludwig, said, "The finished product will greatly improve road safety for motorists, cyclists and pedestrians – especially during peak traffic times. Braithwaite Street is a key road for Yeppoon used by thousands of motorists coming in and out of town every day and these upgrades ensure the standard of the road matches the volume of traffic. One of the key safety measures has been the installation of traffic lights at the Jeffries Street intersection. These lights will make crossing the road much safer for all pedestrians – but especially for school children that attend the Yeppoon State Primary School".



After

Story submitted by Gerard Read, Technical Coordinator, Rockhampton RRTG

Pine Street

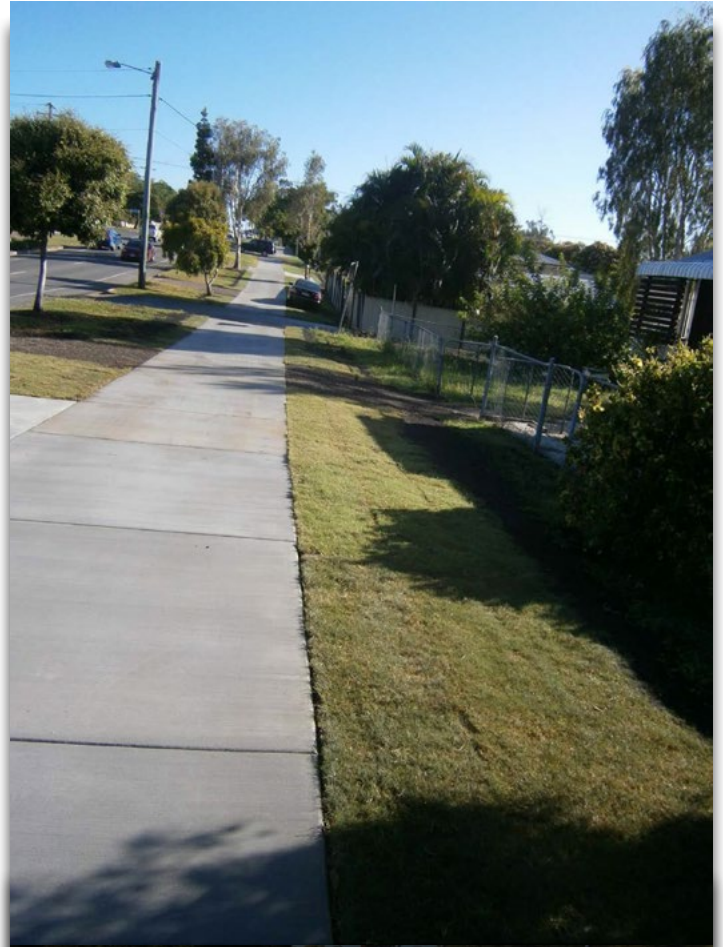
Pine Street in North Ipswich carries approximately 15,000 vehicles per day and functions as a sub arterial road within Ipswich City Council's road hierarchy. One of the key pedestrian, cycle and vehicle routes into the Ipswich CBD from the north, it provides a connection to the retail precinct and public transport interchange at North Ipswich. There is a strong pedestrian desire line along the eastern side of Pine Street between Lawrence Street and the pedestrian/school crossing at Fitzgibbon Street.

In particular, the childcare centre in Lawrence Street operates the before- and after-school care program for the Ipswich North Primary School and as a result, a group of children walk to/from the school along Pine Street each morning and afternoon. There was also a missing footpath link on the eastern side of Pine Street between Lawrence Street and Canning Street.

The project included construction of a 2.5 metre wide footpath along the eastern side of the road between Fitzgibbon Street and Canning Street. The total project length was 308 metres and the total area of footpath was 775 square metres. Ancillary works included reinstating driveways, construction of pram/kerb ramps, vegetation removal, turfing, concrete bus stop slab, fence and tactile pavement markers. Some minor issues were encountered during construction with connecting into the existing driveways and ensuring that the bus stop complied with *Disability Discrimination Act 1992* requirements.

Commenced in January 2016, the project was completed in May 2016. The final cost was in the order of \$240,560 which was inside the original budget allocation of \$315,000. The project was funded 50% by Ipswich City Council and 50% from the Scenic Valleys RRTG TIDS program.

The key project benefits include improved safety for pedestrian and cyclist access to the Ipswich North Primary School and a potential increase in the walking and cycling mode shares for students at the school.



After

Foxley and Lamington Bridges, Christmas Creek Road

Scenic Rim Regional Council received the 2015 IPWEA Queensland Asset Management Excellence Award for its Bridge Management Strategy in October 2015 at the Gala Dinner held in Mackay. In 2015-16, Council continued to deliver on the goals of the Strategy which focuses on renewing the region's ageing timber bridges, some of which date back more than 60 years, with more resilient concrete or steel structures.



Before

Council is responsible for 135 bridges. Since 2011, the number of timber bridges has reduced from 97 to 79, with seven of these replaced in 2015-16 and a further four replacements planned for 2016-17. Two of the bridges replaced in 2015-16 were the Foxley and Lamington Bridges. These were partially funded by the Scenic Valleys RRTG through its Roads and Transport Alliance TIDS program with TIDS funding of \$705,446.

Scenic Valleys RRTG Deputy Chair and Scenic Rim Division 3 representative, Councillor Virginia West, commented, "Lamington and Foxley Bridges are among seven creek crossings on Christmas Creek Road (LRRS) between the Mount Lindesay Highway and Lamington and both form a vital piece of the road network in that area. In addition to local landholders a significant number of tourists also use this road, particularly campers staying at the popular Stinson Memorial Park and other venues such as Darlington Park and Nightfall Camp, which won the bronze award for Hosted Accommodation at the 2015 Queensland Tourism Awards."

Construction of the two new concrete bridges and approaches was undertaken concurrently to achieve the most efficient and cost-effective building solution. Both bridges were also built adjacent to the existing timber crossings to mitigate disruption to landowner and visitor traffic. The new Foxley Bridge is significantly higher than the low-level timber crossing it replaced and the project was designed to remove the present sweeping bends on both approaches.



During

The new structures are safer, more resilient and require less maintenance. Importantly for landholders in the Lamington district, the replacement of the bridges saw the removal of load limit restrictions for heavy vehicles.



After

"The removal of load limit restrictions on bridges, which can be a major impediment for the movement of modern trucks and farm machinery, is a key outcome of Council's long-term Bridge Management Strategy and one which is welcomed by our rural farming communities. In addition to delivering better outcomes for the movement of trucks and machinery, we have provided improved connectivity and a higher standard of service to residents." Councillor West said.

Scenic Rim Regional Council remains committed to prioritising the renewal of the region's ageing timber bridges with contemporary concrete or steel structures to help realise the shared Community Plan vision for an accessible and serviced region.

All stories submitted by Gerard Read, Technical Coordinator, Scenic Valleys RRTG

Innamincka Road Project

The Innamincka Road is 208 kilometres in length and provides a vital link from Brisbane to Adelaide via the National and State-controlled road networks. Major users of the road include the oil and gas industry, as well as the tourism and agriculture sectors. The road provides the only direct, mostly sealed, link between the Jackson, Naccowlah, Ballera and Moomba oil and gas facilities. As such, the road is of local, regional, state and national significance.

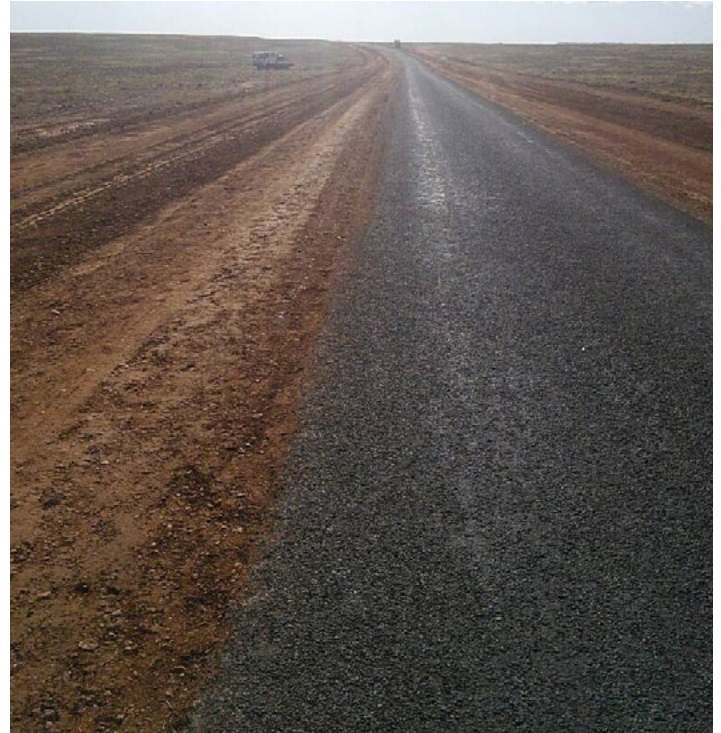
The Bulloo Shire Council's Innamincka Road Project was located between Jackson and Naccowlah, and incorporated the reconstruction and widening of six curves. The approved cost was \$1,658,000 with TIDS funding of \$500,000 contributing thirty per cent. This project commenced in March 2016 and was completed in April 2016.

The project started around chainage 35.9 kilometres and finished around chainage 49 kilometres, with two sites in this area. The sites contained existing side tracks which needed to be upgraded in order to move traffic around the jobsites, and allow Council uninterrupted access. The project incorporated four floodways which needed to be reconstructed within the six curves. The works included cement stabilisation, concrete margins, and rock protection.

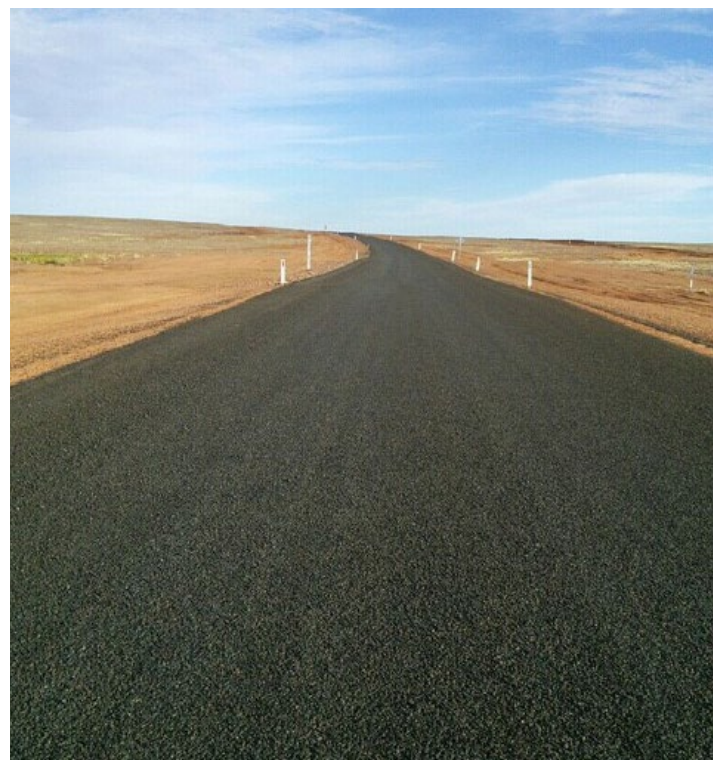
The project had a series of ongoing delays that stalled progress and impacted on the reputation of Bulloo Shire Council as a provider, so the management team laid down a challenge to staff to finish ahead of time and within budget, without compromising the high standard of work.

Outcomes were achieved to the credit of all involved with a range of innovative practices adopted to ensure results, including:

- The timely identification and resolution of bottlenecks within current processes.
- Increased levels of supervision to support decision making and ensure quality outcomes.
- Increased accountability of all involved in the project to create a stronger team culture.
- Implementation of new construction practices for greater efficiency and more productive results.



During



After



Before



During



After

Wanganui Lane

Wanganui Lane had been a longstanding problem for Balonne Shire Council in times of both wet and dry. Over the years the rough and loose gravel surface materials had caused a number of vehicles to lose control.

During wet weather the pavement was subject to failure from heavy loads and inadequate drainage rendered low-lying areas of the road impassable. There is no better evidence of the former roughness of the road than the rusting remains of springs, shock absorbers and exhaust pipes that lay on the roadside, shaken from the vehicles that traversed it.

Conversely in the dry, dust had posed a serious hazard for motorists on Wanganui Lane and at the school bus stop located at the highway intersection.

Road traffic, in particular from stock and grain trucks, was likely to increase significantly if plans to establish a feedlot in the neighbouring Maranoa Shire were to go ahead.

From February to May 2016, the eight kilometres Wanganui Lane was upgraded from six metre gravel- to seven metre bitumen-seal. This \$1.2 million project, jointly funded between Balonne Shire Council and the South West RRTG's TIDS program, also included the upgrade of the adjacent Carnarvon Highway.

Due to its strategic importance and location, Wanganui Lane is a Local Road of Regional Significance (LRRS). The bitumen sealing of the road is now consistent with the sealed Warroo Road over the bridge in the Maranoa Shire. Work was also done to widen floodways to eight metres, install culverts in areas of poor drainage, and replace markers and signage.

Widening the Carnarvon Highway intersection and installing two pull-in lanes on either side has provided a major safety enhancement. Eight Council staff were involved with the Wanganui Lane and intersection work in addition to the local water truck, excavator and traffic control contractors. From its former days as a rutted and at times boggy track, the recent transformation of Wanganui Lane, 50 kilometres north-east of St George, is impressive.

All stories submitted by Gary Cook, Technical Coordinator, South West RRTG

WESTERN DOWNS RRTG

Eileen Street, Dalby

The Western Downs Regional Council's works program for 2015-16 included reconstruction works on Eileen Street, Dalby (from South of Coolibah Street to Condamine Street). Commencing in May 2016, the project had an approved capital expenditure of \$1,044,000, with Council contributing \$798,742 and TIDS funding of \$245,258.

The existing road condition was inadequate, particularly with excessive heaving in the kerb and channel. The scope of works was based on soil test results from the existing materials. The results from the subgrade indicated a highly expansive soil that was over wet within the zone of the existing parking lanes. To overcome this it was decided to stabilise the wet sub grade 200mm deep with the addition of four per cent hydrated lime. The existing granular material tested as a type 3.2. To use this material and have minimal disruption to traffic flow, the base layer was stabilised full width with the addition of two per cent cement.

The recent development of a medical facility being relocated to the corner of North and Eileen Streets was envisioned to significantly increase the traffic volume to this area of town, making it paramount that this intersection be reviewed and safety improvements made. The existing configuration of this intersection was also problematic when performing traffic manoeuvres due to a combination of factors, including:

- the lack of traffic calming
- insufficient sight distance
- the tendency for road users to accelerate through curves
- the sight distance for the existing T-junction for vehicles exiting North Street and entering Eileen Street was insufficient for the urban speed.

A new roundabout was constructed at the intersection to alleviate the above issues. This included a protected pedestrian crossing at North Street leg via splitter islands, and allowances made in the design for the extension of the CBD Beautification Scheme, with landscaping and associated works.

During the planning and delivery, consultation and communication were high priorities. Strategies to ensure a high level of engagement included a variable message board, stakeholder meetings, letter drops, verbal communication to inform of any changes to on-site activities, emails and updates on the Council website.

In light of the tight construction timeframe, the number of activities and pre-planning, an extra senior staff member was allocated to the project as a resource to ensure internal council assets were used as much as possible.

With the project nearing completion, the benefits of improved drainage, ride-ability and safety are already apparent.



During



After

Story submitted by Mick Twomey, Works Senior Technical Officer, Western Downs Regional Council

Supporting State-wide Capability Improvements



Asset Management



Joint Purchasing and Resource Sharing



Road Safety

Program Development



State-wide Capability Development Fund

Each year funding is made available to all Regional Roads and Transport Groups (RRTGs) for capability improvement projects that align with core Roads and Transport Alliance functions through the State-wide Capability Development Fund (SCDF). These initiatives are designed to yield regional and state-wide benefits, both for transport users and road authorities. In 2015-16, 19 projects were funded through the SCDF. Details below.

Project Name	Project Description
LGAQ Administration of the Roads and Transport Alliance	Ongoing annual allocation to the LGAQ for participation in the Roads and Transport Alliance.
Traffic Management Design Course	Funding was provided for staff to attend a course on best practice design and development of traffic management plans and traffic guidance schemes, noting that participants who successfully complete the assessment component receive accreditation.
Workforce Sustainability Pilot Project - North West Queensland RRTG	Funding provided since 2013-14 to identify road maintenance and renewal delivery arrangements that are sustainable for councils and RoadTek. KPMG's Report Sustaining Road Work in Rural and Remote Queensland was delivered mid-2015 and KPMG presented their work to participating councils in late 2015.
Supervisor's Training	South West received funding for training to build and embed supervisory skills for Council staff undertaking and completing construction and maintenance works.
Native Title and Cultural Heritage Compliance Training	Rockhampton, Gladstone and Bowen Basin received funding for training on the application of Indigenous Cultural Heritage and Native Title legislation to public works projects.
Regional Airport Plan	Outback received funding to develop a Regional Airport Plan. The Regional Airport Plan was completed in early 2016 and provided the RRTG with consistent asset data on 20 regional airports.
Working Safety with Bitumen Training	Outback received funding to undertake the Australian Asphalt Pavement Association Working Safely with Bitumen course, which covered safety issues for all involved in handling, working near or supervising the use of bituminous materials.
Lab 101 for Engineers - Construction Materials Testing Workshop	Funding was provided for participants to attend the TMR course, focused on improving the skills and knowledge of staff that deliver construction projects in a supervisory and/or management capacity.
IPWEA Professional Certificate in Asset Management Planning	Kowanyama Aboriginal Shire Council received funding for IPWEA's online training course focussed on asset management planning and implementation.
Traffic Signals Workshop	Rockhampton received funding to attend the ARRB workshop on the safe and efficient design of traffic signal installations.
IPWEA Supervisors Training Workshop	Wide Bay Burnett received funding for a workshop to provide participants with the understanding, skills and practice requirements to ensure better delivery of the maintenance and construction of road and drainage infrastructure.
Road Safety Risk Manager (RSRM) Licence Renewal	Funding was provided for the annual licences for 28 users for RSRM online software, maintenance and support.
Understanding Pavement Defects and Maintenance Options Course	Gladstone received funding to improve knowledge and practical understanding of pavement defects, causes and identification of the most beneficial maintenance option.
Road Pavements (Visual Assessment) Workshop	Far North Queensland received funding for the workshop to improve their ability to perform visual assessments of both sealed and unsealed road networks.
Restricted Access Vehicle (RAV) Route Assessment Tool Training (2015-16 and 2016-17)	Funding was provided for RRTGs to complete training in the use of the RAV Route Assessment Tool.
Powers and Responsibilities of Local Government Officers Course	Funding was provided for training on legislation covering local government officers dealing with their stakeholders, including elected representatives and the community.
Alliance Sponsorship at IPWEAQ State Conference 2015	Funding provided to IPWEAQ for costs associated with the Technical Chairs Forum at the IPWEAQ State conference in October 2015.
ARRB Structures Information System	Outback received funding to purchase the ARRB Structures Information System to enable more efficient and detailed data storage and assist with management and maintenance of infrastructure.
Digital Ball Bank Indicators	Southern Border received funding to improve their ability to measure and determine the appropriate advisory speed for curves on the road network.

IPWEA Professional Certificate in Asset Management Planning

Recognising the need to improve its asset management planning and culture, Kowanyama Aboriginal Shire Council nominated three of its senior staff to undertake IPWEA's Professional Certificate in Asset Management Planning in 2015-16. Kowanyama has been a member of the North West Queensland RRTG for two years, and under the transitional guidelines for ATSI Councils joining an RRTG, the Roads and Transport Alliance fully funded the course enrolment costs to the value of \$7800 through the State-wide Capability Development Fund.

Peter Robinson (Director Infrastructure Services and a delegate to the North West Queensland RRTG Technical Committee), Helen Taylor (Finance Manager) and Melanie Wicks (Senior Management Accountant) commenced the course in March 2016.

The course was delivered fully online, with eight 90-minute live and interactive weekly webinars, ending in May 2016. The webinars were supported by class participation in discussion forums the following week and additional "how-to" videos, and to provide some respite, two "week off" breaks were had during this period! The download and upload speeds in the remote community of Kowanyama provided a few logistical challenges, however all three staff completed the webinars as scheduled.

Peter, Helen, Melanie and the other participants also had to complete their homework assignments during the course, with the end result being the development of a draft asset management plan. Hands-on use of all NAMS.Plus tools & templates was another advantage of undertaking the course.

The online delivery mode provided a significant cost and time benefit to Council. Travel and accommodation expenses would normally be incurred sending three staff away to complete similar training courses, to the point of almost being cost prohibitive to Council. Having the direct contact workload distributed across eight weeks also limited disruption to the normal duties of the staff.

Peter commented, *"When I arrived at Council last year I quickly realised we were coming from a pretty low base in terms of our asset management planning and practices. I knew we had to draw a line in the sand and make some progress and we felt it was really important to obtain some in-house skills. You don't need to be Einstein to realise a strong asset management focus and implementation is needed by Councils to improve the decision making around, and sustainability of, its infrastructure. The course was of great benefit to Helen, Melanie and myself and we now feel confident leading Council down the asset management path"*.

IPWEA's Professional Certificate in Asset Management Planning is held twice yearly in the online format.

Kowanyama Aboriginal Shire Council and the North West Queensland RRTG would like to acknowledge and thank the Roads and Transport Alliance Board for assisting and supporting this initiative.



Peter Robinson, Melanie Wicks and Helen Taylor.

Story submitted by Gerard Read, Technical Coordinator, North West Queensland RRTG

Outback RRTG Regional Airport Plan

In 2014-15 the Outback Regional Roads and Transport Group applied for funding through the state-wide Capability Development Fund (SCDF) to develop a Regional Airport Plan (RAP).

Outback RRTG's application to the Roads and Transport Alliance Board was based on enabling the group to prioritise funding for regional aerodromes and better compare the benefits of works on aerodromes against works on road assets. To do this, the group required consistent data on the regions airports so they could be considered alongside existing Statements of Intent. With 20 regional airports within the Outback RRTG, the RAP will ensure a consistent approach to management, maintenance and renewal programs over the next 20 years.

Following the success of their funding application, JJ Ryan Consulting was engaged to establish the RAP. The scope of the RAP encompassed:

- Levels of service – current levels of service, desired levels of service and legislative requirements.
- Demand planning – current demand on the facilities including runway use for non-aeronautical activities (for example, drag racing), current operational capacity of the aerodromes, demand drivers, demand forecast, impacts of demand on the asset, demand management and asset programs to meet demand.
- Lifecycle management plan – risk management planning, minimising life cycle costs, cyclic maintenance plans including compliance inspections, and a 20 year renewal plan.
- Financial summary – financial forecasts for the next 20 years, funding strategies, key assumptions for financial forecasts and reliability of forecasts.

The RAP was finalised in February 2016, and was identified as being an essential tool in meeting both the Outback RRTG's capability and key Roads and Transport Alliance Core Functions in the following areas:

- Leading to Joint Purchasing and Resource Sharing efficiencies in costs and a consistent approach to managing aerodromes.
- Filling a void in Asset Management data for the ORRTG's aerodromes.
- Identifying safety concerns and reducing safety issues.
- Prioritising funding for aerodromes and comparing benefits against road assets through the Program Development tool.

While project costs would have been prohibitive for an individual council, sharing the financial burden amongst RRTG members improved its affordability and allowed the project to be undertaken cooperatively. With the assistance of SCDF, Outback RRTG has been able to develop a key infrastructure plan for its region.

Story submitted by Neil Stiles, Technical Coordinator, Outback RRTG

First and Last Mile Pilot Project

Greater access for High Productivity Vehicles (HPVs) has been a high priority for industry, freight operators and end users of freight services due to the productivity gains and cost savings they generate. However, many freight journeys commence and or end on local roads, and an inability to operate HPVs for the entire journey from origin to destination can substantially reduce the gains which would otherwise be achieved.

Desired HPV access levels are aligned with the road network classification levels defined by the Performance Based Standards (PBS) policy as the overarching HPV access framework. PBS is endorsed by the Council of Australian Governments to provide a nationally consistent scheme for heavy vehicle access across the Australian road network. Road networks are classified within four levels of network access. Each level represents a specific road's capacity to meet a particular heavy vehicle's performance requirements. While PBS allows for innovative vehicle design, the scheme also classifies common heavy vehicle types within each access level as shown in Table 1.

While the Department of Transport and Main Roads' Heavy Vehicle Action Plan (HVAP) identified the critical routes on the state-controlled road network, including

desired PBS access levels, there is a similar need to examine the first and last mile connection roads to enable complete origin to destination freight journeys in the desired HPV class. These are typically to factories and farm gates on local government roads.

The underlying objective is to create complete freight routes that extend from the point of origin to the destination which are able to be used by the same, largest appropriately sized HPV for the entire journey. Savings from using more efficient vehicles for most of a freight trip are rapidly eroded if there is a need to assemble smaller vehicles to form the HPV or break it down to access the destination. At best, HPVs need to decouple trailers at the point of restriction and undertake additional trips. At worst, a less productive vehicle combination will be adopted for the entire journey. Both add costs through increased vehicle kilometres, travel time, labour, vehicle operating costs and at times the need to purchase additional vehicles to complete the additional trips incurred. Ultimately these costs are passed on to the community as the final consumer of the goods.

With this in mind, and to better understand the options and benefits which could be achieved, the LGAQ in

Table 1: PBS road classification levels

Vehicle performance level	Network access limit vehicle length limit (m)		Equivalent heavy vehicle
	Class A	Class B	
Level 1	< 20 (general access)		Semitrailer
			Rigid truck and dog trailer
			B-double < 20 m
Level 2	< 26	< 30	B-double < 26 m (class 2A)
			A-double < 30 m (Class 2B)
Level 3	< 36.5	< 42	Type 1 road train
			B-triple
			AB-triple
Level 4	< 53.3	< 60	Type 2 road train
			AAB-quad
			ABB-quad
			BAB-quad

Source: National Heavy Vehicle Regulator <https://www.nhvr.gov.au/road-access/performance-based-standards/pbs-road-and-bridge-access>





collaboration with TMR, through the Roads and Transport Alliance, commissioned Jacobs to undertake a pilot project to examine these issues.

The Eastern Downs and Western Downs Regional Roads and Transport Groups (RRTGs) were chosen for the pilot. This was on the basis of high levels of resource and agricultural activity, including intensive agriculture such as feedlots in the area, many of whose operations were constrained by lower levels of access on local roads than adjoining highways.

The pilot project was overseen by a Steering Committee comprised of the Chair from each of the RRTGs, council engineers, representatives from the Roads and Transport Alliance Project Team, and the project consultants – Jacobs. The pilot used the methodology developed for the HVAP, ultimately testing its applicability to the local government network. This involved three stages as follows:

1. Route and desired access level identification
 - Consultation with councils and industry to identify routes, and associated desired access levels.
2. Infrastructure deficiency analysis
 - Identification of works required for selected routes to meet infrastructure standards for the associated PBS access level.
3. Works costing and Economic analysis
 - Development of estimated costs to rectify issues and an assessment of expected economic benefits compared to the upgrade costs.

The Pilot faced a number of unforeseen challenges during its delivery, however the overall quality of the outputs have not been diminished. These challenges largely relate to the availability of current asset management data and up to date traffic counts for each of the roads assessed. While these were largely dealt with through a range of relevant assumptions, that were rigorously tested, greater levels of data availability and accuracy have been noted as a key learning to address in future projects. Considerable time was spent assessing routes, with the consultant's lack of 'local knowledge' meaning council engineers were ultimately required

to work through route assessments in parallel. With the Restricted Access Vehicle Route Assessment Tool (RAVRAT) having now been rolled out to the vast majority of councils in Queensland, future projects will look to use the outputs of RAVRAT assessments (completed by council engineers) to avoid such duplication.

Overall the pilot produced a mid to long term strategic plan for both Councils to align local freight networks with broader HPV productivity initiatives. It has also provided the justification and reasoning to support external funding for network investments that ultimately connect to major freight generation points – most notably Toowoomba Regional Council's successful Bridges Renewal Programme Round 2 funding application, ultimately ensuring that access to a major feedlot in the region could continue. Whilst expenditure is at the local road network level, the economic growth opportunities can generate benefits across Queensland and the nation.

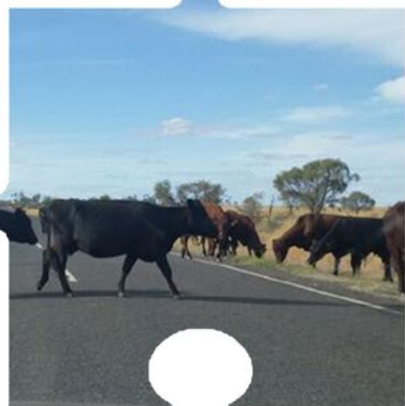
The pilot also confirmed a number of routes were fit for purpose for access to a number of feedlots throughout the Western Downs Regional Council area. Utilising this analysis, Western Downs Regional Council have used the pre-approval process under the Heavy Vehicle National Law to reduce the overall number of permits sent to council for access consent by the National Heavy Vehicle Regulator. This has not only reduced the administrative burden for council, it has also enabled industry to get on with the freight task in a more efficient manner by enabling HPV access.

In considering the project completion report for the First and Last Mile Freight Pilot Project, the Roads and Transport Alliance Board noted the broad applicability of the HVAP methodology, with relevant adjustments for data availability, to the local government road network, and in particular, Toowoomba Regional Council's success in securing funding utilising the economic analysis completed during the Project.

Story submitted by Scott Britton, RTAPT member on behalf of Eastern and Western Downs RRTGs.



State-wide Financial Reports

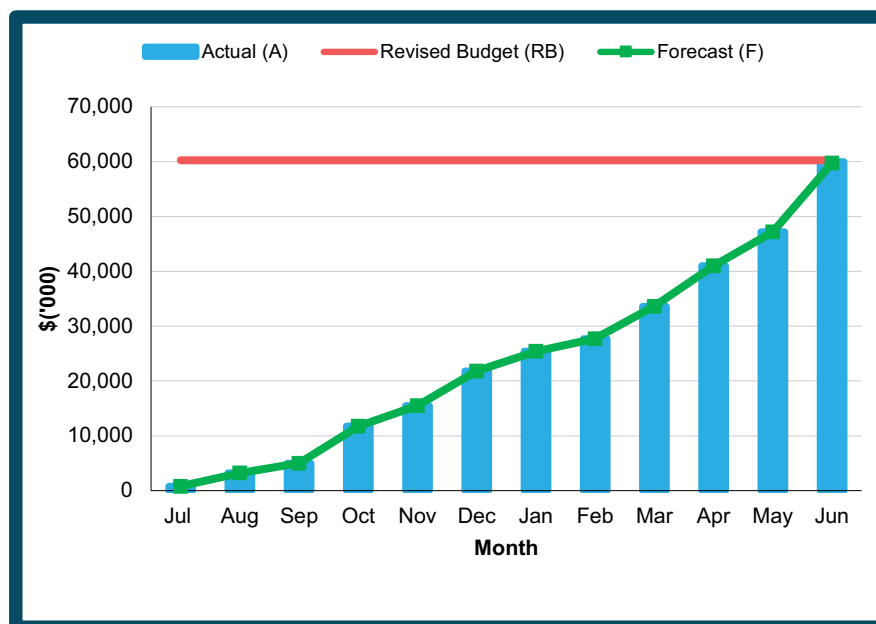


Roads and Transport Alliance TIDS

The Roads and Transport Alliance TIDS program has 99% expenditure for the 2015-16 financial year. A summary of performance by RRTG is detailed below.

Regional Roads and Transport Group	No. of Projects	Budget (\$'000)	Year to Date Expenditure (\$'000)	Budget Spent (%)
Bowen Basin	13	4,479	4,479	100 %
Brisbane Metro Alliance	11	2,042	2,037	100 %
Eastern Downs	4	2,728	2,728	100 %
Far North Queensland	26	5,715	5,715	100 %
Gladstone	4	1,037	1,037	100 %
North Queensland	18	3,361	3,361	100 %
North West Queensland	24	5,493	5,469	100 %
Northern SEQ	22	3,717	3,713	100 %
Outback	30	6,157	5,876	95 %
Rockhampton	6	1,516	1,516	100 %
Scenic Valleys	9	2,171	2,171	100 %
South West	23	6,646	6,646	100 %
Southern	11	2,690	2,690	100 %
Southern Border	12	2,197	2,197	100 %
Western Downs	9	2,630	2,630	100 %
Whitsunday	7	1,803	1,803	100 %
Wide Bay / Burnett	50	5,903	5,903	100 %
Total	279	60,285	59,970	99 %

State-wide Year to Date (YTD) Expenditure (Forecast vs Actual)



State-wide TIDS program

The below table shows the proportion of project types funded under the 2015-16 Roads and Transport Alliance TIDS program.

Infrastructure Type	Year to Date Expenditure (\$'000)	% of Total
Local Roads of Regional Significance (LRRS) <i>Works on lower order state-controlled roads or higher order local government-controlled roads</i>	43,392	72.36%
Non - LRRS <i>Works on local government roads that are not located on the LRRS network</i>	8,668	14.45%
State Network <i>Works funded by RRTGs to high priority projects on the state-controlled road network</i>	5,577	9.30%
Safe School Travel <i>Works to improve the safety of children travelling to and from school, including cycleways at existing schools</i>	1,332	2.22%
Capability and development <i>RRTGs may allocate up to 2.5% of funding for capability development and/or improvement purposes without having to be matched</i>	685	1.14%
Cycleways <i>Works on cycle facilities</i>	221	0.37%
Airport Infrastructure <i>Works that enhance the safety and accessibility of airports</i>	95	0.16%
Total	59,970	100%

RRTG ATSI

A total of five projects were funded in 2015-16 and 93% of this year's budget was spent on the works detailed below.

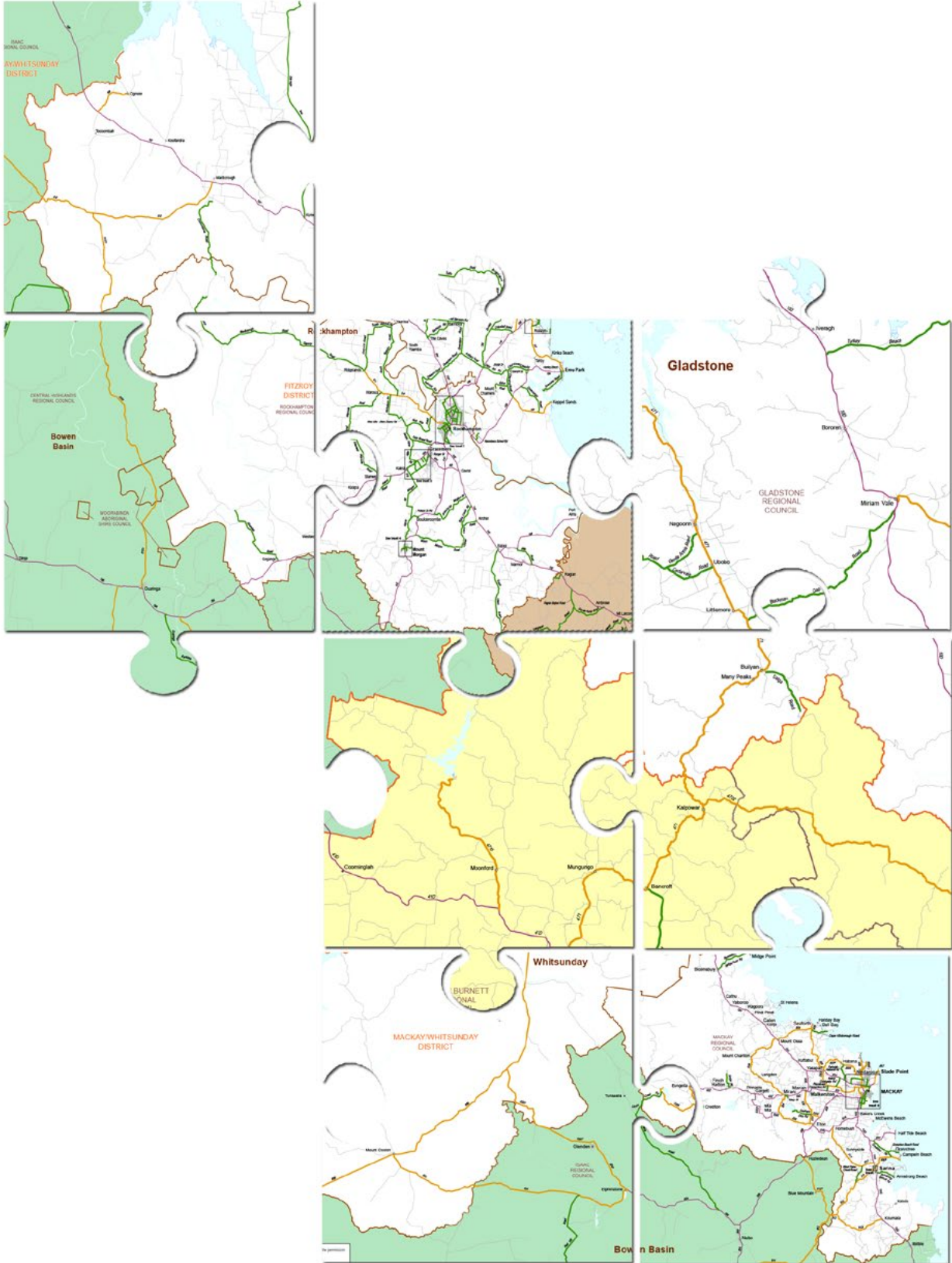
Local Government	Project Name	Revised Budget (\$)	Year to Date Expenditure (\$)	Budget Spent (%)
Bowen Basin Regional Roads and Transport Group		51,103	51,103	100 %
Woorabinda	Sealing and Drainage Access Yumba Binda Aged Persons Hostel	51,103	51,103	100 %
Far North Queensland Regional Roads and Transport Group		76,490	29,274	38 %
Wujal Wujal	Wujal Wujal Preconstruction for future road works	29,273	29,274	100 %
Yarrabah	Yarrabah Preconstruction for future road works	47,217	0	0 %
North West Queensland Regional Roads and Transport Group		537,164	537,164	100 %
Doomadgee	Wooloograng West Rd Doomadgee Seal	197,015	197,015	100 %
Kowanyama	Kowanyama to Dunbar Rd Safety Improvements	340,149	340,149	100 %
Total		664,757	617,540	93 %

State-wide Capability Development Fund

Nineteen projects were funded through the State-wide Capability Development Fund (SCDF) program and are detailed below.

Project Name	Revised Budget (\$)	Year to Date Expenditure (\$)	Budget Spent (%)
LGAQ Administration of the Roads and Transport Alliance	160,000	160,000	100 %
Traffic Management Design Course	33,491	33,491	100 %
Workforce Sustainability Pilot Project - North West Queensland RRTG	24,000	24,000	100 %
Supervisor's Training - South West RRTG (2015-16 and 2016-17)	14,400	14,400	100 %
Native Title and Cultural Heritage Compliance Training	13,125	13,125	100 %
Regional Airport Plan - Outback RRTG (2014-15 and 2015-16)	12,795	12,795	100 %
Working Safety with Bitumen Training - Outback RRTG	9,000	9,000	100 %
Lab 101 for Engineers - Construction Materials Testing Workshop	8,821	8,821	100 %
IPWEA Professional Certificate in Asset Management Planning - Kowanyama Aboriginal Shire Council, North West Queensland RRTG	7,800	7,800	100 %
Traffic Signals Workshop - Rockhampton RRTG	7,750	7,750	100 %
IPWEA Supervisors Training Workshop - Wide Bay Burnett RRTG	7,275	7,275	100 %
Road Safety Risk Manager Licence Renewal	6,496	6,496	100 %
Understanding Pavement Defects and Maintenance Options Course - Gladstone RRTG	5,527	5,527	100 %
Road Pavements (Visual Assessment) Workshop - Far North Queensland RRTG	5,500	5,500	100 %
Restricted Access Vehicle (RAV) Route Assessment Tool Training (2015-16 and 2016-17)	4,504	4,504	100 %
Powers and Responsibilities of Local Government Officers Course	4,375	4,375	100 %
Alliance Sponsorship at IPWEAQ State Conference 2015	3,000	3,000	100 %
ARRB Structures Information System - Outback RRTG (2013-14 to 2015-16)	2,457	2,457	100 %
Digital Ball Bank Indicators - Southern Border RRTG	762	762	100 %
Total (projects)	331,078	331,079	100 %
Funding commitment unallocated	268,922		
Total (including unallocated balance)	600,000	331,079	55%

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 District
 TMR's Mackay/ Whitsunday District

RRTG Chair

Councillor Nev Ferrier
 Mayor, Banana Shire Council

Councillor Peter Maguire
 Mayor, Central Highlands Regional Council
 (Chair until March 2016)

RRTG Technical Committee Chair

Jason Akers
 Manager Infrastructure,
 Central Highlands Regional Council

Technical Coordinator

Gerard Read
 Shepherd Services, Bowen Basin



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	3,584
Banana	1,120
Banana Baralaba Road Rehabilitate and Widen	375
Intersection Improvements Mine Access Gibihi Road	250
Rehabilitation and Asphalt Surfacing Callide Street Biloela	175
Replace Bridge Castle Creek	170
Quarrie Road	150
Central Highlands	928
Arcadia - Valley Road	387
Comet River Road	284
Range - Beranga Road	200
Capability and Development, RRTG Technical Coordination	57
Isaac	1,436
Phillips Creek Bridge Replacement	800
Wuthung Road	636
Woorabinda	100
Reseal Munns Drive	100
State network (RRTG funded)	895
Central Highlands	895
Blackwater - Rolleston Road, Pave and seal	895
RRTG ATSI	51
Woorabinda	51
Sealing and Drainage Access Yumba Binda Aged Persons Hostel	51

Brisbane Metro Alliance

RRTG Members

Brisbane City Council

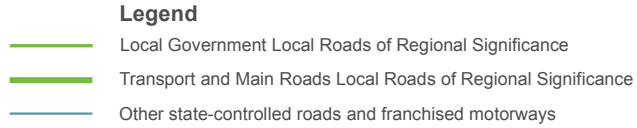
TMR's Metropolitan District

RRTG Chair

Councillor Adrian Schinner
Deputy Mayor, Brisbane City Council

RRTG Technical Committee Chair

Scott Stewart
Divisional Manager Brisbane Infrastructure, Brisbane City Council



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	2,037
Brisbane	2,037
Roghan Road / Muller Road, Taigum - New traffic signals	613
Commercial Road and Skyring Terrace - New traffic signals	580
Zillman Road and Gerler Road, Hendra - New traffic signals	450
St Catherine's Catholic Primary School - Passenger loading and pedestrian enhancements, Bellot Street	110
Sunnybank Hills State School - Pedestrian crossing enhancements, Borella Road	50
Kurrajong Street, Everton Park - Intersection configuration at South Pine Road	50
Wilston State School - Zebra / Children's crossing enhancements, Thomas Street	46
Algester State School - Pedestrian enhancements, Endiandra Street	39
Brigidine College - Pedestrian crossing enhancements, Clarence Road	38
Brighton State School - Zebra / Children's crossing enhancements, North Road	35
Milton State School - Zebra / Children's crossing enhancements, Baroona Road	27

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

David Pascoe
Manager Construction and Maintenance Central, Toowoomba Regional Council

Technical Coordinator

Peter Watts
Principal Program Officer ISG
Toowoomba Regional Council
(Current Coordinator)

Bruce Stevenson
Toowoomba Regional Council
(Former Coordinator)



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	2,728
Toowoomba	2,728
O'Mara Rd (Warrego-Witmacks Rd) CWEA Stage 1	2,113
Jondaryan - Nungil Road, 1.40 - 2.90km, rehabilitation	300
Hume Street (Audrey-Spring) rehab and widen to 4 lanes	280
Develop technical capability	35

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 District

RRTG Chair

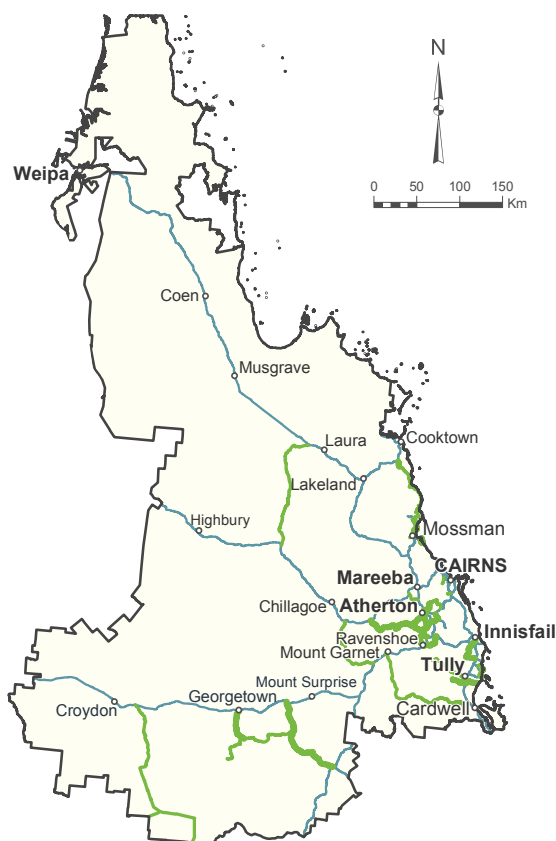
Councillor Peter Scott
Mayor, Cook Shire Council

RRTG Technical Committee Chair

David Goodman,
Works Manager, Cassowary Coast Regional Council

Technical Coordinator

Steven Cosatto
Far North Queensland Regional Organisation of Councils



Legend

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

2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	5,715
Cairns	475
Aumuller Street - Gatton Street Intersection improvements	463
Florence Street Construct bikeway Ch .14 to .53	13
Cassowary Coast	983
Tully Gorge Road Structural Rehabilitation	450
Repair Bridge #1 Utchee Creek Road	277
Repair Bridge #2 and Bridge #3 Utchee Creek Road	156
Tully Gorge Road At grade intersection improvement - Tea Plantation Road	100
Cook	571
Seal Bloomfield Road, 3.00 - 4.00km	240
Battlecamp Road Sealing Ch 21.9 to 23.7	167
Lakefield National Park Road Install floodway, 123.4 - 123.47km	113
Hope Street, Construct footpath/bikeway, Seagram to Walker, 0.0 to 2.0 km	52
Croydon	1,087
Croydon - Richmond Road Sealing Ch 168.5 to 172.5	349
Richmond - Croydon Road Sealing 176.5 to 180.5km	349
Croydon - Richmond Road Sealing Ch 172.5 to 176.5	349
Croydon - Richmond Road Upgrade floodway Ch 213.38-213.65	20
Croydon - Richmond Road Construct approaches Ch 116 - 206	20

Douglas	175
Construct to seal standard, Cape Tribulation Bloomfield Road	150
Reconstruct pavement, Cape Tribulation Bloomfield Road	25
Etheridge	643
Forsayth - Einasleigh Road Sealing Ch 61.8 - 64km	343
Forsayth - Einsleigh Road Seal Ch 13 to 14.3	300
Mareeba	733
Chewko Road - Paglietta Road - Narcotic Creek Road Widen and seal	295
Springmount Road - Upgrade bridge	295
Planning, design and program administration	143
Tablelands	1,047
Upgrade bridge - Kauri Creek, Danbulla Forest Drive	456
Replace bridge at Maunder Creek, Danbulla Forest Drive	401
Construct sealed road - Gunnawarra Road (8.50 - 9.50km)	150
Tully Falls Road, Upgrade bridge, Lawyer Creek, 6.0 - 6.1km	40
RRTG ATSI	29
Wujal Wujal	29
Wujal Wujal Preconstruction for future road works	29
Yarrabah	0
Yarrabah Preconstruction for future road works	0

Gladstone RRTG

RRTG Members

Gladstone Regional Council
TMR's Fitzroy District

RRTG Chair

Councillor Matt Burnett
Mayor, Gladstone Regional Council

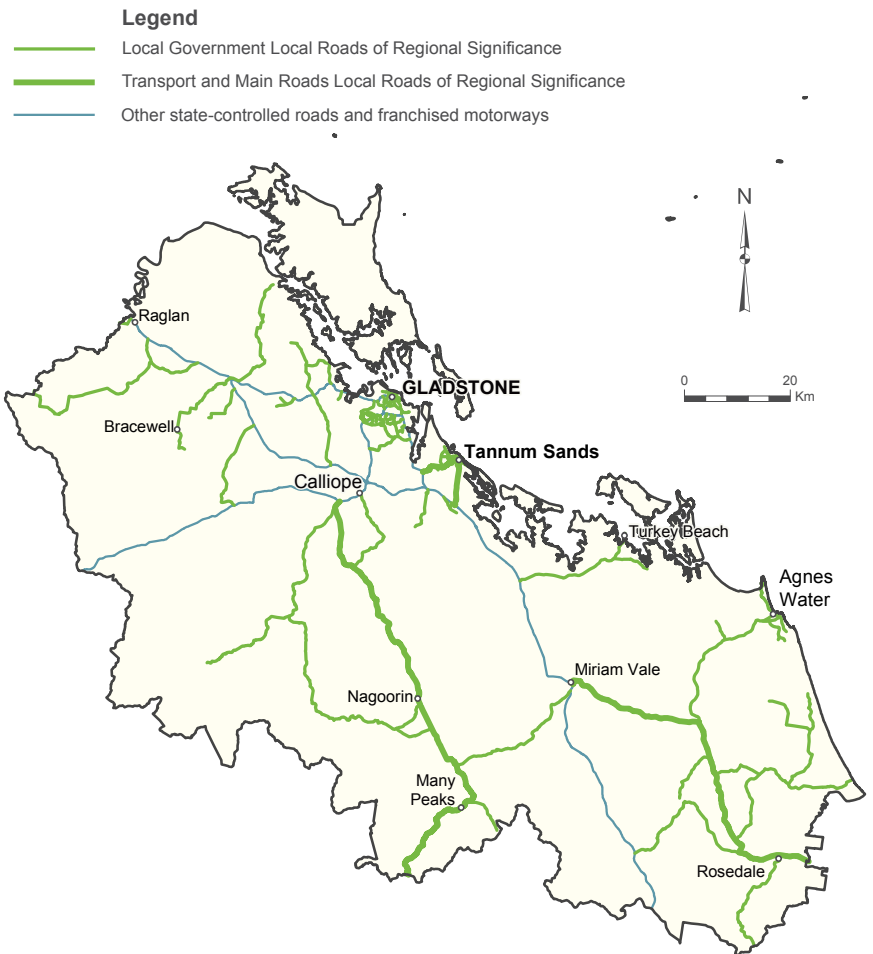
Councillor Gail Sellers
Mayor, Gladstone Regional Council
(Chair until March 2016)

RRTG Technical Committee Chair

Paul Keech
Director Engineering Services,
Gladstone Regional Council

Technical Coordinator

Gerard Read
GWR Civil Engineering
Management



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'ooo)
Roads and Transport Alliance TIDS	1,037
Gladstone	1,037
Chapman Drive Reconstruct pavement	836
Turkey Beach Road Safety improvements	100
Round Hill Road Safety and drainage improvements	75
Gladstone Regional Council Provide passenger set-down facilities, various schools	27

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

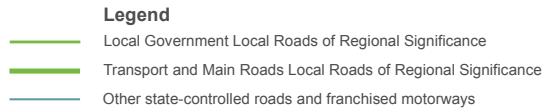
Chair
 Brendan Quabba
 Executive Manager - Engineering Services,
 Townsville City Council

Technical Coordinator
 Nicole Sargent
 RRTG Coordinator,
 Townsville City Council

RRTG Chair

Councillor Mark Molachino
 Townsville City Council

Councillor Trevor Roberts
 Infrastructure Committee
 Chair, Townsville City Council
 (Chair until March 2016)



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	3,361
Burdekin	504
Brown Road, Road and culvert works	197
Shirbourne Road, Widen and upgrade existing pavement	140
Mountainview Road, Bitumen widening	98
Alva Beach Road, Coutts Park carpark and dual use path	65
Allen Road, Reconstruct sections	3
Upper Haughton Road, Pavement reconstruction	2
Charters Towers	840
Blackjack Road (Mosman Street - Flinders Highway)	349
Running River Bridge upgrade, Ewan Paluma Road	333
Apron Works, Charters Towers Airport	95
Millchester Road, York Street, Undertake safety improvements	58
Gill Street (Church Street to Boundary Street to Railway, 2 stages)	5
Hinchinbrook	504
Wallaman Falls Road, Widen and seal	293
Mount Fox Road, Pavement improvement	96
Mount Gardiner Road, Sealing works	80
Hawkins Creek Road, Culvert rehabilitation	35
Townsville	1,513
Liberty Drive (Rosevelt Loop - Graham Avenue)	1,432
Barrett Road, Bus stop upgrade	51
Hervey's Range Developmental Road, Bus stop upgrade	30

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 (observer)
 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

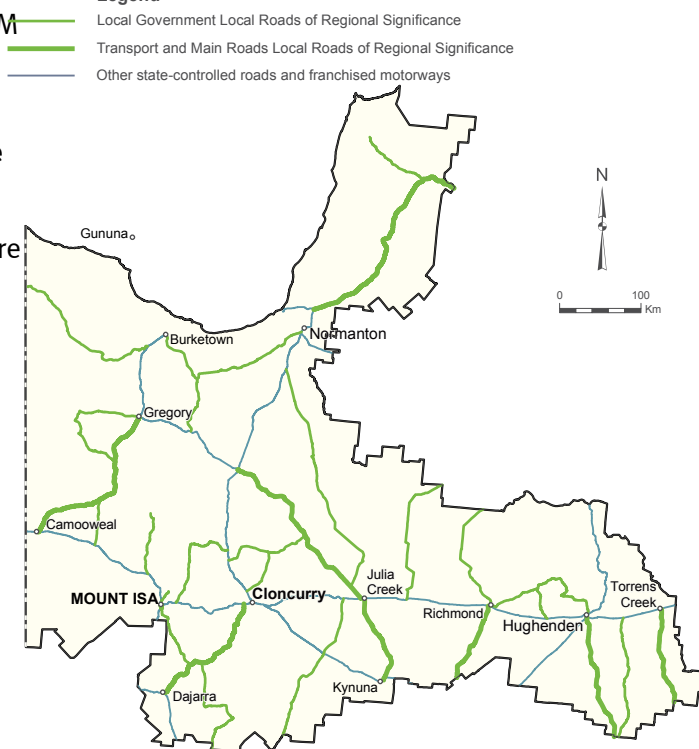
Chair

Chris Rohan
 Works Manager, Burke Shire Council

Technical Coordinator

Gerard Read
 GWR Civil Engineering Management

Legend



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	5,001
Burke	400
Doomadgee Road West Seal to 2 lane standard	400
Carpentaria	900
Burketown Road - New sealed 2 lane standard	500
Burketown Road Install floodway crossing	400
Cloncurry	1,000
Sedan Dip Road - Construct new sealed 2 lane	650
Widen and seal access to Airport, Sir Hudson Fysh Drive	350
Doomadgee	250
Doomadgee Road - Install floodways	250
Flinders	893
Old Richmond Road - TIDS	485
Prairie - Muttaborra Road - Widen and seal	204
Prairie - Muttaborra Road - TIDS	90
Dutton Downs Road - Rehabilitate approaches	66
Install new drainage structures on various roads	31
White Mountain Road - TIDS	18
McKinlay	600
Gravel resheeting Taldora Road	250
Gilliat Road - Construct sealed 2 lane standard	200
Gravel resheeting Punchbowl Road	150

Mount Isa	425
Gunpowder Road - Install floodway	274
Duchess Road (Mount Isa) Resheeting TIDS	81
Sunset Drive Pavement rehabilitation	60
Riversleigh Road - Install floodways	10
Richmond	533
Richmond - Croydon Road - Resheeting, reformation and 2 coat seal	308
Richmond - Croydon Road - Construct concrete causeway	155
North West RRTG Secretariat Administration	70
State network (RRTG funded)	468
Mount Isa	16
Install guardrail Thomson Road intersection	16
Richmond	452
Fraser Creek - Construct to sealed standard - Ch 84.94-88.33km	452
RRTG ATSI	537
Doomadgee	197
Woolgang West Road, Doomadgee - Seal	197
Kowanyama	340
Kowanyama - Dunbar Road Safety improvements	340

Northern SEQ RRTG

RRTG Members

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

Technical Coordinator

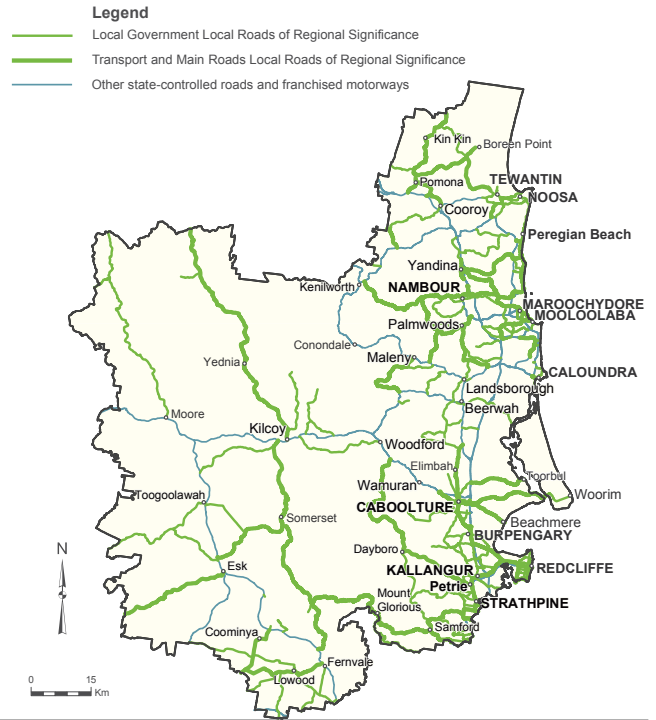
Warren Paulger,
 Consultant Engineer

RRTG Chair

Councillor Dan Hall,
 Somerset Regional Council

RRTG Technical Committee Chair

Andrew Johnson, Works
 Engineer,
 Somerset Regional Council



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	3,713
Moreton Bay	1,329
Road improvements, widening, signals and pathways - South Pine Road, Everton Hills	672
Old North Road - South Pine Road to Kremzow Road intersection	654
Capability funding	3
Noosa	531
Munna Point Bridge rehabilitation	449
Weyba Road and Reef Street intersection/roundabout and safety improvements	54
Noosaville State School - Finney Court	10
Capability funding	10
Tewantin State School - George Street / Moorindil Street intersection	5
Tewantin State School - Werin Street	2
Sunshine Beach State Primary School - Bicentennial Drive	0
Somerset	596
Intersection upgrade at Patrick Estate Road (may comprise roundabout)	350
Construct 2 x 3.5km turning lanes at intersection of Schultz Rd/Lehmans Rd	140
Lowood - Minden Road 58.30 - 60.50km - Construct escape lane	81
Harlin State School - improvements to drop off areas (or zones)	10
Tarampa State School Bus setdown improvements, Manthey Road	10
Capability funding	5
Sunshine Coast	1,258
Seal gravel section from existing bitumen seal to west for approximately 2.1km	418
Roys Road - Sealed Road Network	325
Currimundi State School - Buderim Street	199
Glenview Road - Sealed Road network	163
Upgrade to 4 lanes from Maroochydore Rd to Plaza Pde over 2 years	149
Capability funding	4

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

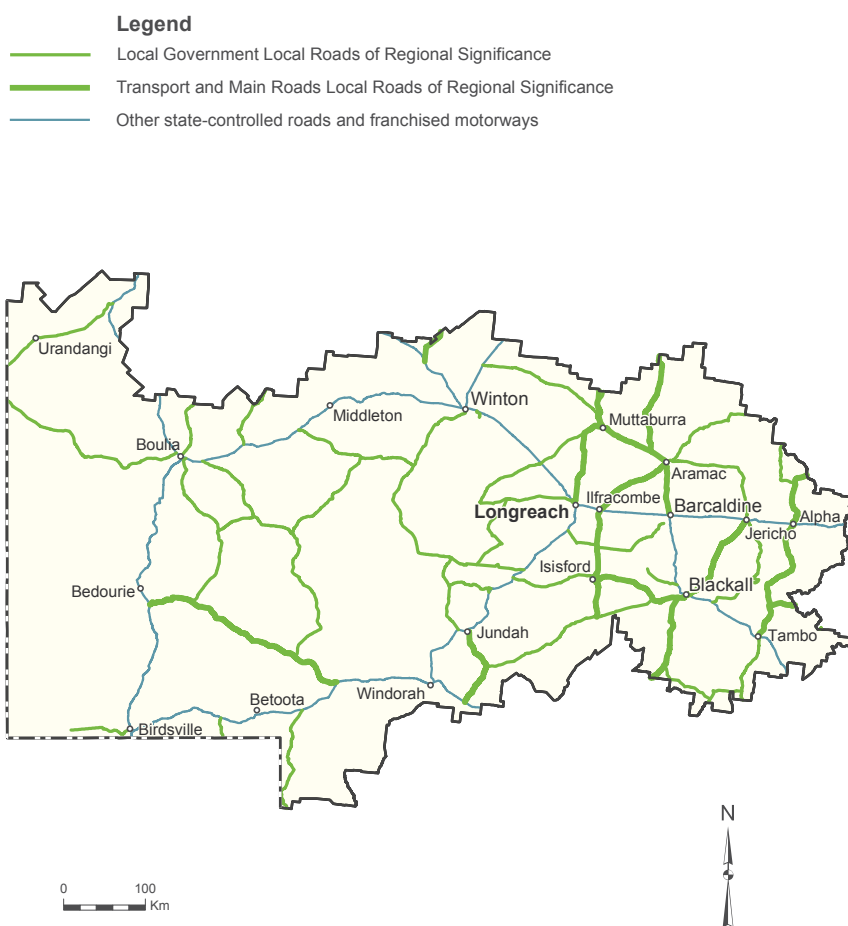
Councillor Butch Lenton
 Mayor, Winton Shire Council

RRTG Technical Committee Chair

Jason Ricks
 Engineering Services, Barcaldine Regional Council

Technical Coordinator

Alvin Feeney
 Engineer, George Bourne & Associates
 Consulting Engineers



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	2,640
Barcaldine	726
2015-16 - Tumbar Road - Widen and seal project	375
2015-16 - Eastmere Road - Rehabilitate pavement	137
2015-16 - Jericho - Aramac Road - Widen and seal	100
2015-16 - Narbethong Road	87
2015-16 - Sword Street, Muttaborra - Construct school access footpath	10
2015-16 - Porters Street, Aramac - Construct school access footpath	10
2015-16 - School signage improvements at various locations across Barcaldine Regional Council	6
Barcoo	124
2015-16 - Upgrade Floodway on Yaraka - Retreat Road	124
Blackall-Tambo	663
2015-16 Pave and seal on Blackall - Emmet Road	427
2015-16 - Gravel resheeting, Langlo Road	100
Gravel resheeting, East West Road	100
Ravensbourne Road, Blackall - Construct bitumen inverts	36
Boulia	454
2015-16 - Boulia - Tobermorey Road, 104 - 112km, Gravel resheeting	374
2015-16 - Herbert Street, Boulia - Construct footpath from Boulia Roadhouse to Caravan Park	50
2016-17 - Herbert Street Footpath rehabilitation	30

Diamantina	30
2016-17 - Stage 2 of Birdsville Streetscape, Adelaide Street	30
Longreach	200
2015-16 - Rehab of Morella - Silsoe Road	200
Winton	442
Install minor culvert/s on Age of Dinosaur Road	292
2015-16 - Pave and seal on Age of Dinosaur Road	150
State network (RRTG funded)	3,236
Barcoo	460
2015-16 - Jundah - Quilpie Road - Pave and seal 0.68 - 5.68km	350
2015-16 - Planning and design of various sections in Barcoo Shire	110
Blackall-Tambo	287
2015-16 - 2016-17 - Alpha Tambo Road - Pave and seal	249
2016-17 - Pave and seal, Alpha - Tambo Road, 117.57 - 120.07km	38
Diamantina	1,480
Pave and seal, Betoota ByPass on Birdsville Developmental Road	924
2015-16 - No.3 Bore gravel realignment (construction), Diamantina Developmental Road	357
2015-16 - Birdsville Developmental Road - Pave and seal	145
Pave and seal at Bloodwood on the Diamantina Developmental Road (Windorah - Bedouire)	53
Longreach	786
Pave and seal on Cramsie - Muttaborra Road	439
Cramsie - Muttaborra Road - Pave and seal project on 5705	347
Winton	224
2015-16 - Kennedy Developmental Road - Widen and rehabilitate	224

Rockhampton RRTG

RRTG Members

Livingstone Shire Council
 Rockhampton Regional Council
 TMR's Fitzroy District

RRTG Chair

Councillor Graham Scott
 Deputy Mayor, Livingstone Shire Council

Councillor Margaret Strelow
 Mayor, Rockhampton Regional Council (Chair until March 2016)

RRTG Technical Committee Chair

Amal Meegahawattage
 Infrastructure Planning Engineer
 – Infrastructure Services,
 Livingstone Shire Council

Technical Coordinator

Gerard Read
 GWR Civil Engineering
 Management



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	1,516
Livingstone	739
LSC Braithwaite Street, Reconstruct pavement (James Street to Adelaide Park Road)	739
Rockhampton	777
Dean - Rodboro Streets Intersection drainage improvements	315
Malchi - Nine Mile Road, Construct new sealed 2 lane	200
7.85-10.25 Stanwell - Waroula Road, Construct 2 lane sealed	200
Capability and development	38
Replace Floodways, Kabra Road	24

Scenic Valleys RRTG

RRTG Members

Ipswich City Council
 Lockyer Valley Regional Council
 Scenic Rim Regional Council
 TMR's South Coast District
 TMR's Metropolitan District

RRTG Chair

Councillor Cheryl Bromage
 Chair – City Infrastructure
 Committee, Ipswich City Council

RRTG Technical Committee Chair

Mr Tony Dileo
 Infrastructure Planning Manager, Ipswich
 City Council
 (Current TC Chair)

Technical Coordinator

Gerard Read
 GWR Civil Engineering Management
 (Current Tech Coordinator)

Graham Jordan
 Lemmah Consulting
 (Former Tech Coordinator)



Legend

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

2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	2,171
Ipswich	760
Toongarra Road - Pavement rehabilitation between Mary Street and Beirne Street	585
North Ipswich State School - Footpath on Pine Street between Fitzgibbon Street and Canning Street	121
RRTG Capability Development	54
Lockyer Valley	705
Summerholme Road - Construct to seal standard	295
Gehrke Road / Mountain Drive Intersection	150
Mountain Road - Construct to seal standard	133
Parking at Murphys Creek State School	93
Install path at Murphys Creek State School	35
Scenic Rim	705
Christmas Creek Road - Foxley and Lamington Bridges	705

Southern RRTG

RRTG Members

Gold Coast City Council
 Logan City Council
 Redland City Council
 TMR's South Coast District
 TMR's Metropolitan District

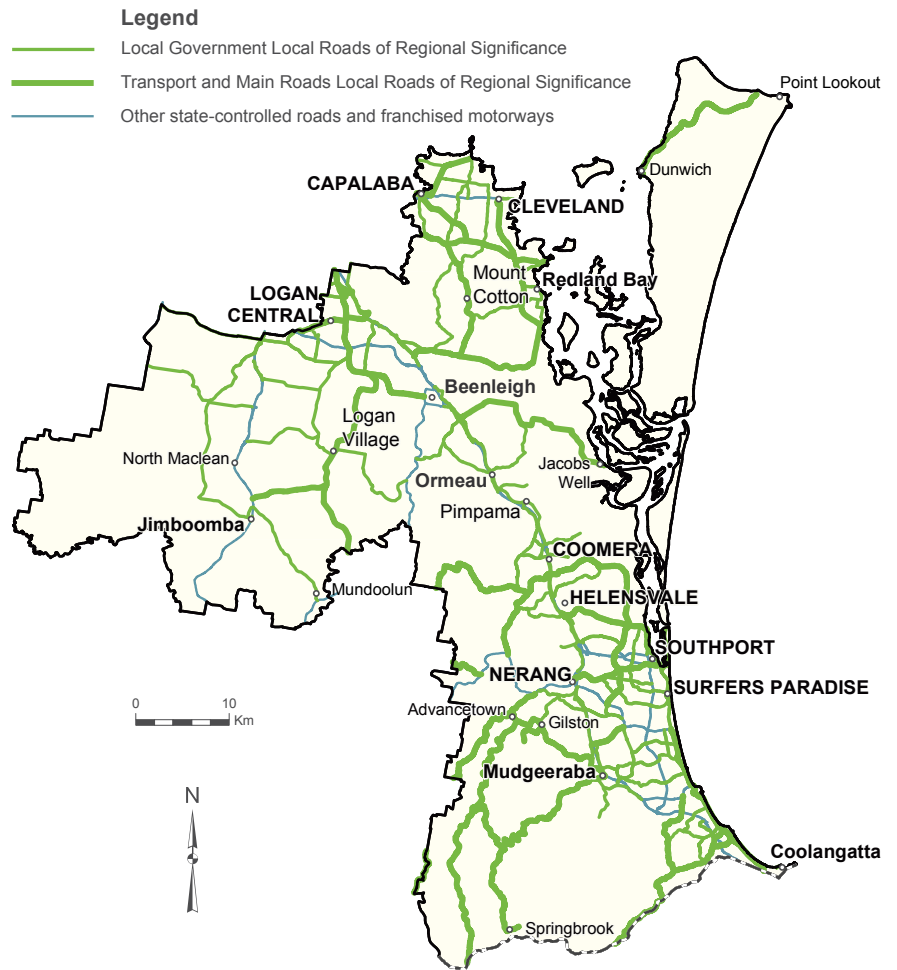
RRTG Chair

(Current RRTG Chair) - vacant

RRTG Technical Committee Chair

Matt Shrimpton
 Executive Coordinator Infrastructure
 Section, Transport and Traffic Branch
 City Infrastructure Directorate, City of
 Gold Coast (Current TC Chair)

Murray Erbs
 Group Manager City Infrastructure,
 Redland City Council
 (Former TC Chair)



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'ooo)
Roads and Transport Alliance TIDS	2,690
Gold Coast	941
Christine Avenue and Scottsdale Drive Intersection Upgrade	874
Gold Coast Capability Development for 2015/16	67
Logan	874
Teviot Road Stage 2 Pavement widening	722
Loganlea Road Webb Road Intersection signalisation	153
Redland	874
Woodlands Drive, Thornlands/Sheldon - Resurface	550
Northern Arterial Road, Ormiston - Resurface Sturgeon Street Roundabout to Wellington Street / Freet Street West Roundabout	134
Sanctuary Drive, Mt Cotton State School - Indented parking, retaining wall	103
Queen Street, Cleveland - Wellington Street to Haggup Street - Shared Path	35
Sussex Street - Johnson Street and Vienna Road to Heffernan Road - Connecting Path, Alexandra Hills	29
William Ross Park - Cleveland State School - Footpath to Island Street and Cleveland School	19
Midjimberry Road, North Stradbroke Island - Street lighting for Pedestrian crossing - Safety issues	4

Southern Border RRTG

RRTG Members

Goondiwindi Regional Council

Southern Downs Regional Council

TMR's Darling Downs District

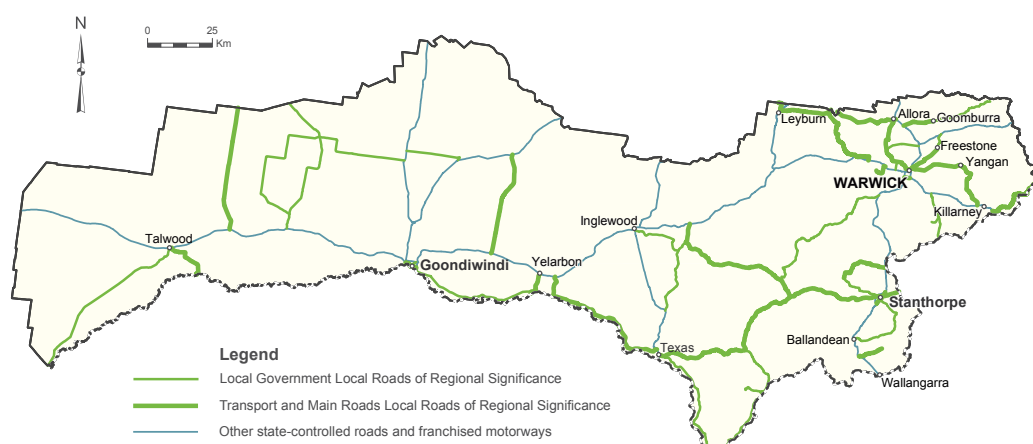
RRTG Chair

(Current RRTG Chair) - vacant

RRTG Technical Committee Chair

Dion Jones

Director Engineering,
Goondiwindi Regional Council



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	2,197
Goondiwindi	1,098
Kildonan Road, Goondiwindi - Widen and seal	350
Riverton Road, Texas - Extend seal	250
Brook Street	125
Yagaburne - Boondandilla - Culvert replacement	125
Mount Carmal Road, Goondiwindi - Pavement rehab	79
Marshall Street - Parking lanes	50
Greenup Limevale Road, Inglewood - Flood rehab	40
Various LRRS Roads - Rehabilitate pavement	35
Various LRRS Roads - Apply asphalt resurfacing	24
Nicholas Street, Inglewood - Culvert	20
Southern Downs	1,099
Inverramsay Road, Goomburra 15/16	550
Eukey Road - Widen/Rehabilitate (Stage 2)	550

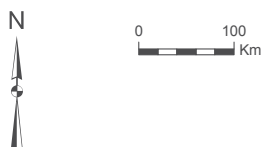
South West RRTG

RRTG Members

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

Legend

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



RRTG Chair

Councillor Stuart Mackenzie
 Quilpie Shire Council

Councillor Ree Price
 Maranoa Regional Council
 (Chair until March 2016)

RRTG Technical Committee Chair

Kym Downey
 Manager, Infrastructure Planning
 and Design, Maranoa Regional
 Council

Technical Coordinator

Gary Cook
 Brandon & Associates

2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	5,668
Balonne	600
Wanganui Lane Reconstruction and bitumen seal 0-8.2km	600
Bulloo	500
Innaminka Road, 41.34 - 52.27km	500
Maranoa	2,079
Westgrove Road Pave and seal 40.8 - 48.30km	761
Orallo Road Gravel re-sheet 62.5 - 73.5km	368
Widen and seal shoulders on Maranoa Road 16.2 - 23.44km	332
Maranoa Road, 11.55 - 16.20km	250
Teelba Road, Sections: 5.6 - 27.7km	225
Roma - Southern Road, 44.80 - 54.70km	143
Murweh	853
Biddenham Road, Treatment to prevent loss of base material 44.42 - 51.04km	349
Adavale, Bollon, Killarney, Mt Tabor and Nebine Road	277
Charleville - Bollon Road, 45.3 - 50km	228

Paroo	745
Eulo-Toompine Road, Shoulder reconstruction, drainage work and culvert widening 16.45 - 46.38km	215
Jobs Gate Road Reseal and shoulder grading 0 - 70km	200
Eulo Toompine Widen drainage structures and replace culvert 27.53 - 46.934km	150
Bundaleer South Plains Road 12.10 - 19.10 km	150
Yowah Opal Fields Road Reseal 0.80 - 24.80 km	30
Quilpie	891
Kyabra Road 65.2 - 84.60km	706
Develop technical capability	96
Kyabra Road, 0 - 12.30km	89
State network (RRTG funded)	978
Bulloo	437
Bulloo Developmental Road RRTG funded	368
Quilpie - Thargomindah Road RRTG funded	69
Paroo	241
Hungerford Road Rehabilitation of gravel re-sheet RRTG funded	241
Quilpie	300
Quilpie - Adavale Road Sealing road RRTG funded 33.25 - 84.62km	300

Western Downs RRTG

RRTG Members

Western Downs Regional Council
TMR's Darling Downs District

RRTG Chair

Councillor Andrew Smith
Western Downs Regional Council

RRTG Technical Committee Chair

Graham Cook
General Manager of Infrastructure Services, Western Downs Regional Council



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	2,630
Western Downs	2,630
Chinchilla - Kogan Road Rehab (okm to 6km)	500
Burra Burri Road (Chinchilla - Wondai Road - V Bells Road), Widening	330
Branch Creek Road (Thrupps Road - Wilds Road)	280
Glenhope Road, Rehabilitate pavement	280
Nathan Road, 4.00 - 8.00km, Rehabilitation and widen	280
Dalby - Nungil Road Rehab	265
Eileen Street (Roche-Condamine) Reconstruct pavement	245
Jimbour Station Road	236
Yulabilla Road Widen and seal	214

Whitsunday RRTG

RRTG Members

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

RRTG Chair

Councillor Andrew Willcox
 Mayor, Whitsunday Regional Council

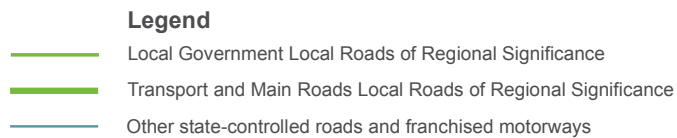
Councillor Jennifer Whitney
 Mayor, Whitsunday Regional Council
 (Chair until March 2016)

RRTG Technical Committee Chair

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

Technical Coordinator

Graeme Hawes
 Manager Technical Services,
 Mackay Regional Council



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	1,803
Mackay	1,102
Malcomson Street / Greenfields Blvd Intersection upgrade	591
Bedford Road / Oak Street Intersection upgrade	196
Boundary Road and Milton Street Improve intersection	168
Malcomson Street / Charles Hodge Avenue Intersection upgrade	128
Whitsunday RRTG program development	19
Whitsunday	701
Strathmore Road (0.50 - 2.00km)	421
Bowen Loop Road (Herbert Street)	280

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

Councillor Mal Forman
 Mayor, Bundaberg Regional Council
 (Chair until March 2016)

RRTG Technical Committee Chair

Warren Paulger
 Consulting Engineer



2015-16 TIDS Projects by Sub-program	Year to Date Expenditure (\$'000)
Roads and Transport Alliance TIDS	5,903
Bundaberg	1,424
Hughes Road (Watsons - Windermere)	737
Woongarra Scenic Drive and Causeway Road Roundabout: Upgrade from 3 leg to 4 leg	262
Construct Intersection: Kay McDuff Drive - Ring Road	150
Morgan - Broadhurst Intersection upgrade	65
Bartholdt Drive: Widen and seal shoulders	60
Norville School: Concrete pathway Branyan Street - Maynard Road	35
Kolan River Bridge on Monduran Road	29
Shalom College: Pathway / Cycleway	23
Bundaberg South State School: Pathway / Cycleway	21
Bundaberg State High School: Pathway / Cycleway	18
East School: Extension to pathway	13
Bourbong Street Widening	11
Avoca School: Kerb ramp and pedestrian crossing	3

Fraser Coast	986
Main Street, Kawungan (3.56 - 3.72km) Lower Crest	487
Maaroom Road, Widen/overlay/seal	269
RRTG Secretariat	84
Urangan State High School: New pedestrian lights	70
Maryborough Central State School: Construct new footpath	21
Hervey Bay State High and Pialba State Primary School: Reconstruction of footpath	21
Kawungan State School: Construct new footpath	12
Urangan State High School: Construct new footpath	11
Pallas Street (1.2 - 1.6km): Reseal	10
Gympie	1,354
Bayside Road, Tin Can Bay (0.19 - 1.60km) Widen and overlay	542
Anderleigh Road	285
Cedar Pocket Road	220
Gympie Footpaths - various locations	101
Grevillea Avenue widening	70
Ramsey Road widening - Woolgar Road intersection	60
Moy Pocket Road (5.90 - 6.60km): Widen and overlay	24
Gympie Special School - Upgrade set down area	21
TAFE Trade Centre: Cartwright Road - Bus and ped upgrades	10
Tin Can Bay State School: Concrete Pathway	9
Kandanga Creek Road (3.40 - 3.44km): Replace bridge and approaches	8
Jones Hill State School - Upgrade to pedestrian crossing	4
North Burnett	1,328
Gayndah - Mundubbera Road: Ch 10.45 - 13.575, Widen pavement	357
Swindon Road: 11.38 - 12.93km	246
Mount Steadman Road: Ch 7.55 - 9.5km	236
Hawkwood Road - Piggott Road	136
Hawkwood - Piggott Road: Construct to new unsealed standard	99
Cannindah Road: Ch 3.0 - 4.1km, Construct to new unsealed lane standard	85
Glencoe Road: Ch 91.23 - 91.83km	79
Glencoe Road: Ch 87.03 - 87.33km	34
Glencoe Road: Ch 79.03 - 95.03km	30
Boondooma Road	23
Hawkwood - Piggott Road: Widen and Seal	3
South Burnett	811
Gayndah - Hivesville Road	359
Blackbutt - Crows Nest Road (0.80 - 5.20km): Widen and seal	187
Weens Road - Construct bridge and approaches	130
Tingoora State School: Passenger set down facilities	70
Murgon State School - Construction of carpark	65

Glossary, Roads and Transport Alliance terminology

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.

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.

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 transport network.

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 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 nonadministrative 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).

