

THE ROADS AND TRANSPORT ALLIANCE

Years of Partnership

THE ROADS AND TRANSPORT ALLIANCE

15 Years of partnership between Queensland's state and local governments.

17 Regional Roads and Transport Groups across Queensland.

65 Local Councils involved.

256 Projects supported through Roads and Transport Alliance Transport Infrastructure Development Scheme funding.

12 Capability initiatives funded through the State-wide Capability Development Fund.

102 Regional Roads and Transport Group meetings attended by Roads and Transport Alliance representatives.

35,880km Of Local Roads of Regional Significance in Queensland.

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



As President of the Local Government Association of Queensland, I am very pleased to present the 2016-17 Roads and Transport Alliance Annual Progress Report - a report that celebrates 15 years of successful collaboration through the Roads and Transport Alliance partnership.

Since its inception, the Alliance has strived to deliver the roads and transport infrastructure required to support communities while fostering collaboration, leadership and innovation. Over the last 15 years, the Alliance has successfully delivered on a number of progressive reform agendas and initiatives that have supported autonomy in decision-making at the local level.

The significance of these reforms and initiatives should not go underestimated. The Alliance has resulted in a shift from annual funding applications to an allocative program over a rolling four year period; a shift from discrete funds for various classes of roads and transport infrastructure to a single allocation with priorities determined at the local level; and a shift to a funding model where program funds can be used to develop capability and capacity as stewards of the road network. These reforms have provided councils, through Regional Roads and Transport Groups, the certainty needed not only to plan and fund, but to also deliver the roads infrastructure required to support their communities. In many ways, the Alliance is an exemplar that supports local government's aspirations when it comes to funding from both State and Commonwealth governments.

In recent years, these reforms have even seen the transition towards involvement of Indigenous communities in Regional Roads and Transport Groups (RRTGs). I am pleased to hear that the first review into progress made by five Aboriginal Shire Councils recommended that the transition continue. I am encouraged to see, as highlighted in this report, the fantastic outcomes achieved for the Woorabinda community through their council's active participation as a member of the Bowen Basin RRTG. I would like to thank the five Aboriginal Shire Councils – Doomadgee, Kowanyama, Woorabinda, Wujal Wujal and Yarrabah - and their respective RRTGs for openly embracing this process to date.

The State Government's continuing support for the Alliance, as the primary engagement model between the Department of Transport and Main Roads (TMR) and local government, is clearly demonstrated through its commitment to the Transport Infrastructure Development Scheme (TIDS) – a commitment that will now see TIDS funding maintained at \$70 million per annum through to 2020-21. As we all know, TIDS plays an important role in supporting the delivery of roads and transport projects in local communities – 256 projects were funded this last year alone. On this basis we must ensure we take the time to acknowledge and thank the State for its investment in TIDS as a partner in government.

Over the last 15 years, Queensland local governments and TMR have demonstrated a strong commitment to working together. Whether it be aiding local decision-making, developing capability and capacity or supporting the delivery of a crucial project, it's the commitment that has been fostered through the Alliance that ultimately delivers for the communities we represent. It is with this in mind, and noting the Roads and Transport Alliance Memorandum of Agreement is due for renewal during 2017-18, that I look forward to the next phase of the Alliance, and an increased commitment from all parties that builds upon the success of the first 15 years.

Finally, it would be remiss of me not to acknowledge the contribution of Greg Hoffman PSM (General Manager, Advocate) who retired from the LGAQ in October 2016. Greg was front and centre to establishing the Alliance and guiding the team responsible for implementing its operational parameters. It is a lasting legacy that will no doubt be further built upon in the future. I would also like to take this opportunity to thank all participants in the Alliance – from my fellow elected representatives, to Greg Hallam PSM and Neil Scales, our TMR and council engineers, the Technical Coordinators, our respective finance and administrative teams as well as the Roads and Transport Alliance Project Team that travel the length and breadth of our state participating in RRTG and Technical Committee meetings - your ongoing commitment to the Roads and Transport Alliance is making a difference in local communities. On that note, I look forward to what the Alliance can achieve in 2017-18.

Mayor Mark Jamieson
LGAQ President

October 2017

Message from the Chair



2016-17 marked the 15-year anniversary of the Roads and Transport Alliance. As the partnership continues to grow we maintained our strong commitment to improve transport infrastructure across all Queensland's communities.

Regional Roads and Transport Groups continued to collaborate to deliver relevant transport infrastructure to the

urban, regional and remote parts of Queensland. This regionally prioritised focus on investment ensures local governments are meeting the needs of their unique communities to support employment and economic development, while delivering a safe road network for all Queenslanders.

The Queensland Government maintained Transport Infrastructure Development Scheme funding at \$70 million a year through to 2020–2021. This targeted investment in local government transport infrastructure remains the only ongoing annual statewide infrastructure subsidy provided to local government, providing councils with greater certainty of funding to promote good planning and best value delivery methods.

Delivering 256 projects during the year demonstrates the ongoing efforts to plan, construct and maintain vital infrastructure programs for each community. It was pleasing to see the range of projects covered not only road infrastructure but also airport, cycling and safe school infrastructure.

The Roads and Transport Alliance Board continued to promote statewide projects to benefit all regions. In 2016–17, the Board endorsed the AusRAP road safety assessment project to assess all sealed Local Roads of Regional Significance roads across the state. The information gathered will aid in planning road safety improvements and assist asset management and maintenance programs. The Roads and Transport Alliance Project Team continued to support each Regional Roads and Transport Group and attended more than 100 meetings across the state.

2016–17 saw the first regular review of the transition of five Aboriginal Shire Councils to full membership of Regional Roads and Transport Groups. Aspects that are working well are opportunities for capacity and capability development, certainty of an annual funding allocation, and the support provided by other members.

On behalf of the Roads and Transport Alliance Board, I thank those Regional Roads and Transport Groups for their efforts to ensure the success of the transition.

The Roads and Transport Alliance Board also saw changes in 2016–17, with Greg Hoffman's retirement and Sarah Buckler taking Greg's seat at the Board table. I would like to thank all Board members for their contributions over the past year.

Finally, I would take this opportunity, as Chair of the Alliance passes to Greg Hallam, to express my ongoing support of the Roads and Transport Alliance and to congratulate all Regional Roads and Transport Groups for their efforts to collaborate and deliver. Partnership remains the foundation of the Alliance and through this we all work to bring improved infrastructure to Queensland.

It is with pleasure that I present this 2016–17 Roads and Transport Alliance Annual Progress Report.

Neil Scales (OBE)
Chair, Roads and Transport Alliance Board

October 2017

Who we are



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.



North West Queensland RRTG TC Members John Teague, Gerard Read and Travis Mitchell at Flinders River.

The Roads and Transport Alliance Model

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.

Roads and Transport Alliance Board

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

Roads and Transport Alliance Project Team (RTAPT)

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

Regional Roads and Transport Groups (RRTGs)

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.

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

Technical Committees (TCs)

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



TMR Board Member, Director- General Neil Scales (Centre) attending the Bowen Basin RRTG Meeting in Emerald with Cr Nev Ferrier (L) and Cr Kerry Hayes (R).

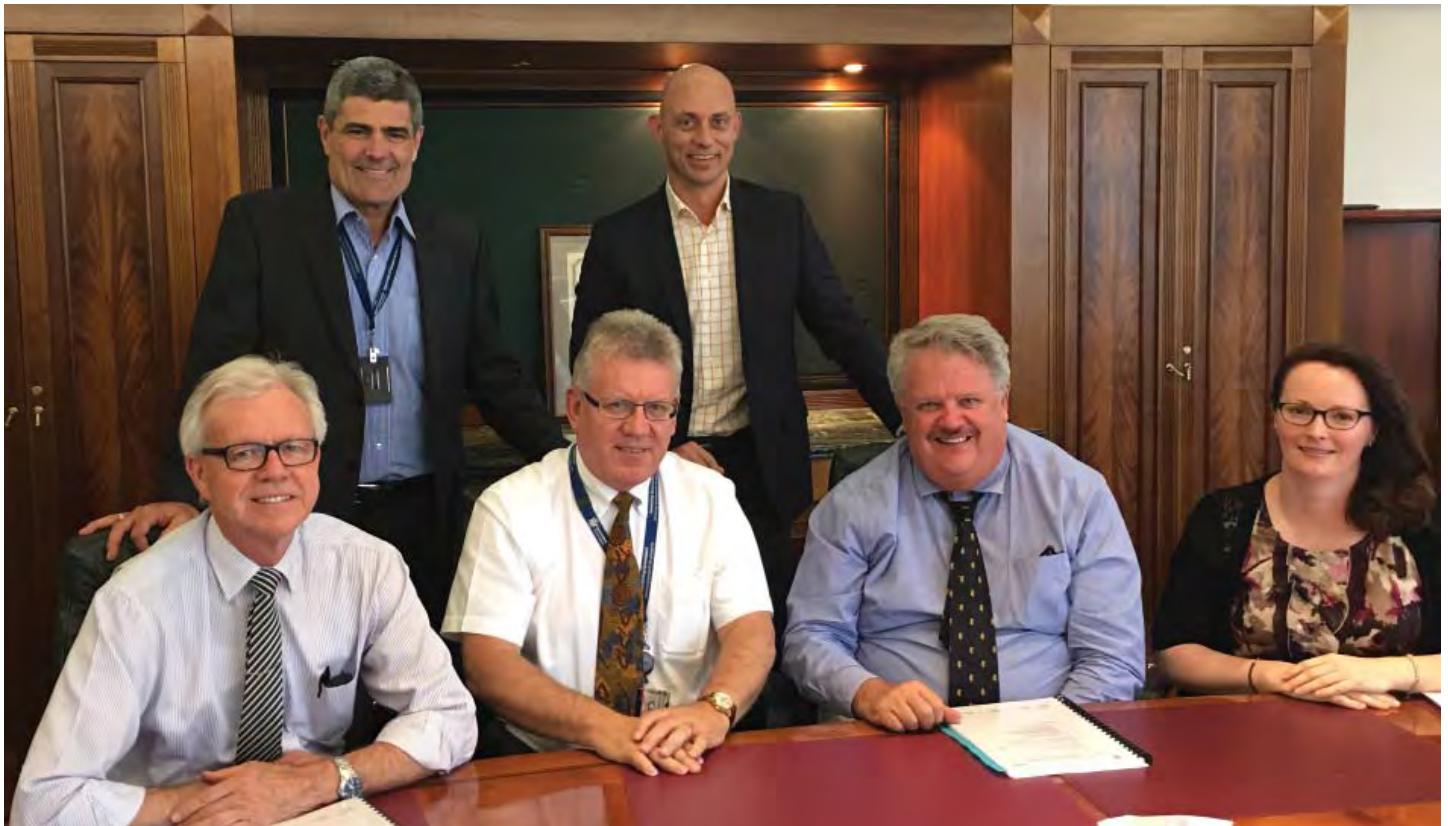
Roads and Transport Alliance Board

The role of Chair rotates annually between the TMR and LGAQ board members. For the period July 2016 to June 2017 the board members were:

TMR	LGAQ
Mr Neil Scales (OBE) Director-General (Chair, July 2016 – June 2017)	Mr Greg Hallam PSM CEO
Mr Miles Vass Deputy Director-General - Infrastructure Management and Delivery	Mr Greg Hoffman (July 2016 – October 2016) Ms Sarah Buckler (Current) General Manager - Advocate
Mr Joshua Hannan General Manager - Transport Strategy & Planning	Ms Simone Talbot Manager – Advocacy (Infrastructure, Economics and Regional Development)



RTAPT members Jo Lencz (TMR) and Kirsten Pietzner (LGAQ) attending a meeting with Gladstone RRTG members.



Rear L to R: TMR Board Members Miles Vass and Joshua Hannan.
Front L to R: Former LGAQ Board Member Greg Hoffman, TMR Board Member Neil Scales, and LGAQ Board Members Greg Hallam and Simone Talbot.

Legend

- Region Boundary
- District Boundary
- LG Boundary

Outback

Metropolitan

PDO Region Name

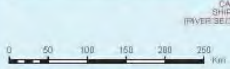
• BUNDABERG PDO Office

• YEPPON Towns

Region / District	Office
CENTRAL QUEENSLAND	Rockhampton
CENTRAL WEST	Barcaldine
RITZROY	Rockhampton
MACKAY/WHITSUNDAY	Mackay
DOWN SOUTH WEST	Toowoomba
SOUTH WEST	Fiona
DARLING DOWNS	Toowoomba
METROPOLITAN	Brisbane
METROPOLITAN	Brisbane
NORTH COAST AND WIDE BAY/BURNETT	Maroochydore
NORTH COAST	Maroochydore
WIDE BAY/BURNETT	Bundaberg
NORTH QUEENSLAND	Townsville
FAR NORTH	Cairns
NORTHERN	Townsville
NORTH WEST	Cairns
SOUTH COAST	Nerang
SOUTH COAST	Nerang

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

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



In the Spotlight



A CASE STUDY IN ABORIGINAL SHIRE COUNCIL PARTICIPATION IN THE ALLIANCE

For the last two years, five Aboriginal Shire Councils (ASCs) have participated as full members of RRTGs. Woorabinda ASC has membership of Bowen Basin RRTG, Wujal Wujal and Yarrabah ASCs with Far North Queensland RRTG, and Doomadgee and Kowanyama ASCs with North West Queensland RRTG.

By working with RRTG member councils, ASCs have realised a number of benefits including: decision making authority over council's ATSI TIDS funding; increased support from other local governments in the RRTG; growing maturity levels in asset management and program management and ASC issues being considered in the broader regional context.

After two years as an observer council of the Bowen Basin RRTG, Woorabinda ASC has been an enthusiastic member since joining in 2015. This coupled with original members' hands-on support and engagement, is reaping positive outcomes for the council.

The Bowen Basin RRTG includes Central Highlands and Isaac Regional Councils and Banana Shire Council. RRTG members have made regular visits to Woorabinda, providing general advice and assistance to ASC staff, including:

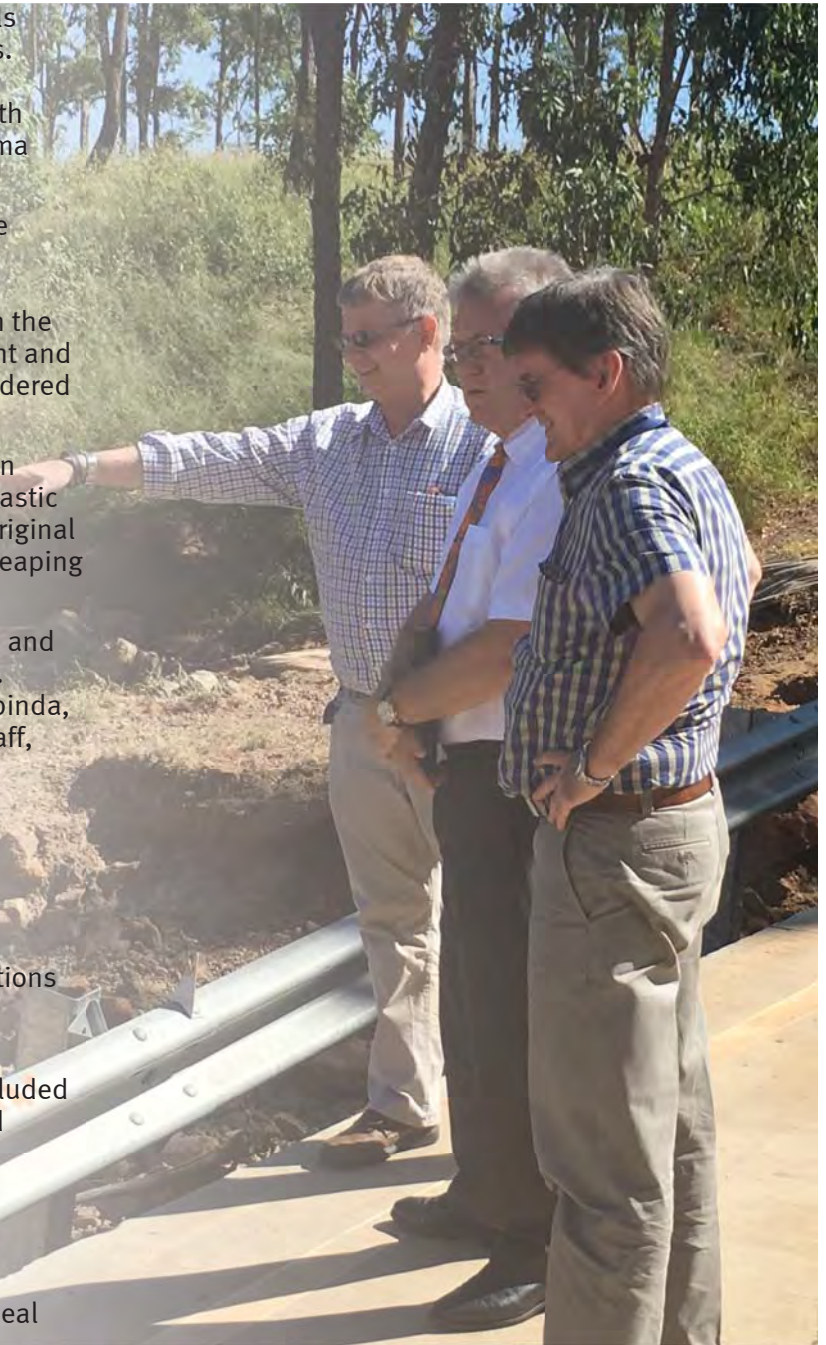
- Analysis and determination of significant local roads.
- Supporting and providing input to project management processes.
- Assisting preparation of other funding applications and documentation, for example NDRRA.

Bowen Basin RRTG has scheduled meetings in Woorabinda Township and as ASC projects are included in the prioritisation of the RRTG's four-year forward program of works, RTA TIDS funding has also been allocated to assist Woorabinda's delivery needs.

With the active support of the Bowen Basin RRTG, Woorabinda ASC has:

- participated in the Bowen Basin RRTG joint reseal project
- undertaken an asset condition assessment and gap analysis for project identification
- developed a 10 year plan for roads and other projects.

Bowen Basin RRTG has arguably set the benchmark for ASC participation in the Roads and Transport Alliance. The Alliance acknowledges the support of the Bowen Basin RRTG member councils and TMR Fitzroy District, and in particular the considerable efforts of Woorabinda ASC's works manager, Neville 'Dooley' Perkins and the RRTG's Technical Coordinator, Gerard Read.



Alister Cullen, Executive Director (Roadtek North) TMR, Neil Scales, Director-General TMR, and Peter Trim, District Director (Fitzroy) TMR inspect Mimosa Creek Crossing in Woorabinda.

HEAVY VEHICLE ACCESS WORKSHOPS

As at 30 September 2017, 13 Heavy Vehicle Access Workshops have been facilitated across the state by LGAQ's Heavy Vehicle Access Liaison Officer, with 130 council attendees from 50 different Queensland councils. The first workshop was held in Bundaberg on 22 June 2017 with the last workshop held in Caloundra on 5 September 2017.

Conducted as part of the LGAQ's standing MoA with the National Heavy Vehicle Regulator (NHVR), the LGAQ leveraged existing RRTGs to assist in organising venues and participants.

The workshop covered the NHVR's and the LGAQ's key priority areas:

- Road Manager Module (RMM) of the NHVR Portal
- National Harmonisation Program (NHP)
- Pre-approvals

As these projects will have a big impact on how local governments manage heavy vehicle permits, the LGAQ is working with TMR and NHVR to prepare Queensland councils for a smooth implementation, with these workshops forming part of the communication strategy.



Road Manager Module

The NHVR is working towards the development and implementation of the RMM of the NHVR Portal.

This module has been specifically designed for road managers, by road managers. The NHVR partnered with a software design firm that specialises in intuitive systems, and facilitated a range of focus groups, national workshops, surveys and online feedback processes. This has helped to understand what road managers need to perform their role in the national heavy vehicle freight task.

The workshops focused on providing councils with an update on how the portal will be rolled out across Australia and demonstrating the functionality using a testing environment.

National Harmonisation Program

The NHVR has established the NHP to improve heavy vehicle regulation consistency. The key objectives of the program are to minimise the compliance burden on the heavy vehicle transport industry, reducing duplication and inconsistencies across state and territory borders.

The initial work program included the development of the following four priority national notices and associated networks:

- Higher Mass Limits (HML) Declaration
- Class 2 B-double Notice
- Class 2 Road Train Notice
- Class 1 Agricultural Vehicle and Combination Notice.

As councils will be responsible for reviewing their networks and consenting to the notices, the workshops provided participants with the information on what is changing and how the notices will be rolled out, as well as what is required from each council.



Pre-approvals

Under the Heavy Vehicle National Law (HVNL), the NHVR (or TMR under the delegation of the NHVR) must seek consent from all road managers involved in a proposed permit route. The road manager for the 'first and last mile' of most routes is often a local government.

To streamline processes, reduce administrative burden for local government and reduce turnaround times, the LGAQ and the NHVR are working extensively with local government road managers to gain pre-approved consent for a range of routes.

The workshops outline the pre-approval process and target routes expected to experience large numbers of (particularly Oversize Overmass, but not exclusively) vehicle movements such as roads in industrial areas and access routes connecting existing approved routes or state-controlled roads.

When the NHVR receives a permit application for movement on a local road that is pre-approved by the relevant road manager for the vehicle type, the NHVR does not need to seek additional consent from the road manager before issuing a permit. The NHVR will supply a copy of the permit to the road manager.

Delivering in the community

Transport Infrastructure Development Scheme projects



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

In 2016-17, 256 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

Woorabinda

\$252,000 Roads and Transport Alliance TIDS funding was allocated to Woorabinda in 2016-17 for two projects which formed part of its forward four-year roads works program:

- Sealing of Black Boy Road to "Black Boy Out Station".
- Construction of concrete footpaths along Carbine Street and to Kangaroo Stadium.

Woorabinda Aboriginal Shire Council set a priority goal to seal Black Boy Out Station, Bore 3 and Bore 4 Roads which link the township through to Central Creek Road in a south westerly direction. The road provides access to important water supply infrastructure (bores, header tanks, pipelines etc), cattle yards, gravel pits and other community facilities and residences. The link is approximately 17 kilometres in length with a further 600 metres length off to "Black Boy Out Station" and 400 metres off to Bore 3. Sealing of the link actually commenced in 2015-16. Prior to works commencing there was a 2.4 kilometres sealed section from town and a further 1.9 kilometres sealed section commencing approximately 5.5 kilometres from town.

In total, approximately 9.4 kilometres has been completed in 2015-16 and 2016-17, providing a sealed connection through to "Black Boy Out Station". A fit-for-purpose single lane sealed carriageway has been provided. Existing alignment, formation and pavement was reasonable, with minor formation works and gravel top-ups required. An Indigenous-owned contractor from nearby Banana undertook formation and pavement work under the supervision of Council's Works Manager, Neville "Dooley" Perkins, with Council plant and labour engaged on the project when required. The project survived two significant wet weather events during delivery which presented a challenge, however these were met and overcome with minimal disruption. The project has improved safety and accessibility for the community.

Approximately 4.5 kilometres remains to be sealed which will complete the link through to Central Creek Road and achieve the goal. This is planned for 2017-18 and will include a major culvert upgrade at Black Boy Creek crossing.

A 700 metre footpath along Carbine and Mate Mate Streets linking Munns Drive and Rankin Street was constructed in 2016-17 to encourage pedestrians (particularly school children) to walk off-road improving safety around town, and to improve amenity. A further 100 metre section of footpath was constructed from Munns Drive to Kangaroo Stadium, which is a heavily used community facility in the centre of town. Construction of a concrete footpath from the existing footpath at Dooley Street to the football and netball grounds is proposed for 2017-18.



Blackwater-Rolleston Road

Bowen Basin RRTG prioritised another \$800,000 Roads and Transport Alliance TIDS funding to the Blackwater – Rolleston Road in 2016-17. The road is a state-controlled LRRS located in the Central Highlands Regional Council LGA. This allocation enabled completion of the sealed link between Blackwater and Rolleston with the final 8 kilometres being sealed in 2016-17. \$895,000 Roads and Transport Alliance TIDS funding was also allocated in 2015-16, and together with \$500,000 revenue from Central Highlands Regional Council and in excess of \$3 million from TMR over the two years, the vision has been realised. The joint funding arrangement allowed economy of scale efficiencies on the project and an acceleration of delivery.

The project commenced in June 2016 and was completed in October 2016 with further work carried out in June 2017 to upgrade the guardrail on the approaches of Planet Creek to current engineering standards.

Completion of the sealing has seen significant increases in traffic volumes (with a high proportion of heavy transport) as it provides a strategic link for the cattle and agricultural industry. It has been a great example of TMR and local government working together to deliver a benefit to the community and the travelling public.

Jason Hoolihan (Manager Infrastructure, Central Highlands Regional Council) said, "2016-17 was effectively a continuation of the project which commenced in 2015-16. It is a perfect example of TMR and Council coming together to deliver a benefit to the community and the travelling public. Council was determined to finish the sealed link and contributed \$500,000 of its own funding to achieve this, which isn't common practice. By combining all the available funding sources it provided economic efficiencies and a quicker delivery. The project also allowed Council to improve its project management capability in terms of successfully undertaking TMR work, which has been of great benefit. An added bonus is routine maintenance costs on the Blackwater – Rolleston Road, which should reduce in the short-medium term, allowing a shift of Road Maintenance Performance Contract expenditure to other parts of the state-controlled network in the area that are in need".

Stories submitted by Gerard Read, Technical Coordinator for Bowen Basin RRTG.

Lou Lou Park Road

Isaac Regional Council's essential agricultural corridor received much needed rehabilitation with the completion of a project in excess of \$1.14 million on Lou Lou Park Road, north west of Clermont. The unsealed section of road had a history of rapid pavement deterioration in extended wet and dry conditions.



Mayor Anne Baker said they went above and beyond to solve the pavement issues the road has had historically. "After 18 months of research and trials, an Australian-made polymer stabilising agent was used to rehabilitate approximately 43 kilometres of the Lou Lou Park Road in the later part of 2016. They discovered it could withstand several varieties of unfavourable ground conditions. Works included reinstating formation shape, drainage, gravel top-up and pavement stabilisation. The rehabilitation will ensure a safer commute for the cattle road trains and agricultural traffic that use it each year".



Cr Dale Appleton said he was impressed with the finished product. "I'd like to congratulate the Council road construction crew for their efforts. They tackled a difficult project and persisted to track down a new product that could ensure the road's longevity. We've already had positive feedback about the high standard from farming families who use Lou Lou Park Road."

Mayor Baker added, "Council crews worked extremely hard to deliver the project on time and under budget. The team's positive work ethic and determination, produced excellent results in what was before considered unachievable. We are proud to deliver this successful project as promised".

\$550,000 was allocated to the project from the 2016-17 Roads and Transport Alliance TIDS program.

BRISBANE METRO ALLIANCE RRTG

Creek Road, Tick Street and Greenmeadow Road intersection upgrade

Brisbane City Council has upgraded the Creek Road, Tick Street and Greenmeadow Road intersection at Mount Gravatt East to tackle congestion and improve accessibility through the intersection.

Creek Road is a major urban corridor and the intersection with Tick Street and Greenmeadow Road provides access to up to 500 residential properties and businesses.

Council has signalised this intersection to improve accessibility and increase motorist, cyclist and pedestrian safety through the intersection.

The project included:

- Installing new traffic signals at the intersection
- Extending the left-turn pocket out of Greenmeadow Road
- Installing bike stand-up lanes on Creek Road
- Creating signalised pedestrian crossings across three legs of the intersection.

This project was jointly funded by the Queensland State Government through TIDS providing \$601,238 (50% of project cost). Construction started in early February 2017 and was completed in May 2017.



Lytton Road, Apollo Road and Thorpe Street intersection upgrade

The intersection of Lytton Road, Apollo Road and Thorpe Street, Bulimba was upgraded to provide a signalised intersection to tackle traffic congestion, ensuring all users can get home quicker and safer.

Lytton Road is a suburban road which provides through traffic flow and east-west connection between Bulimba and Morningside. It carries approximately 16,000 vehicles per day with approximately 5% heavy vehicles. Apollo Road is a district road which provides public transport access (bus and ferry) and services approximately 1000 households. It carries approximately 6,000 vehicles per day with up to 5% heavy vehicles.

The installation of traffic signals provides controlled pedestrian crossing facilities and enhanced vehicular access in and out of Apollo Road and Thorpe Street. The design is in alignment with future planning for the area and demonstrates Council's commitment to improving traffic flow and access along major roads.

The project involved:

- Installing new traffic signals and pedestrian crossings at the intersection.
- Installing new on-road bike lanes to replace the existing Bicycle Awareness Zone (BAZ) on Lytton Road.
- Constructing new footpaths and kerb ramps.
- Installing a new centre median on Lytton Road, between the intersection and Baldwin Street, to protect the right turning pocket.
- Altering access into Baldwin Street to be left-in, left-out only.
- Road resurfacing and new line markings to align to the upgraded intersection configuration.
- Some minor landscaping.

This project was jointly funded by the Queensland State Government through TIDS providing \$628,637 (27% of project cost). Construction started in early February 2017 and was completed in May 2017.

Stories submitted by Bruce Cunneen, Technical Committee member, Brisbane Metro Alliance RRTG.



EASTERN DOWNS RRTG

Boundary Street Upgrade Project

In 2016-17, the Eastern Downs Regional Roads and Transport Group (EDRRTG) prioritised the Boundary Street Upgrade Project on the western outskirts of Toowoomba City. The project has reached a major milestone in the completion of Stages 1 and 4 with the newly constructed Stage 1 already providing benefits to the community by linking previously unconnected segments of Boundary Street. This linkage has drastically reduced heavy vehicle traffic on the adjacent Hendy Street. When fully completed, the Boundary Street Upgrade will provide a western connection to the Toowoomba Second Range Crossing (T2RC), while improving access for heavy vehicles and freight transport to Toowoomba's Torrington industrial area.

In 2016-17, the EDRRTG allocated TIDS funding of \$2.33 million towards this project to complement the Toowoomba Regional Council (TRC) contribution of \$8.14 million. This funding has allowed construction of the missing link between Pedersen and Bedwell streets (Stage 1), in addition to a new alignment north of Hermitage Road-Ganzer Road to connect to the new T2RC (Stage 4).

The new sections of Boundary Street have provided sealed roadways, improved drainage, road lighting and landscaping in addition to considerable service upgrades and relocations. The project also includes significant storm-water works with the installation of a series of large culverts and rock gabions to handle overland flow from the surrounding area.

The management and construction of the project was provided by Council with supervision by a project board including EDRRTG member, Mike Brady (TRC General Manager, Infrastructure Services Group) and EDRRTG Technical Committee Chair, Angelo Casagrande (TRC, Executive Manager Construction and Maintenance) and Technical Committee member Rod Betts (TRC, Manager Transport and Drainage Planning).

The Boundary Street Upgrade Project will continue in 2017-18 in parallel to the upgrading of Mort Street (another connection to the T2RC). Both projects are to receive support from the EDRRTG in the form of TIDS funding and will be completed to coincide with the opening of the T2RC in late 2018.



Story submitted by Ron Wilson,
Technical Coordinator for
Eastern Downs RRTG.



FAR NORTH QUEENSLAND RRTG

Snake Creek Bridge Replacement Project

Sluice Creek Road is a high priority LRRS for the Far North Queensland RRTG, a key connection between the state road networks of Ravenshoe and Millaa Millaa on the Atherton Tablelands.

Sluice Creek Road provides alternate access for tourism and heavy vehicle traffic between the key regional centres of Ravenshoe to the west and Millaa Milla to the east.

A critical element in the Sluice Creek Road network is the crossing over Snake Creek. The existing road over Snake Creek was narrow, with an inefficient horizontal and vertical alignment on the eastern approach to the bridge structure.

TIDS funding of \$370,526 went towards the replacement structure in 2016-17. The project involved:

- Replacement of aged single lane timber girder bridge structure with a modern concrete box culvert structure.
- Associated wingwalls and apron works, bridge guard and approach rail upgrades.
- Improvements to the road formation and pavement width for the road approach, consistent with the Statement of Intent for the road.

Project planning, design review and procurement were facilitated by Tablelands Regional Council Projects & Technical Services team, under the direction of Far North Queensland RRTG Technical Committee Chair Ashley Greenwood (Manager Projects & Technical Services).

Overall, the project was completed within time and well under budget constraints, with the upgrade providing the following benefits:

- Improved accessibility for all road users, in particular heavy transport traffic, between the major regional centres of Ravenshoe and Millaa Millaa.
- Improved road safety for all road users.
- Significant reduction in routine maintenance.



Story submitted by Darlene Irvine, Technical Committee member, Far North Queensland RRTG.

Back Beach Road Upgrade

Back Beach Road in Yarrabah Aboriginal Shire Council heads east from Yarrabah township towards and south along the coastline, and is mostly unsealed.

Council's workforce undertook the project from May 2016, to seal approximately 1.9 kilometres to the cul-de-sac at Jilgi.

Commencing with drainage works and formation, re-sheeting then started in February 2017 in conjunction with NDRRA funding.

The bitumen seal was completed in May 2017, providing safer and reliable access for the community along this section. Yarrabah ASC contributed \$175,412 of their ATSI TIDS allocation to the project, being 50% of the total cost.



GLADSTONE RRTG

Glenlyon Road

Glenlyon Road, South Gladstone is located approximately 2 kilometres south-east of Gladstone's CBD. It is an important two-lane urban sub-arterial road of approximately 2.8 kilometres, providing the link between West and South Gladstone to Sun Valley, Telina, Toolooa Estate and Glen Eden. Traffic growth, deterioration of the asset and its importance as a heavy vehicle and B-double route were the key drivers for the project.

Glenlyon Road is an 80 km/hr speed environment that delivers traffic (Annual Average Daily Traffic = 10,000 vehicles per day) from surrounding collector streets to Kirkwood Road, Philip Street, Dawson Road (State Controlled assets) and the CBD.

Gladstone Regional Council engaged a TMR-prequalified contractor to undertake the project with Council providing contract management. Products and quality assurance was conducted in accordance with TMR Standards and Specifications.

Construction of the widening and asphalt overlay commenced in February 2017. Major aspects of the project included asphalt overlay of Glenlyon Road from Derby Street to the Moura Short Rail Bridge, including:

- Glenlyon Rd/Rifle Range Rd intersection overlay
- Glenlyon – Moura Rail Bridge corrector layers
- Philip St – Moura Rail Bridge seal and overlay
- Philip St – Breslin/Derby St Intersection seal and overlay
- Glenlyon Rd – Derby St mill and fill failed areas
- Glenlyon Intersection mill and fill failed areas
- Glenlyon Intersection seal and overlay.

Widening of the Glenlyon Road carriageway by three metres from Derby Street to Philip Street, and the cycle lane treatments at Glenlyon Road/Breslin Street intersection and Catalina Entrance were delivered under separate funding. Reinstatement of line marking, raised pavement markers and line work adjustments were not included in the final project costs.

Some of the challenges encountered during delivery and the methods employed to overcome them are listed in the table below.

The project also included a redesign of line marking to improve the existing cycle path widths on the western side and the new cycle lanes, with stenciling through the Glenlyon Intersection providing additional improvements to the existing network.

As the central connection between the suburbs and the CBD, improvements provide a connection that can be travelled via only one set of traffic lights, offering greater commutability and access to industrial and commercial areas, with a higher speed environment than other connections.

Completed in May 2017, the final project cost of \$1.44 million included a RTA TIDS component of \$462,339.

Story submitted by Gerard Read, Technical Coordinator for Gladstone RRTG.

Problem	Solution
Traffic management	Work programmed for nights Extensive consultation via media release and using message boards to minimise disruptions
Serious deep failures at Derby St/Glenlyon Rd Intersection	Geotechnical testing and redesign for a deep lift asphalt in Derby Street and waterproofing seal prior to overlay to accommodate heavy vehicles
Stripping and surface cracking for the majority of the network	Seal membrane (SAMI seal) to majority of surfaces to waterproof and reduce cracking through to new surface
Rutting near the Moura Short Rail Bridge	Corrector layer installed to reinstate road profile prior to overlay
Timing with other associated works - Glenlyon widening and the trunk water main installation across Glenlyon Road	Coordinate overlay with widening works and stage works to allow trench works for water main prior to overlays
Intersection stressing - Heavy Vehicles	Upgrade asphalt product for high stress using class 600 bitumen and polymer binders to mitigate future rutting at intersections and provide greater longevity

NORTH WEST RRTG

Richmond – Croydon Road

The Richmond – Croydon Road is an important north-south LRRS linking the towns of Richmond in the south and Croydon in the north and connects higher order state-controlled roads, the Flinders Highway and the Gulf Developmental Road respectively. It is located within both the Richmond and Croydon Shire Council LGAs and is approximately 360 kilometres long. 118 kilometres is unsealed, approximately 100 kilometres is single-lane seal with the remainder a two lane sealed carriageway.

As well as its crucial connecting function, Richmond – Croydon Road is a vital road servicing the beef cattle industry, farming industry and tourism sector. The road provides access to markets via rail at Richmond and via road; predominantly the Flinders Highway. Unsealed and single-lane sealed roads pose a number of risks to vehicles in dry or wet conditions. Passing and overtaking can be hazardous due to reduced visibility because of dust and the potential to lose control of the vehicle due to rough, soft or boggy unsealed sections and shoulders. The trafficability of the pavement can be severely limited and treacherous with minimal rainfall. Accessibility and travel times can be greatly compromised or non-existent. Being located in North Queensland the annual wet season subjects the Richmond – Croydon Road to flooding and even closure for extended periods.




In 2016-17, Richmond Shire Council widened a 9.3 kilometre section of the single lane sealed road to 7 metres on an 8 metre pavement at its southern end. Minor realignments were undertaken, the existing pavement was cement stabilised, new paving material was imported to increase pavement depths and a two coat seal was applied. The project has greatly increased safety for the heavy transport industry, commuters and tourists and provides better overtaking opportunities and increased wet weather immunity. Freight and livestock productivity has been improved by incrementally reducing transport costs.

In addition to the obvious gains, economic benefits flowed to the community. The project provided employment and engagement opportunities for local people and plant hire contractors. Community businesses benefited from external participants (eg. sealing contractor) and other suppliers staying in Richmond during the construction period.

Richmond Shire Council has strategically prioritised sealing of the Richmond – Croydon Road for many years and will continue to do so. TIDS funding, Council revenue and other external funding sources have been allocated to this objective for more than 15 years. Being a relatively small rural Council, Richmond does not have a large rate base to generate the capital to undertake all the desired works on its large network – it relies heavily on the Roads and Transport Alliance TIDS program for its highest priority works.

The 2016-17 project cost was approximately \$1.4 million, with Roads and Transport Alliance TIDS funding of \$692,000. A further \$730,000 Roads and Transport Alliance TIDS funding is currently allocated in each of 2017-18, 2018-19 and 2019-20 to upgrading the Richmond – Croydon Road within Richmond Shire Council LGA. Far North Queensland RRTG has also allocated approximately \$720,000 across 2017-18 and 2018-19 to upgrading the Richmond – Croydon Road within Croydon Shire Council LGA. In addition, \$4.16 million has been allocated from the Australian Government's Northern Australia Beef Roads Program across 2017-18 and 2018-19 (total project value = \$5.2 million) for works on the road in both Richmond and Croydon Shire Council LGAs.





Floodway construction

In 2016-17, Flinders Shire Council constructed 14 concrete floodways and approaches across three roads on the North West Queensland RRTG LRRS and non-LRRS network primarily to improve the trafficability and safety for road users. The floodways ranged from 20 metres to 40 metres in length and targeted known watercourse crossings on the roads which hinder and stop accessibility during inclement weather periods, predominantly the annual January to April wet season. Dalkeith Road, Dutton Downs Road and Expressman Road are similar unsealed rural roads, which service the rural and tourism sectors.

Flinders Shire Council has prioritised upgrading of watercourse crossings for many years and will continue to do so. The 2016-17 project cost approximately \$720,000, with Roads and Transport Alliance TIDS funding of \$353,000. A further \$387,000 Roads and Transport Alliance TIDS funding is currently allocated across 2017-18 to 2019-20 for construction of floodways.

Stories submitted by Gerard Read, Technical Coordinator for North West Queensland RRTG.

ROCKHAMPTON RRTG

Nine Mile Road

Nine Mile Road is approximately 11.5 kilometres in length and commences at its intersection with Ridgeland Road just north of Rockhampton Airport, extending in a predominantly west/south-west direction to Alton Downs–Nine Mile Road. An important LRRS route, it traverses the flood plain west of Rockhampton, directly servicing the rural areas of Alton Downs and Ridgeland.

The existing Nine Mile Road floodway courses the Lower Gracemere Lagoon at the western end of the road and is approximately 2.7 kilometres in length and 3.8 metres wide. Constructed during the late 1940's, it is submerged during river floods by up to 1.2 metres and can remain inundated with floodwater for many weeks. When the flood recedes to a trafficable level (200–400mm), heavy vehicles from two adjacent sand extraction operations recommence using the road. Due to its age and increasing volume of heavy traffic, the floodway was in poor condition, in need of replacement and widening.

The 2016–17 project was effectively Stage 1 of the full replacement of the floodway, with construction of 650 metres at a new width of 6.5 metres. Stage 1 costs of approximately \$890,000 included TIDS funding of \$433,825. The remainder of the floodway will be replaced in 2017–18 at an estimated cost of approximately \$1.54 million, though this has been funded outside the scope of the Rockhampton RRTG works program.

The project was constructed using Rockhampton Regional Council day labour workforce. The traditional construction method was to set up a section 30 metres long and pour, compact, spread with hand screed and finish; taking approximately ten workers six hours, and causing considerable fatigue by the end of shift. As the project site was within a flood plain, work was planned to be completed during the traditional dry period.

Rockhampton's high temperatures and humidity had to be taken into consideration and presented a genuine safety risk given the scope of works. There were concerns for the welfare of the concreting crew to complete the works on a continual basis over three months in 2016–17 (Stage 1) and six months in 2017–18 (Stage 2) in tough labouring conditions.

The concreting crew was asked for suggestions to simplify delivery of the project. Having viewed a "roller screed" on YouTube, a crew member suggested investigating its suitability to reduce fatigue and the risk of worker injury caused by bending over a traditional hand screed. Investigations took place and a roller screed was sourced from Melbourne for a trial, with Council deciding within two days to purchase its own roller screed.

Using the roller screed in conjunction with a concrete pump greatly improved productivity, and importantly,

reduced the physical effort required of the workforce, thereby minimising the likelihood of fatigue and injury. The previous daily production rate for a 30 metre length was completed on average in two hours, resulting in the project finishing a full three weeks ahead of schedule.

The reduced construction period also delivered other key benefits:

- Savings of approximately \$70,000.
- A shortened period of traffic disruption.
- Reduced risk of the impacts of a flood occurring during construction.

The project was a great example of innovation and collaboration on a "tricky" project involving all levels of staff from labourer through to management.

Story submitted by Gerard Read, Technical Coordinator for Rockhampton RRTG.



SCENIC VALLEYS RRTG

Redbank Plains Road

Redbank Plains Road is a key transport route for the City of Ipswich as it forms part of a strategic cross-city link between the activity centres in Ipswich, Springfield and Goodna. It is considered a high priority LRRS for the Scenic Valleys RRTG. Redbank Plains Road also plays a key role in servicing the Swanbank Enterprise Park and providing access to and from the adjacent suburbs of Collingwood Park, Redbank Plains and Bellbird Park. As the population of Ipswich continues to grow, so too does the travel demand along Redbank Plains Road. This includes not only increases in traffic (cars, buses, trucks) but also pedestrians and cyclists.

Given the importance of Redbank Plains Road to Ipswich's economic and social prosperity, Ipswich City Council has developed and delivered an \$85 million investment program since 2009 for its upgrade. The investment program includes safety, capacity and amenity measures to bring Redbank Plains Road up to 'urban' road standards. Works include additional traffic and bicycle lanes, signalised intersections, footpaths on both sides, kerb and channel, drainage, lighting, bus stops, pedestrian crossings, and landscape improvements.

As part of this investment program a \$3.8 million project was delivered by Ipswich City Council in 2016-17 for the section between School Road and Cedar Road. The works included:

- Widening from two to four lanes to ensure capacity for future traffic requirements.
- New traffic signals installed at the intersection of Frawley Drive to provide access in and out of the adjacent residential area.
- Increased size of the turning lanes to improve traffic flow.
- Modification of existing corridor levels to improve stormwater management.
- Realignment of the existing footpath.
- Extension of median strip to ensure safe separation of traffic and pedestrians.

- Creation of left only entry and exit movements from side streets and creation of a U-turn facility.
- Improved access and mobility for pedestrians, cyclists and bus patrons. Mobility for cyclists was enhanced with the continuation of on-road bike lanes including connections to the Redbank Plains Recreation Reserve and the Goodna Creek Bikeway.

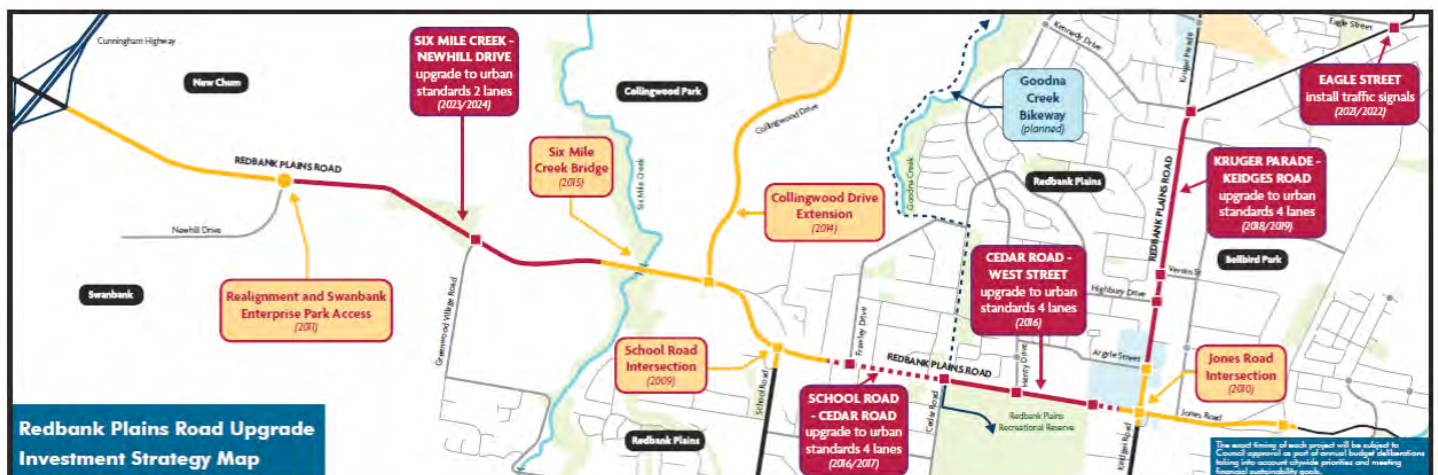
Works commenced in late 2016 and were completed in mid-2017. Extensive public consultation was undertaken before and continuously during the project for affected residents and landowners. Two open Community Information Sessions were held prior to works commencing where community members had the opportunity to speak directly with Project Team members.

Key benefits of the project were:

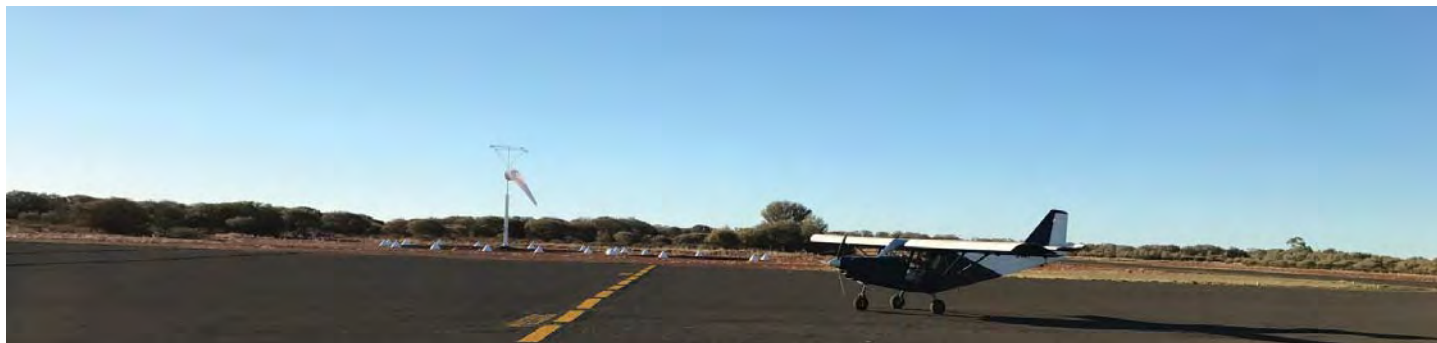
- Improved road safety.
- Reduced congestion.
- Enhanced sustainable travel options.
- Improved travel times and safe accessibility for local residents.

TIDS funding of \$705,446 contributed to delivery of this project. Further works under the Redbank Plains Road investment program are scheduled for 2018-19 (Keidges Road to Kruger Parade section) and tentatively 2021-22 and 2023-24. A further \$705,000 TIDS funding from the Scenic Valleys RRTG works program is currently allocated to the 2018-19 project.

Story submitted by Gerard Read, Technical Coordinator for Scenic Valleys RRTG.



SOUTH WEST RRTG



Quilpie Airport Reseal and Diamantina Development Road Intersection Upgrade

Quilpie Airport required airside improvements to reseal and remark the runway, apron and taxiway. The airport intersection was also badly aligned with the major transport route of the Diamantina Development Road. The \$450,000 upgrade project, including \$99,000 TIDS funding through the South West RRTG's annual TIDS program, was delivered in March 2017.

Council's contractor crews undertook the work to reseal the tarmac and line mark the surface, in accordance with the exacting quality standards required for aviation.

The upgrading and realignment of the entrance to Quilpie Aerodrome at the intersection of Diamantina Development Road was undertaken by council's road construction and maintenance crew.

The project included clearing and earthworks to realign the road, edging construction at shoulders and bitumen sealing and line marking, resulting in a wider and safer intersection to this transport hub.

Kyabra Road Upgrade

This project improved a section of Kyabra Road between Eromanga and the north-western area of Quilpie Shire, to all-weather standards.

Kyabra Road is 84.5 kilometres from Eromanga to the Diamantina Development Road, with this project upgrading the unsealed section from the 75.4 kilometre to 84.5 kilometre markers. This section had been adversely affected by increases in resource sector traffic, contributing to it frequently being made impassable.

The TIDS funding component of \$666,667 was fully claimed in May 2017, with works including realignment of approximately one kilometre of road to eliminate substandard curves, earthworks on curved sections to widen the road and edging construction at shoulders to improve safety.

This important upgrade also included drainage, stabilisation and replacement of pavement on seven floodways, and installation of an eight-metre wide grid.

The project was completed with gravel resheeting of 9.1 kilometres of pavement and 50,000m² of bitumen sealing, as well as a review and replacement (as needed) of road signage along the project site.

The upgrade has improved safety and connectivity and is benefiting both industry and local road users.

Stories submitted by Stephen Hegedus, Technical Coordinator for South West RRTG.

WIDE BAY BURNETT RRTG

Blackbutt - Crows Nest Road, Blackbutt

Blackbutt-Crows Nest Road is a single-lane sealed rural collector road providing connections to the access roads and ultimately southern properties of Blackbutt. AADT is approximately 152 vehicles per day, comprising 11% heavy vehicles. It requires frequent reactive maintenance in response to justifiable complaints from road users.

Existing high traffic volumes, constrained horizontal and vertical geometry, restricted visibility, higher speeds and frequent reactive maintenance warranted for the upgrade. The constrained geometry and visibility access to high productivity commercial vehicles such as B-Doubles.

South Burnett Regional Council delivered reconstruction and widening of 2.7 kilometres of the Blackbutt-Crows Nest Road. Survey and design work for this project was carried out by council staff. Project works involved land acquisition, intersection upgrades, drainage upgrades, pavement works and finished with a two-coat bitumen seal. The project provides a safe transport system suitable for the operation of B-Doubles, which promotes economic growth and enhances liveability.

The total project cost was \$1.87 million, with South Burnett Regional Council matching TIDS funding of \$559,269 in 2016-17.



Kumbia Brooklands Road, Haly Creek

Kumbia Brooklands Road is an important LRRS in South Burnett Regional Council's road network. It is a rural major collector road providing connection to the major localities Kumbia, Ellesmere and Nanango. AADT is approximately 238 vehicles per day, comprising 12% heavy vehicles. Narrow lane width, high speeds and frequent reactive maintenance warranted the upgrade.

The project is two-lane two way sealed surface from the Stuart River Bridge at Alice Creek for 1.2 kilometres towards Kumbia. Survey and design work for this project was carried out by Council staff. Construction works involved subgrade preparation, clear zone clearing, construction of a 175mm subbase and 150mm base layers of type 3.2 gravel material, finished with a two coat bitumen seal. Completion of these upgrade works has resulted in significant safety improvements for the travelling public and significant reductions in reactive maintenance costs for council.

The total project cost was \$671,058, with South Burnett Regional Council matching TIDS funding of \$222,704 in 2016-17.

Kay McDuff Drive extension and the intersection with Bundaberg Ring Road

The completion of the \$2.8 million Kay McDuff Drive extension to link with the Bundaberg Ring Road allows heavy vehicles to directly access the adjacent industrial area.

The construction of this link road has been a much anticipated project that will provide road network efficiencies to significantly benefit businesses established in the industrial area and also heavy vehicle freight companies. More than 6,200 vehicles, including more than 320 heavy vehicles, used an alternate route through urban streets every day. This project is expected to deliver vehicle savings of \$15.3 million over 25 years.

This project is an initiative of Bundaberg Regional Council and was jointly funded through TIDS and the Australian Government's Heavy Vehicle Safety and Productivity Program.

The 450 metre extension of Council's Kay McDuff Drive was constructed to a 14 metre wide Urban Industrial standard. The extension intersected with the state-controlled Bundaberg Ring Road in a 100 km/hr speed environment. The intersection required a channelised Right-turn (CHR) configuration and a separated left turn lane into Kay McDuff Drive.

This project supports the Queensland Government's commitment to work with the heavy vehicle industry to help provide a safer and more productive freight network. The road was opened to traffic on 9 June 2017.

The 450 metre extension to Kay McDuff Drive and its intersection with Bundaberg Ring Road was constructed by a local contractor, Berajondo Earthmoving.



Stories submitted by Warren Paulger, Technical Coordinator,
Wide Bay Burnett RRTG.

Supporting State-wide Capability Improvements



State-wide Capability Development Fund

Each year funding is made available to all 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 2016-17, 12 projects were funded through the SCDF.

Details below.

Project Name	Project Description
AAPA Training Courses (2016-17 and 2017-18)	Funding was provided to Bowen Basin, Gladstone, North West Queensland and Rockhampton RRTGs to undertake a selection of training courses focused on bitumen surfacing and pavement practices, delivered by the Australian Asphalt Pavement Association (AAPA)
AusRAP Safety Assessment Project – Phase 1	Funding for ARRB to conduct an Australian Road Assessment Program (AusRAP) assessment program on the sealed local government LRRS network for improved safety outcomes
Brisbane Transport Plan	Brisbane Metro Alliance RRTG received funding for the development of a new transport plan to provide a framework to guide decision making affecting transport over the next 20 years
Local Government Heavy Vehicle Route Assessment Guidelines (2016-17 and 2017-18)	Funding for ARRB to develop a simple to use and fit for purpose route assessment guideline for use by local government
Materials 101 for Engineers and Inspectors Workshop (2015-16 and 2016-17)	Funding was provided for staff from Bowen Basin, Gladstone, North West Queensland and Rockhampton 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 (formerly Lab 101 for Engineers – Construction Material Testing)
Network Benefits Realisation Project (2016-17 and 2017-18)	Eastern Downs and Western Downs RRTGs received funding to develop processes that enable the network evaluation of the benefits of various regional freight strategies
Project Collaboration Tool Development	South West RRTG received funding to develop a tailored system for project management collaboration, communication and document control
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
Road Safety Audit Training	Rockhampton and Whitsunday RRTGs both received funding to undertake training in road safety audits
Supervisors Training (2015-16 and 2016-17)	South West received funding for training to build and embed supervisory skills for Council staff undertaking and completing construction and maintenance works
Supervisors Workshops	Bowen Basin, North West Queensland and Rockhampton RRTGs received funding for their members' staff to attend workshops delivered by Institute of Public Works Engineering Australasia, Queensland (IPWEAQ), focussed on the leadership and supervision of works construction and maintenance
Traffic Management Design Course	Funding was provided to Bowen Basin RRTG to accommodate local government staff from Isaac Regional Council who were unable to attend the course last year

SAFETY INITIATIVE — AUSRAP PROJECT

To help RRTGs undertake the required road safety assessments on all LRRS, the Roads and Transport Alliance Board approved a project for ARRB to conduct Australian Road Assessment Program (AusRAP) road safety assessments of sealed local government LRRS (LG LRRS). The AusRAP Star Ratings road safety assessment methodology supersedes NetRisk, which was used in 2009 to assess all LRRS. The AusRAP project is being jointly managed by TMR's Local Government Partnerships team and the Safer Roads Unit.

The project is being conducted in two phases:

- Phase 1, fully funded by TMR and SCDF, includes conducting road condition surveys and collecting video data for all sealed LG LRRS.

For Phase 2, the Alliance will send a formal invitation to RRTGs to undertake AusRAP Star Ratings assessments. These assessments are based on the coding of over 50 road attributes that are known to influence the safety of the road and include:

- lane and shoulder widths
- vertical and horizontal alignment
- volume and speed of traffic
- road condition and skid resistance
- distance to and type of roadside hazards
- delineation, signage and line marking
- intersection details
- pedestrian facilities.



- Phase 2 will use the standard 50/50 matched funding basis between SCDF and RRTGs. RRTGs will have the option to have an AusRAP assessment completed on all or a subset of their sealed LG LRRS. (Note: TMR have recently completed an AusRAP assessment of the entire Queensland state-controlled road network, including all TMR LRRS.)

To provide RRTGs with a better understanding of the AusRAP project and allow them an opportunity to discuss road safety issues in their region, members of TMR's Safer Roads Unit have attended RRTG Technical Committee meetings and given presentations on the benefits of AusRAP road safety assessments, using local examples of assessments already completed on TMR LRRS. ARRB are currently undertaking Phase 1. Surveys have been completed on 85% of the RRTGs sealed LRRS networks.

Based on the values coded for the road attributes, a star rating is assigned to each 100 metre road segment and then averaged for the entire road.

Going forward, benefits of completing an AusRAP assessment of your LRRS network include:

- Enabling easier communication about road safety issues using the colour-coded AusRAP Star Ratings maps produced, which allow you to see at a glance where the road safety issues are
- Help in planning road safety treatments at individual sites, along a route or for an entire road network
- The ability to compare roads in individual councils with other roads in the region and with roads on the TMR state-controlled road network (which has already been assessed).

The Local Government Partnerships team will be working closely with each RRTG to progress through to Phase 2, to see councils realise the benefits of the project.

IPWEAQ SUPERVISORS WORKSHOPS

Bowen Basin and North West RRTG's

Leadership and supervision of works construction and maintenance is a vital skill for Councils and TMR as road and transport authorities. During 2016-17, the Technical Committees of North West Queensland and Bowen Basin RRTGs identified some skill gaps and areas for improvement within its "outside" supervisory staff.

Both RRTGs had employed supervisors that had previously shown ability and progressed to supervisory level, though some had only minimal formal training. It was determined that some longer term supervisors would benefit from further skill development.

After some investigation and negotiation, both RRTGs agreed to undertake the two-day IPWEAQ Supervisors Workshop "in-house", to alleviate the need for staff to travel to Brisbane for the training. The workshop was developed by well-known former local government engineer, Kevin Kerr from George Bourne & Associates, and has been very well regarded since its implementation. While it generally follows a standard outline, the workshop is customised to suit the particular needs of participants. Both workshops were ably delivered by Ross Guppy and Tony McDonald.

The NWQ workshop was held in Cloncurry from 28 February to 3 March 2017. An extra day was added to the standard workshop to cover specific non-technical skills such as human resources, leadership and management of staff. the workshop was held across four days, half days on the first and fourth days allowing for travel. 21 staff attended from Carpentaria Shire, Cloncurry Shire, Flinders Shire, McKinlay Shire, Richmond Shire and Mount Isa City Councils and TMR North West district.

The Bowen Basin workshop was held in Emerald on 14-15 March 2017, with 16 staff attending from Central Highlands Regional, Isaac Regional and Woorabinda Aboriginal Shire Councils.

The workshops covered a broad range of topics, including:

- Survey set out and Control, Earthworks and Stabilisation, Managing a Civil Workforce, Pavement Construction and Rehabilitation, Drainage and Drainage Structures, and Spray Seal Application.
- Environmental Management, Quality Control, Engineering Calculations, Safety, and Planning, Estimating, Scheduling, Budgeting and Control were also covered.

Attendees developed, improved or refreshed management, supervisory and technical skills required to effectively supervise civil construction and maintenance projects. At completion of the workshops, ten feedback questions were asked, with an average score of 4.70/5 for the NWQ workshop and 4.64/5 for the Bowen Basin workshop. Feedback from staff was very positive, with minimal suggestions for improvement,

and indicating the training was very beneficial and met (if not exceeded) expectations.

Joint procurement of workshop delivery and hosting the workshops "in-house", provided direct savings to RRTG members in terms of minimising travel and accommodation expenses that would normally be incurred in sending staff away. As a result, this enabled more staff to attend.

SCDF was provided to subsidise this training in the amounts of \$11,138 for the NWQ workshop and \$8,860 for the Bowen Basin workshop. The North West Queensland and Bowen Basin RRTGs would like to acknowledge and thank the Roads and Transport Alliance Board for assisting and supporting this initiative.



South West RRTG

The South West RRTG (SWRRTG) identified a need in their 2015-16 to 2016-17 Capability Agreement and Action Plan to improve road construction efficiency across the group by undertaking high-level supervisor training for key supervising personal.

The Supervisor's Handbook produced by IPWEA is an industry respected manual for the relevant roadworks and accordingly, the group sought training from IPWEAQ based on the contents of the Handbook.

A funding application was successful under a 50/50 cost sharing arrangement between the Roads and Transport Alliance SCDF and SWRRTG members. The training would deliver on a core function of the Roads and Transport Alliance to improve management and delivery through training, technology and knowledge transfer.

The Supervisors training course was delivered over eight days, broken up into four two day training blocks. A total of 18 staff representing all the group's councils participated in the training. The focus of the training was on assisting in the building and embedding of supervisory skills such as preparing, organising, managing, undertaking and completing works.

The course covered methodology in all aspects of the work, with reference to legislation and regulations applicable to the role of the supervisor. To assist with consolidating the program's learnings and to ensure continuous engagement between participants, skills were required to be put to the test with local projects.

The training aimed to ensure member Councils have well supervised projects with staff who have knowledge of safe working practices, contract administration as well as the latest construction and material advancements.

The SWRRTG and member Councils will see benefits from a greater relevant knowledge base, consistency throughout the region and higher general construction and maintenance capabilities within each Council.

Training of key personnel gave them the ability to better mentor their staff on the job, which translates into safer working environments for all of those working on and travelling through projects in the region.

State-wide Financial Reports

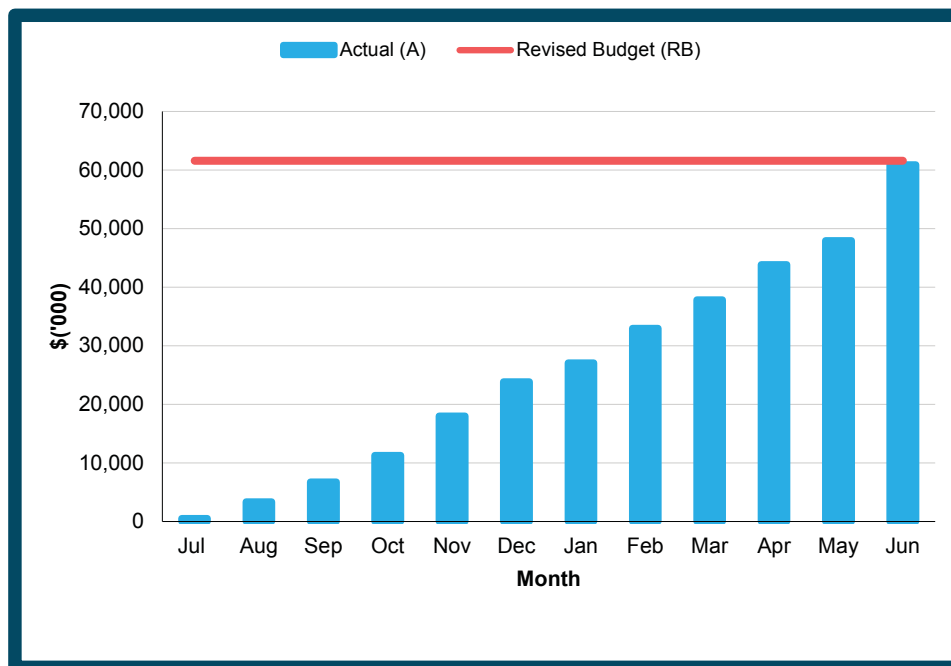


Roads and Transport Alliance TIDS

The Roads and Transport Alliance TIDS program achieved 99% expenditure for the 2016-17 financial year. A summary of performance by RRTG is detailed below.

Regional Roads and Transport Group	No. of Projects	Allocation (\$'000)	Budget (\$'000)	Year to Date Expend (\$'000)	Budget Spent (%)
Bowen Basin	15	4,479	4,639	4,639	100 %
Brisbane Metro Alliance	11	2,042	2,042	1,984	97 %
Eastern Downs	3	2,728	2,728	2,728	100 %
Far North Queensland	20	5,715	5,586	5,586	100 %
Gladstone	7	1,038	1,038	1,038	100 %
North Queensland	15	3,361	3,361	3,361	100 %
North West Queensland	24	5,493	5,626	5,603	100 %
Northern SEQ	15	3,718	3,726	3,726	100 %
Outback	26	6,211	6,708	6,627	99 %
Rockhampton	7	1,516	1,516	1,516	100 %
Scenic Valleys	9	2,171	2,171	2,155	99 %
South West	24	6,646	6,646	6,169	93 %
Southern	6	2,690	2,690	2,690	100 %
Southern Border	10	2,199	2,199	2,164	98 %
Western Downs	10	2,645	2,645	2,645	100 %
Whitsunday	3	1,803	1,480	1,480	100 %
Wide Bay/Burnett	51	6,746	6,745	6,745	100 %
Total	256	61,200	61,545	60,856	99 %

State-wide Year to Date (YTD) Expenditure



State-wide TIDS program

The table below shows the proportion of project types funded under the 2016-17 Roads and Transport Alliance TIDS program.

Infrastructure Type	Year to Date Expend (\$'000)	% of Total
Local Roads Development Works on lower order state-controlled roads or higher order local government-controlled roads	52,856	86.9%
State Network Works funded by RRTGs to high priority projects they identify on the state-controlled road network	4,541	7.5%
Safe School Travel Works to improve the safety of children travelling to and from school, including cycleways at existing schools	2,123	3.5%
Capability and Development RRTGs may allocate up to 2.5% of funding for capability development purposes	702	1.2%
Airport Infrastructure Works that enhance the safety and accessibility of airports	379	0.6%
Cycleways Works on cycle facilities	254	0.4%
Total	60,856	

RRTG ATSI

A total of four projects were funded in 2016-17 and 91% of this year's budget was spent on the works detailed below.

Local Government	Project	Budget (\$)	Year to Date Expend (\$)	Budget Spent (%)
Bowen Basin Regional Roads and Transport Group				
Woorabinda	Woorabinda Township Various Roads Reseals-TIDS	52,515	52,515	100 %
Far North Queensland Regional Roads and Transport Group				
Wujal Wujal	Wujal Wujal Community, China Camp Road project	29,273	29,000	99 %
Yarrabah	Yarrabah Community, Yarrabah, Back Beach Road sealing works	222,629	175,412	79 %
North West Queensland Regional Roads and Transport Group				
Doomadgee	Woolgrang West Road Doomadgee construct to sealed standard	197,015	197,015	100 %
Total		501,432	453,942	91 %

State-wide Capability Development Fund

The 2016-17 SCDF program contributed to the delivery of 12 projects; three will be continuing next financial year.

Investment Name	Budget (\$)	Year to Date Expend (\$)	Budget Spent (%)
Australian Road Assessment Program (AusRAP) Safety Assessment Project (Phase 1)	273,000	273,000	100 %
Brisbane Transport Plan - Brisbane Metro Alliance RRTG	100,000	100,000	100 %
Development of Local Government Heavy Vehicle Route Assessment Guidelines	60,000	60,000	100 %
Supervisor's Workshops - Bowen Basin, North West Qld and Rockhampton RRTGs	42,997	42,997	100 %
AAPA Training Courses - Bowen Basin, Gladstone, North West Queensland and Rockhampton RRTGs	31,750	31,749	100 %
Restricted Access Vehicle (RAV) Route Assessment Tool Training (2015-16 and 2016-17)	20,250	20,250	100 %
Network Benefits Project - Eastern Downs and Western Downs RRTGs	20,104	20,104	100 %
Road Safety Audit Training (2016-17) - Rockhampton and Whitsunday RRTGs	17,125	17,125	100 %
Supervisor's Training - South West RRTG (2015-16 and 2016-17)	9,600	9,600	100 %
Materials 101 for Engineers and Inspectors Workshop (formerly Lab 101 for Engineers - Construction Materials Testing Workshop; 2015-16 and 2016-17)	7,870	7,870	100 %
Project Collaboration Tool Development - South West RRTG	2,500	2,500	100 %
Traffic Management Design Course - Bowen Basin RRTG	2,000	2,000	100 %
Total (projects)	587,196	587,195	100 %
Funding commitment unallocated	12,804		
Total (including unallocated balance)	600,000	587,195	98%

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

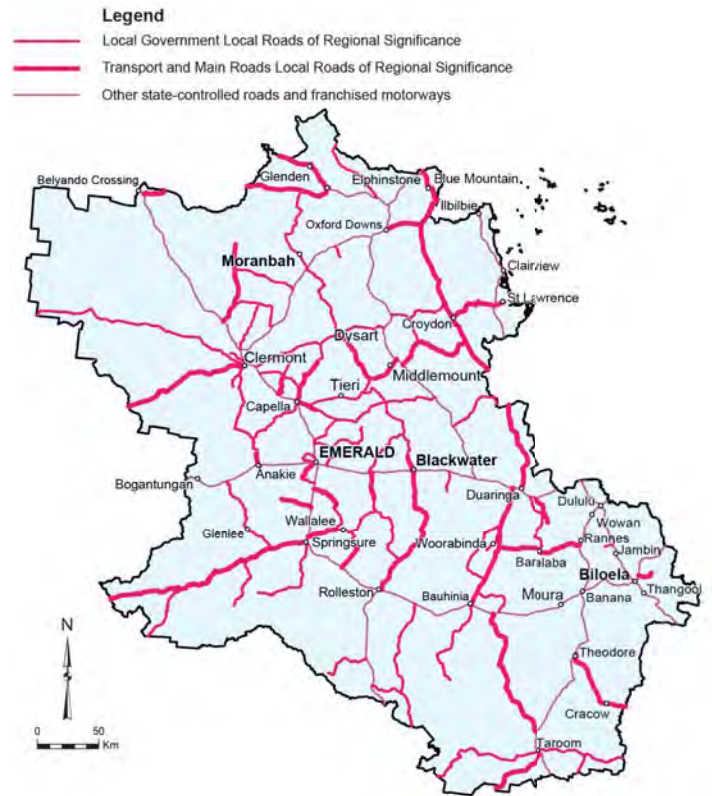
RRTG Technical Committee Chair

Jason Akers, Manager
Infrastructure, Central Highlands Regional Council

Technical Coordinator

Gerard Read, Shepherd Services

Darren Shepherd, Shepherd Services



Roads and Transport Alliance TIDS / State Network RRTG Funded

Local Government	Project	Year to Date Expend (\$'000)
Banana Shire	Theodore - Moura Road (Theodore) Lonesome Creek Bridge Replacement 1	495
Banana Shire	Theodore - Moura Road (Moura) North of Theodore Widen and Overlay	400
Banana Shire	Goovigen Connection Road (Goovigen) Replace Floodway "T Holes"	240
Banana Shire	Melton Street (Biloela) Callide Street Biloela Intersection Drainage	186
Banana Shire	Quarry Road (Biloela) Pavement Rehabilitation	48
Banana Shire	Injune - Taroom Road (Banana), safety improvements	25
Banana Shire	Yaldwyn Street (Taroom) Miller Street To Kelman Street Taroom Upgrade Footpath	23
Central Highlands Regional	Blackwater – Rolleston Road (Blackwater) South of Blackwater Pave and Seal	800
Central Highlands Regional	Wyuna Road (Emerald), pave and seal	437
Central Highlands Regional	Comet River Road (Comet), section pave and seal	250
Central Highlands Regional	Capability and Development Technical Coordination	57
Isaac Regional	Peak Downs Mine Road, rehabilitate pavement various locations	877
Isaac Regional	Laglan Lou Lou Park Road, overlay unsealed road sections	550
Woorabinda Aboriginal Shire	Woorabinda Blackboy Road and Blackboy Access Road, construct to sealed standard	185
Woorabinda Aboriginal Shire	Woorabinda Carbine Street and Kangaroo Stadium Access Construct Footpaths	67
Total		4,639

RRTG ATSI

Local Government	Project	Year to Date Expend (\$'000)
Woorabinda Aboriginal Shire	Various roads reseal	53
Total		53

Brisbane Metro Alliance

RRTG Members

Brisbane City Council

TMR's Metropolitan District

RRTG Chair

Councillor Adrian Schrinner

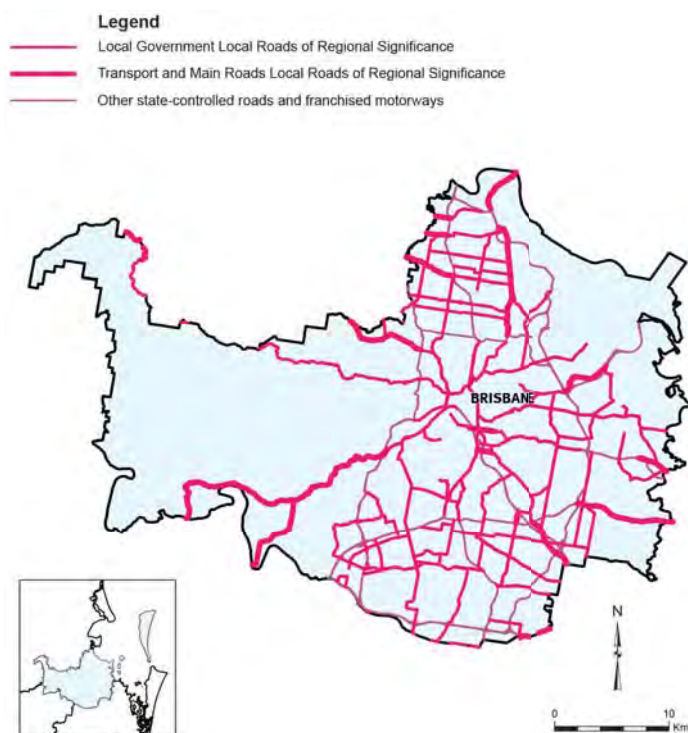
Deputy Mayor, Brisbane City Council

RRTG Technical Committee Chair

Chris McCahon

Transport Network Operations

Manager, Brisbane City Council



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Brisbane City	Lytton Road - Apollo Road, traffic intersection signal update and minor road widening	629
Brisbane City	Creek Road, Tick Street, Greenmeadow Road intersection, Mount Gravatt East, new traffic signals	601
Brisbane City	Ivory Street and Boundary Road, intersection upgrade	506
Brisbane City	Cannon Hill Anglican College - Krupp Road, Pedestrian Crossing	55
Brisbane City	Bracken Ridge State High School - Cedarwood Street, Pedestrian Crossing	49
Brisbane City	St Columba's Primary School - Lovadale Street, Pedestrian Crossing	32
Brisbane City	Upper Mount Gravatt State School, Cremin Street (Macgregor) children's supervised crossing	29
Brisbane City	Wynnum State School - Tangorin Street, Pedestrian Crossing	24
Brisbane City	Ithaca Creek State School - Lugg Street, Pedestrian Crossing	24
Brisbane City	New Farm State School, Heal Street, pedestrian crossing	19
Brisbane City	Watson Road State School - Watson Road, Pedestrian Crossing Enhancement	16
Total		1,984

Eastern Downs RRTG

RRTG Members

Toowoomba Regional Council

TMR's Darling Downs District

RRTG Chair

Councillor Carol Taylor

Infrastructure Services Portfolio Chair

Toowoomba Regional Council

RRTG Technical Committee Chair

Angelo Casagrande

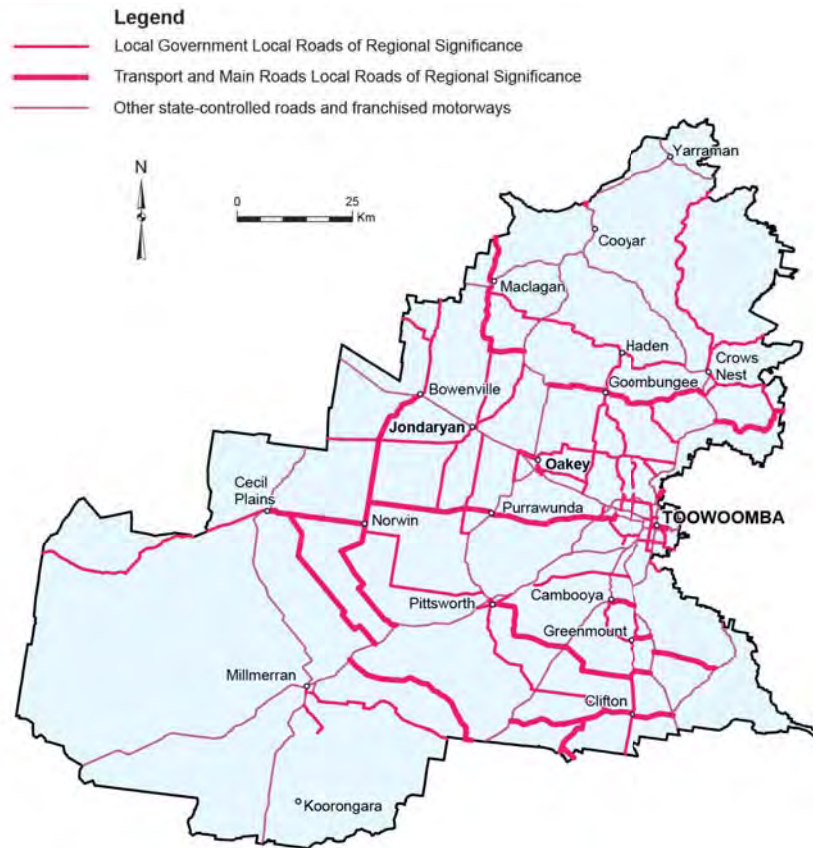
Executive Manager Construction & Maintenance

Toowoomba Regional Council

Technical Coordinator

Ron Wilson

Toowoomba Regional Council



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Toowoomba Regional	2016-17 Toowoomba Second Range Crossing - Boundary Street, sealing	2,330
Toowoomba Regional	Mort Street (North Toowoomba), duplication	384
Toowoomba Regional	Technical Capability Development (Eastern Downs)	13
Total		2,728

Far North Queensland RRTG

RRTG Members

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

RRTG Chair

Councillor Peter Scott
 Mayor, Cook Shire Council

RRTG Technical Committee Chair

Ashley Greenwood,
 Tablelands Regional Council (Current
 RRTG TC Chair)

David Goodman, Works Manager,
 Cassowary Coast Regional Council
 (Former RRTG TC Chair)

Technical Coordinator

Steven Cosatto
 Far North Queensland Regional
 Organisation of Councils
 (Former Tech Coordinator)

Darlene Irvine
 Far North Queensland Regional
 Organisation of Councils
 (Former Tech Coordinator)



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Cairns Regional	Mount Peter Road, road widening and guardrail installation	99
Cassowary Coast Regional	East Feluga Road, widen existing pavement	642
Cassowary Coast Regional	Bryant Street (Innisfail) Structural Rehabilitation	75
Cassowary Coast Regional	Flying Fish Point Road, Flying Fish Point Replace Major Culvert/s	73
Cook Shire	Railway Avenue (Cooktown) Construct to Two Lane Seal 1	320
Cook Shire	Lakefield National Park Road (Lakeland) Construct to New Sealed Two Lane Standard Two	205
Cook Shire	Lakefield National Park Road (Lakeland) Construct to New Sealed Two Lane Standard 1	205
Croydon Shire	Richmond - Croydon Road Construct to New Sealed Two Lane Standard 2	349
Croydon Shire	Richmond - Croydon Road, upgrade existing floodway	23
Douglas Shire	Cape Tribulation to Bloomfield Road (Bloomfield) Construct to Seal Standard	255
Etheridge Shire	Forsyth Road - Construct to new sealed two lane standard	1,093
Mareeba Shire	Myola Road, Mareeba Construct to New Sealed Two Lane Standard	341
Mareeba Shire	Springmount Road (Mareeba) Sealing	265
Mareeba Shire	Planning, design and program administration	143
Mareeba Shire	Euluma Creek Road extension of existing floodway	32
Tablelands Regional	Danbulla Forest Drive (Atherton) Robson Creek Bridge Replacement	621
Tablelands Regional	Sluice Creek Road (Mount Garnet) Snake Creek Bridge Replacement	371
Tablelands Regional	Gunnawarra Road - construct sealed road	207
Tablelands Regional	Cashmere - Kirrama Road, (Mount Garnet) Replace Herbert River Bridge and Approaches	168
Tablelands Regional	Cashmere - Kirrama Road, (Mount Garnet) Herbert River Bridge Replacement	100
Total		5,586

RRTG ATSI		
Local Government	Project	Year to Date Expend (\$'000)
Wujal Wujal Aboriginal Shire	Wujal Wujal Community, China Camp Road project	29
Yarrabah Aboriginal Shire	Yarrabah Community, Yarrabah, Back Beach Road sealing works	175
Total		204

Gladstone RRTG

RRTG Members

Gladstone Regional Council

TMR's Fitzroy District

RRTG Chair

Councillor Matt Burnett

Mayor, Gladstone Regional Council

RRTG Technical Committee Chair

Paul Keech

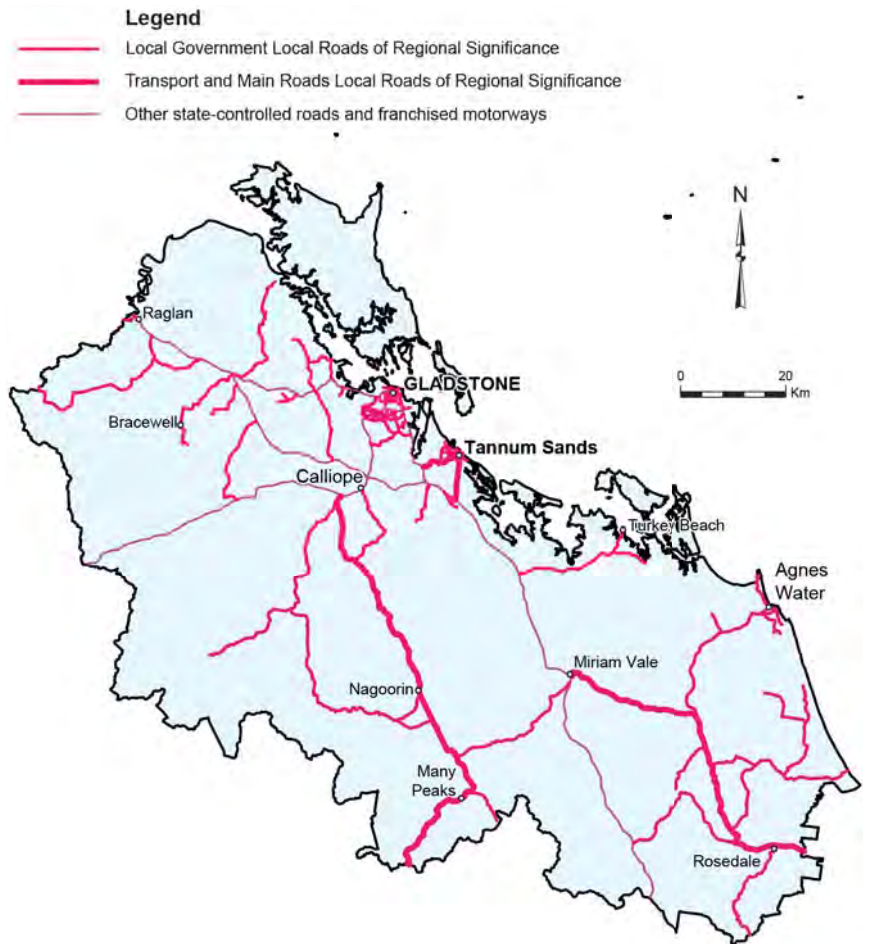
Director Engineering Services,

Gladstone Regional Council

Technical Coordinator

Gerard Read

GWR Civil Engineering Management



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Gladstone Regional	Glenlyon Road (Gladstone) Asphalt Resurfacing	462
Gladstone Regional	Red Rover Road (Gladstone), asphalt overlay	159
Gladstone Regional	Turkey Beach Road (Turkey Beach) Safety Improvements	150
Gladstone Regional	Gladstone - Benaraby Road West of Gladstone Rehabilitate and Overlay North of Dalrymple Drive	100
Gladstone Regional	Clinton State School (Gladstone); Upgrade the car park exit via Harvey Rd	100
Gladstone Regional	Hills Road (Gladstone) Safety Improvements	50
Gladstone Regional	Provide passenger set-down facilities at various schools	16
Total		1,038

North Queensland RRTG

RRTG Members

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

RRTG Chair

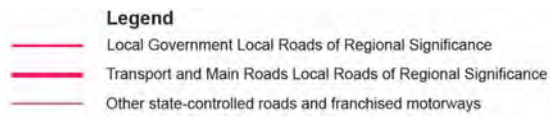
Councillor Mark Molachino
 Townsville City Council

RRTG Technical Committee Chair

Brenden Quabba, Engineering Services Executive Manager
 Townsville City Council
 (Former RRTG TC Chair)

Technical Coordinator

Nicole Sargent
 RRTG Coordinator, Townsville City Council



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Burdekin Shire	Brown Road (Home Hill), road and culvert works	264
Burdekin Shire	Alva Beach Road Ayr Construct 400m Section of Burdekin Be-Active Trail	100
Burdekin Shire	Sixth Avenue, Home Hill Widen and Bitumen Seal	79
Burdekin Shire	Alva Beach Road, Ayr, provision of protected turning lanes to Junior Soccer fields	50
Burdekin Shire	Graham Street (Ayr) Ayr State Primary School Upgrade Footpath to School Entry	10
Burdekin Shire	Mountainview Road (Airville) Bitumen Widening	2
Charters Towers Regional	Gill Street (Church Street - Boundary Street) to Railway, overlay and reconstruction in 2 stages	751
Charters Towers Regional	Dotswood Road, Gravel resheeting	90
Hinchinbrook Shire	Mount Fox Road (Upper Stone), pavement improvement	221
Hinchinbrook Shire	Wallaman Falls Road (Ingham), section widen and seal	188
Hinchinbrook Shire	Mount Gardiner Road (Bemerside), sealing works	95
Townsville City	Ingham Road (Bohle), Everett Street, intersection upgrade	1,072
Townsville City	Alfred Street (Nathan Street - Charlotte Street), full road reconstruction	303
Townsville City	Hunter Street (Bruce Highway - Southwood Road), Overlay	84
Townsville City	Eighth Street (Townsville City) Railway Avenue Bicycle and Pedestrian Path Upgrade	54
Total		3,361

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

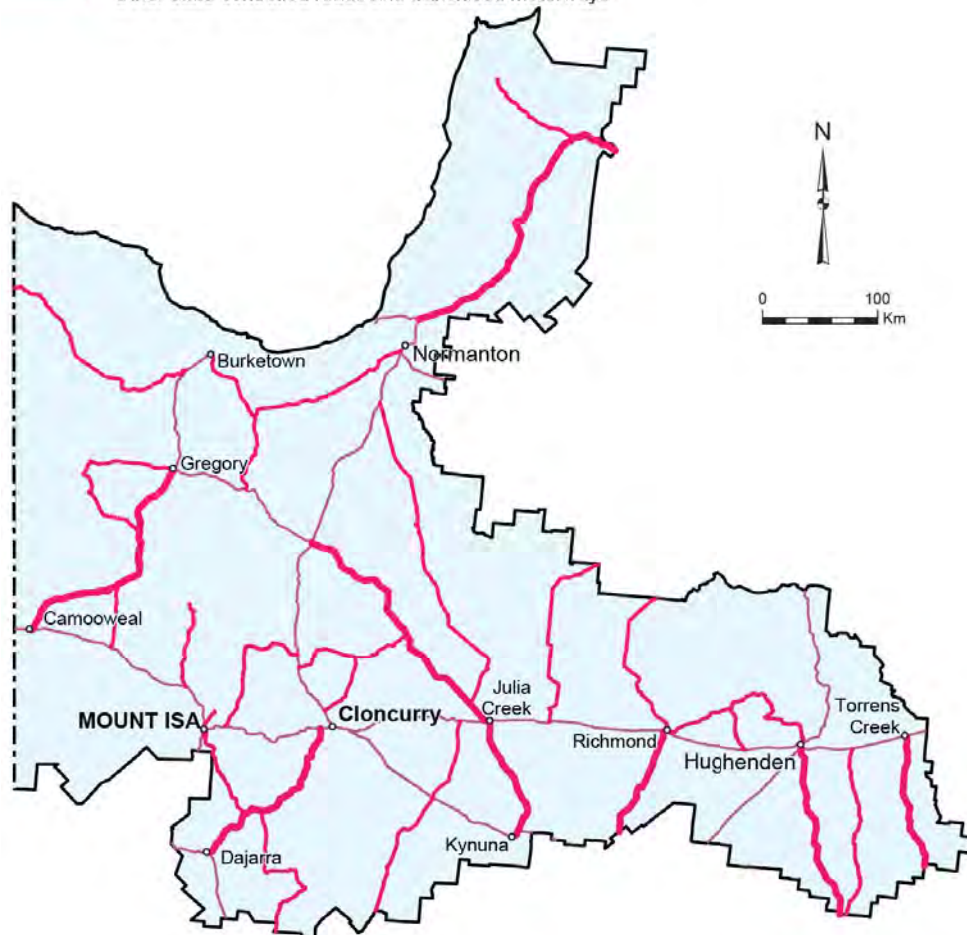
RRTG Technical Committee Chair

Hari Boppudi (Acting Chair)
 Project Engineer
 Flinders Shire Council

Technical Coordinator

Gerard Read
 GWR Civil Engineering Management

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



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Burke Shire	Doomadgee East Road rehabilitation	480
Burke Shire	Floraville Road (Burketown), 2017-18 reseal	372
Burke Shire	Doomadgee Road West (Burke) Sections Seal to Two Lane Standard	221
Burke Shire	Doomadgee East Road reseal	199
Burke Shire	Burketown Airport Apron Reseal	40
Burke Shire	Doomadgee East Road shoulder patching	21
Carpentaria Shire	Burketown Road, Carpentaria Shire Council Construct to Sealed Standard Section 31.75 - 37.25km	500
Carpentaria Shire	Burketown Road, (Carpentaria) Install Floodway Crossing	400
Flinders Shire	Old Richmond Road (Flinders) Sections Form And Pave	676
Flinders Shire	Prairie - Muttaborra Road (Flinders) Construct to New Unsealed Lane Standard	339
Flinders Shire	Dalkeith Road Flinders Shire Council Install Floodway	175
Flinders Shire	Dalkeith Road, Reconstruct Dunraveny Wall	143
Flinders Shire	Torver Valley Road Flinders Shire Council Construct to Sealed Standard	115
Flinders Shire	New drainage structure installation	100
Flinders Shire	Dutton Downs Road Flinders Shire Council Install Floodway	55
McKinlay Shire	Taldora Road, north of Julia Creek, construct to sealed standard	500

Local Government	Project	Year to Date Expend (\$'000)
Mount Isa City	Lake Julius Road Mount Isa pavement rehabilitation	125
Mount Isa City	Moondarra Drive Mount Isa pavement rehabilitation	125
Mount Isa City	Riversleigh Road Mount Isa Rehabilitate Pavement	115
Mount Isa City	Yelvertoft Road, Mount Isa, floodway construction and drainage, improvement and pavement rehabilitation	100
Richmond Shire	Richmond to Croydon Road, Widen and Seal 4.49 to 12.40km	488
Richmond Shire	Richmond to Croydon Road Rehabilitate and seal 0.92 to 2.80km	204
Richmond Shire	North West Queensland RRTG secretariat administration	70
Richmond Shire	Richmond to Croydon Road Reseal Various Locations	40
Total		5,603

RRTG ATSI

Local Government	Project	Year to Date Expend (\$'000)
Doomadgee Aboriginal Shire	Woollogarang West Road	197
Total		197

Northern SEQ RRTG

RRTG Members

Moreton Bay Regional Council

Noosa Shire Council

Somerset Regional Council

Sunshine Coast Council

TMR's North Coast District

RRTG Chair

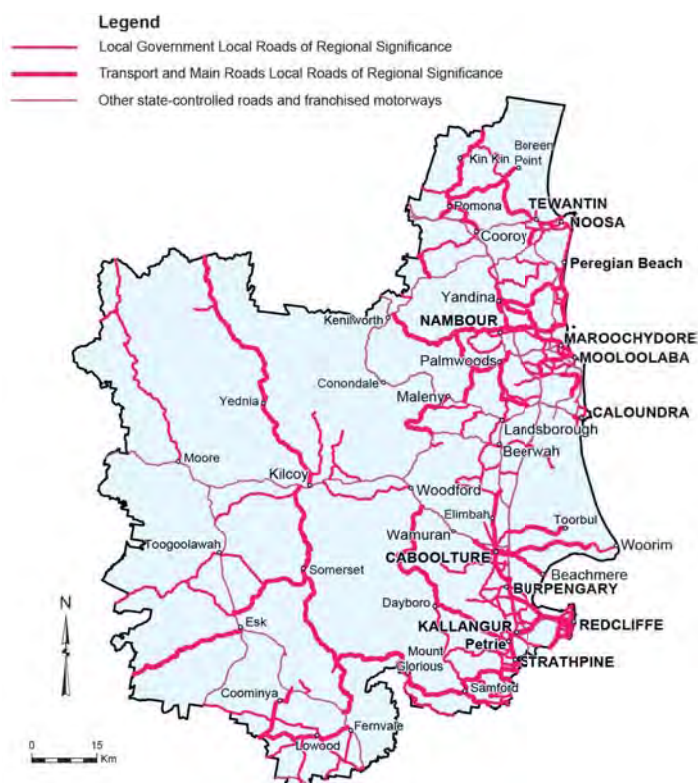
Councillor Dan Hall
Somerset Regional Council

RRTG Technical Committee Chair

Andrew Johnson, Works Engineer
Somerset Regional Council

Technical Coordinator

Warren Paulger
Consultant Engineer



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Moreton Bay Regional	South Pine Road, Everton Hills, upgrade	1,318
Moreton Bay Regional	Station Road 2016-17 TIDS Pedestrian and cyclist facilities	54
Moreton Bay Regional	Regional Roads and Transport Group Capability Funding	11
Noosa Shire	Regional Roads and Transport Group Capability Funding	11
Somerset Regional	Glamorgan Vale Road 2016-17 TIDS Intersection Upgrade at Fernvale Road	211
Somerset Regional	Esk-Crows Nest Road 2016-17 TIDS Rehabilitation and widening	205
Somerset Regional	Toogoolawah - Biarra Road 2016-17 TIDS Rehabilitation and widening	139
Somerset Regional	Glamorgan Vale Road, Claus Road, 2016-17 intersection upgrade	27
Somerset Regional	Gardner Street North 2016-17 TIDS Concrete footpath extension Toogoolawah State School	13
Somerset Regional	Clarendon Road (Clarendon) Intersection Upgrade	8
Somerset Regional	Regional Roads and Transport Group Capability Funding	3
Sunshine Coast Regional	Doonan Bridge Road, upgrade unsealed road	888
Sunshine Coast Regional	Evans Street (Maroochydore) Upgrade	632
Sunshine Coast Regional	Parkway Drive 2016-17 TIDS Concrete footpath widening Mountain Creek State School	200
Sunshine Coast Regional	Regional Roads and Transport Group Capability Funding	5
Total		3,726

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

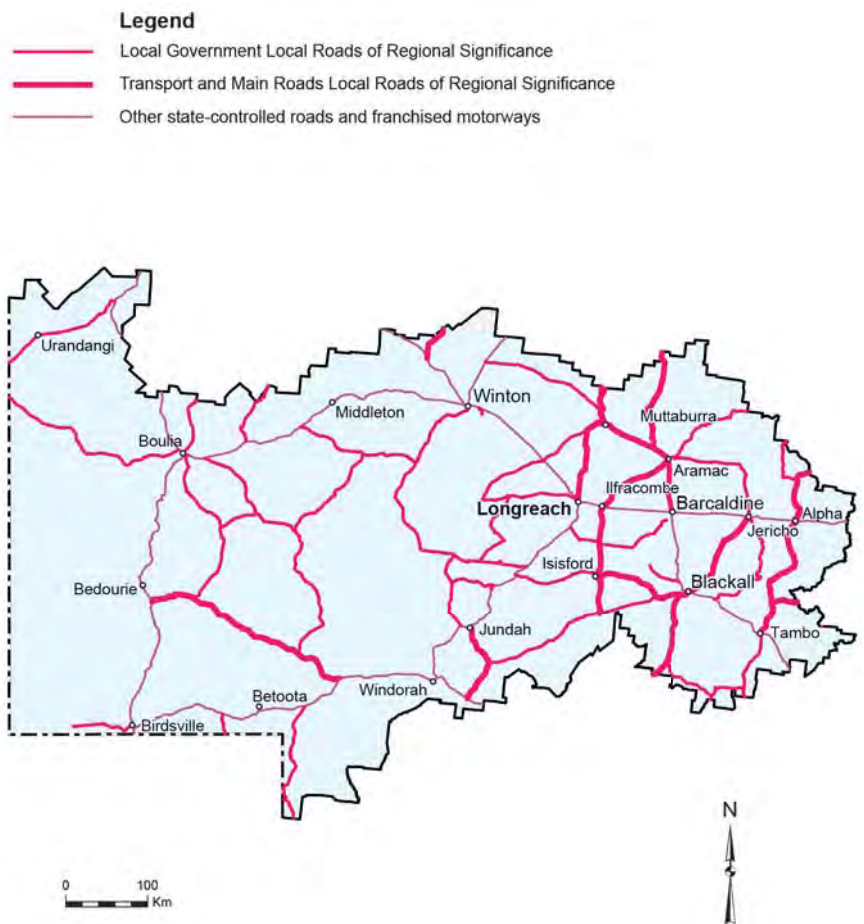
Councillor Butch Lenton, Mayor,
Winton Shire Council

RRTG Technical Committee Chair

Jason Ricks, Engineering Services
Barcaldine Regional Council

Technical Coordinator

Neil Stiles, Regional Coordinator
George Bourne & Associates Consulting Engineers



Roads and Transport Alliance TIDS / State Network RRTG Funded		
Local Government	Project	Year to Date Expend (\$'000)
Barcaldine Regional	Barcaldine Airport 2016-17 resurfacing	240
Barcaldine Regional	Eastmere Road 2016-17 pavement widening and sealing	200
Barcaldine Regional	Eastmere Road 2016-17 guardrail installation	125
Barcaldine Regional	Barcaldine-Isisford Road 2016-17 floodway improvements	100
Barcaldine Regional	Tumbar Road 2016-17 paving and sealing	100
Barcaldine Regional	2016-17 Footpath upgrades	30
Barcoo Shire	Davenport Road, 2016-17 gravel resheeting	573
Barcoo Shire	Arrabury Road, 2016-17 gravel resheeting	151
Barcoo Shire	Investment planning and design at various locations	14
Blackall Tambo Regional	Alpha-Tambo Road 2016-17 Pave and seal	671
Blackall Tambo Regional	Alpha-Tambo Road, 2015-17 paving and sealing 60km north of Tambo	204
Blackall Tambo Regional	Ward Road 2016-17 paving and sealing	100
Blackall Tambo Regional	Tumbar Road 2016-17 paving and sealing	100
Blackall Tambo Regional	Blackall-Emmet Road, 2015-16 paving and sealing	72
Blackall Tambo Regional	Blackall and Tambo Town Streets 2016-17 footpath upgrades	30
Boulia Shire	2017-18 Footpath upgrades	103
Boulia Shire	Boulia-Tobermorey Road 2016-17 gravel resheeting	80
Boulia Shire	Diamantina Developmental Road (Boulia - Dajarra), Limestone Creek Floodway, 2018-19 Upgrade	32
Diamantina Shire	Big Red Road, 2016-17 Pave and Seal	500
Diamantina Shire	Diamantina Developmental Road (Windorah - Bedourie) 2016-17 Pave and seal (Bloodwood)	208

Local Government	Project	Year to Date Expend (\$'000)
Diamantina Shire	Diamantina Developmental Road (Windorah - Bedourie), 2015-16 No 3 bore gravel realignment	68
Longreach Regional	Cramsie - Muttaborra Road, Pave and seal	1,529
Longreach Regional	Longreach - Silsoe Road (Longreach), 2016-17 Gravel resheeting	446
Longreach Regional	Tonkoro Road 2016-17 safety improvements	47
Winton Shire	Age of Dinosaur Road, 2015-17 install minor culverts	745
Winton Shire	Age of Dinosaur Road 2016-17 pave and seal	158
Total		6,627

Rockhampton RRTG

RRTG Members

Livingstone Shire Council
 Rockhampton Regional Council
 TMR's Fitzroy District

RRTG Chair

Councillor Graham Scott
 Deputy Mayor
 Livingstone Shire Council

RRTG Technical Committee Chair

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

Technical Coordinator

Gerard Read
 GWR Civil Engineering Management



Roads and Transport Alliance TIDS		
Local Government	Project	Year to Date Expend (\$'000)
Livingstone Shire	Scenic Highway (Yeppoon) at Matthew Flinders Drive Intersection Improvements	575
Livingstone Shire	Braithwaite Street (Yeppoon) Reconstruct pavement and drainage improvements	73
Livingstone Shire	Glenroy - Marlborough Road (Marlborough), Resheeting	22
Rockhampton Regional	Nine Mile Road (Gracemere), rehabilitate and widen a 2.90km section	434
Rockhampton Regional	Malchi Nine Mile Road (Gracemere) Rehabilitate and Overlay	188
Rockhampton Regional	Dean Street (Rockhampton) between Talbot and Simpson Streets asphalt resurfacing	183
Rockhampton Regional	Capability and Development training, Rockhampton	38
Total		1,516

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

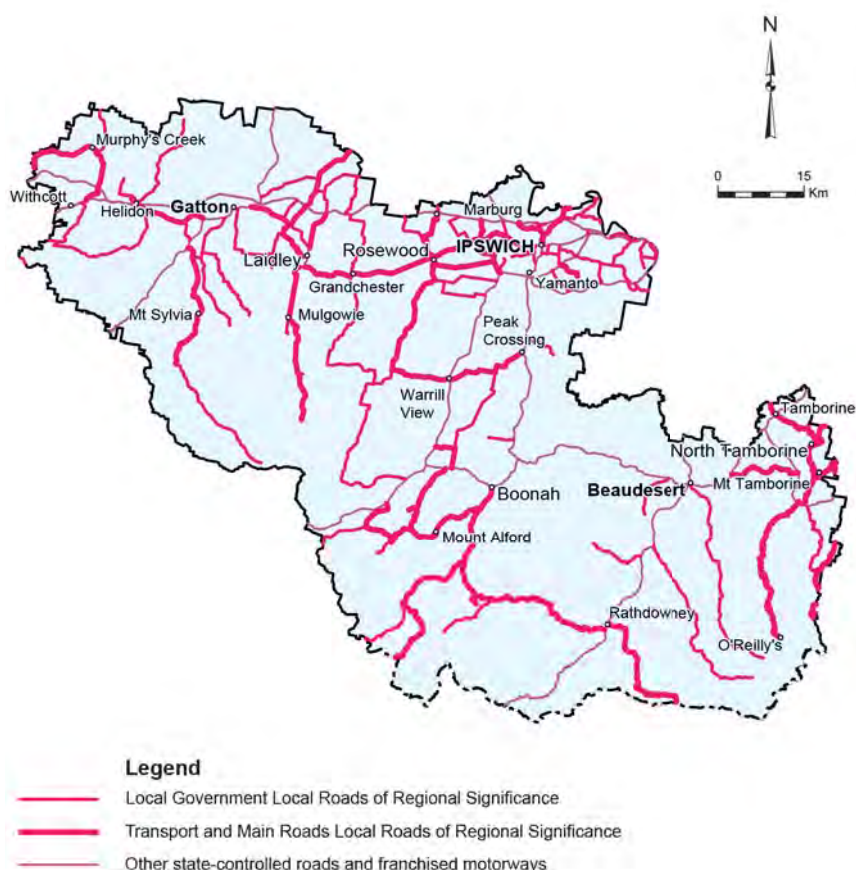
Councillor Cheryl Bromage
 Chair – City Infrastructure
 Committee, Ipswich City Council

RRTG Technical Committee Chair

Mr Tony Dileo
 Infrastructure Planning Manager
 Ipswich City Council

Technical Coordinator

Gerard Read
 GWR Civil Engineering Management



Roads and Transport Alliance TIDS		
Local Government	Project	Year to Date Expend (\$'000)
Ipswich City	Redbank Plains Road (Glen Fairlie Avenue - School Road), duplicate from two to four lanes	705
Ipswich City	Ipswich Capability Development	54
Lockyer Valley Regional	Crowley Vale Road rehabilitation and culvert replacement	250
Lockyer Valley Regional	Air Force Road (Helidon) Section Widen and Seal Shoulders	140
Lockyer Valley Regional	Woodlands Road widen shoulders and sealing	137
Lockyer Valley Regional	Lake Clarendon Way rehabilitation works	95
Lockyer Valley Regional	Lake Clarendon State School safety improvements	46
Lockyer Valley Regional	Hannant Road (Kensington Grove) Hatton Vale State School Safety Improvements	22
Scenic Rim Regional	Munbilla Road, pavement reconstruction	705
Total		2,155

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

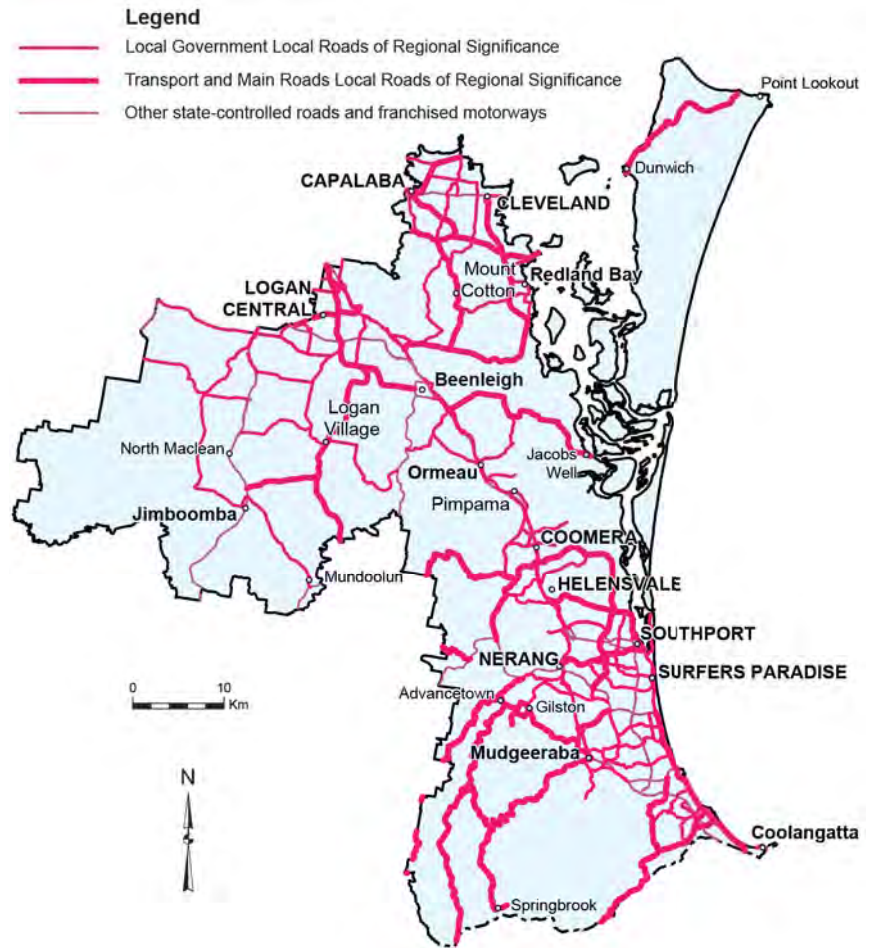
Vacant

RRTG Technical Committee Chair

Matt Shrimpton

Executive Coordinator Infrastructure Section,
Transport and Traffic Branch

City Infrastructure Directorate, City of Gold Coast



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Gold Coast City	Christine Avenue, Scottsdale Drive, intersection upgrade	874
Gold Coast City	Gold Coast 2016-17 Capability Development	67
Logan City	New Beith Road, Greenbank, pavement widening and realignment	675
Logan City	Croydon Road - Ewing Road, Logan Central Cycle Infrastructure Construction	200
Redland City	Northern Arterial Road (Bainbridge Street West - Shore Street West) resurfacing and rehabilitation	514
Redland City	Wellington Street between Shore Street West and Russell Street, Cleveland, road resurfacing and rehabilitation	360
Total		2,690

Southern Border RRTG

RRTG Members

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

RRTG Chair

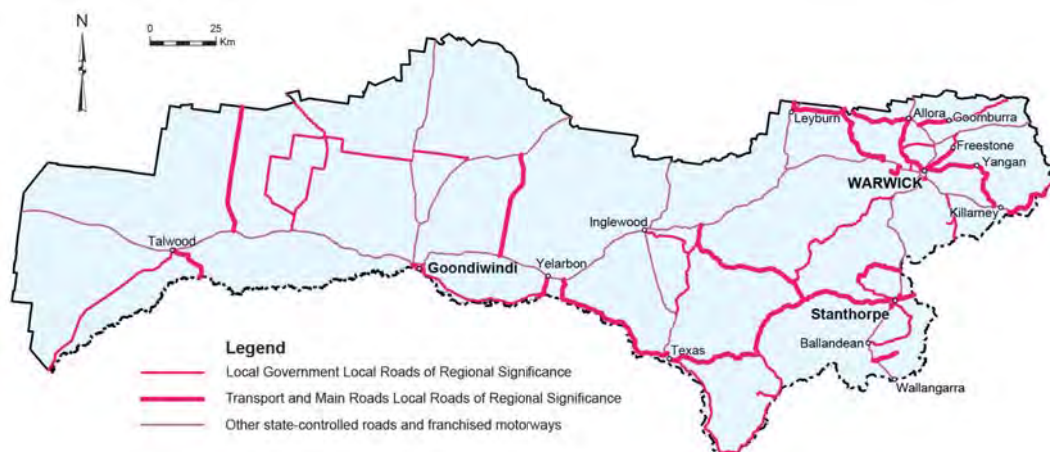
Vacant

RRTG Technical Committee Chair

Dion Jones
 Director Engineering, Goondiwindi Regional Council

Technical Coordinator

Dion Jones (as above)



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Goondiwindi Regional	Kildonan Road (Goondiwindi), pavement widening and sealing	342
Goondiwindi Regional	Riverton Road (Texas), pavement sealing extension	200
Goondiwindi Regional	Kondar Road, pavement rehabilitation	173
Goondiwindi Regional	Greenup Limevale Road (Coolmunda) Widen and Seal	135
Goondiwindi Regional	Local Roads of Regional Significance (Goondiwindi) Roads Reseal	107
Goondiwindi Regional	Mount Carmal Road (Goondiwindi), pavement rehabilitation	73
Goondiwindi Regional	Kioma Road (Toobeah) Construct and Seal Road	60
Southern Downs Regional	Inverramsay Road, (Goomburra) Stage 2 Rehabilitate and Widen	580
Southern Downs Regional	Amiens Road / Texas Road Intersection, Stanthorpe Rehabilitation and Widening	319
Southern Downs Regional	Eukey Road, Eukey, 2016-17 Widen and Rehabilitate	175
Total		2,164

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

RRTG Chair

Councillor Stuart Mackenzie
 Mayor, Quilpie Shire Council

RRTG Technical Committee Chair

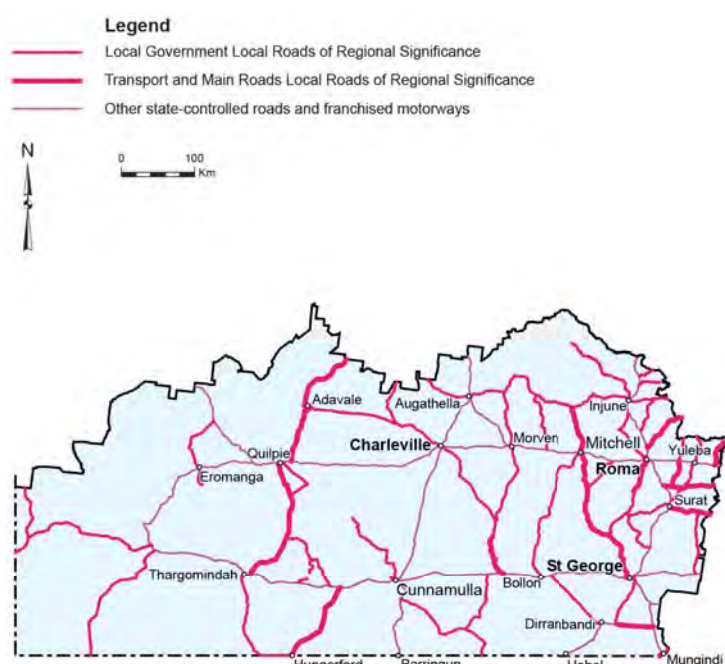
Dave Burgess, CEO
 Quilpie Shire Council (Current
 RRTG TC Chair)

Kym Downey
 Manager, Infrastructure Planning
 and Design, Maranoa Regional
 Council
 (Former RRTG TC Chair)

Technical Coordinator

Stephen Hegedus, Senior Asset
 Manager, Shepherd Services

Gary Cook, Brandon & Associates



Roads and Transport Alliance TIDS / State Network RRTG Funded

Local Government	Investment Name	Year to Date Expend (\$'000)
Balonne Shire	Bollon - Dirranbandi Road Bollon Pave and Seal	213
Balonne Shire	Salmon Road, St George Seal Shoulders	208
Balonne Shire	Kooroon Road, St George, 0 - 2.40km, Re-sheet Unsealed Road Section	88
Bulloo Shire	Quilpie - Thargomindah Road RRTG Funded Pave and Seal	943
District - South West	Capability Funding for Technical Support	61
Maranoa Regional	Westgrove Road (Injune) Gravel Re-sheet	517
Maranoa Regional	Ballon Road (Mitchell) gravel re-sheet	501
Maranoa Regional	Maranoa Road Roma Widen and Seal Shoulders	359
Maranoa Regional	Warrego Highway to Corfe Road Roma Pave and Seal	161
Murweh Shire	Biddenham Road, Augathella, Construct to Sealed Standard	827
Murweh Shire	Mount Tabour Road, Augathella, Pave and Seal	203
Murweh Shire	Biddenham Road, Re-sheet Unsealed Road	95
Paroo Shire	Eulo - Toompine Road, (Eulo), Form and Improve Drainage	259
Paroo Shire	Humeburn Road, Cunnamulla, Resealing, Gravel Resheeting and Shoulder Reconstruction	182
Paroo Shire	Jobs Gate Road, Cunnamulla, Horizontal Curve Widening	150
Paroo Shire	Eulo - Toompine Road, (Eulo), Reseal Bitumen	109
Paroo Shire	Jobs Gate Road, Cunnamulla, Resealing and Shoulder Grading	90
Paroo Shire	Hungerford Road (Eulo); reconstruct formation	71
Paroo Shire	Humeburn Road, Cunnamulla, Resealing and Shoulder Grading	55
Paroo Shire	Jobs Gate Road, Cunnamulla, Widen Drainage	55
Quilpie Shire	Kyabra Road (Quilpie) widen pavement	667
Quilpie Shire	Adavale - Charleville Road (Adavale) upgrade to sealed standard	186
Quilpie Shire	Quilpie Airport, Rehabilitate Pavement	99
Quilpie Shire	Eulo Road, (Quilpie), Reseal Bitumen	71
Total		6,169

Western Downs RRTG

RRTG Members

Western Downs Regional Council

TMR's Darling Downs District

RRTG Chair

Councillor Andrew Smith

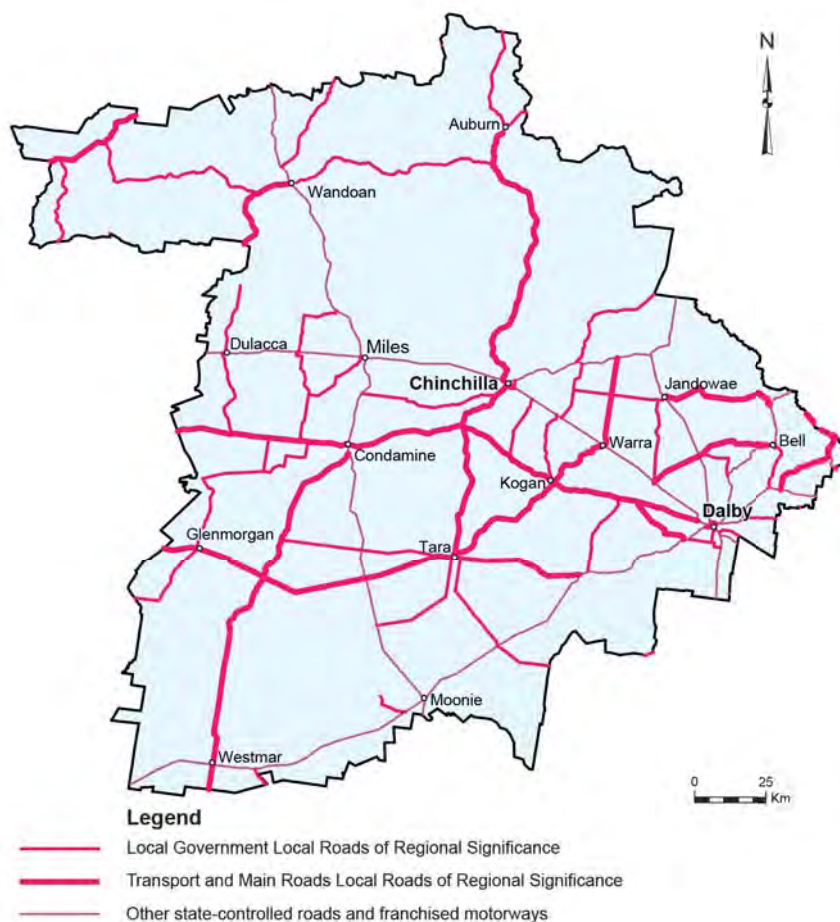
Western Downs Regional Council

RRTG Technical Committee Chair

Graham Cook

General Manager of Infrastructure Services,

Western Downs Regional Council



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Western Downs Regional	Riverglen Road (Glenmorgan) Construct to new Sealed two Lane Standard	425
Western Downs Regional	Glenran Road, Glenmorgan Widen and Seal	422
Western Downs Regional	Arubial Road (Condamine) Construct to Sealed Standard	358
Western Downs Regional	Dalby - Nungil Road (Mocattas Corner) Rehabilitate and Widen	311
Western Downs Regional	Bundi Road, Wandoan Construct Bridge/s	300
Western Downs Regional	Replacement of timber bridge on Greenswamp Road over Charleys Creek	300
Western Downs Regional	Roche Creek Road, Wandoan Rehabilitate and Widen	216
Western Downs Regional	Palmer Street (Dalby) reconstruct Pavement	127
Western Downs Regional	Dixon Street (Dalby) Rehabilitate Pavement	100
Western Downs Regional	Ayrton Street (Charles Street - Owen Street), Rehabilitate Pavement	86
Total		2,645

Whitsunday RRTG

RRTG Members

Mackay Regional Council

Whitsunday Regional Council

TMR's Mackay/Whitsunday District

RRTG Chair

Councillor Andrew Willcox

Mayor, Whitsunday Regional Council

RRTG Technical Committee Chair

Jason Devitt

Director (Engineering and Commercial Infrastructure), Mackay Regional Council

Technical Coordinator

Graeme Hawes

Manager Technical Services, Mackay Regional Council



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Mackay Regional	Malcomson Street and Charles Hodge Avenue, Mackay, upgrade intersection	1,238
Mackay Regional	Whitsunday Regional Roads and Transport Group Program Development (Mackay)	19
Whitsunday Regional	Strathmore Road (Collinsville) Pave and Seal section 2.00 - 3.50km	224
Total		1,480

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

Technical Coordinator

Warren Paulger
 Consulting Engineer

 Allen Christensen
 AT Consulting, Engineers and Project
 Managers

Legend

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



Roads and Transport Alliance TIDS

Local Government	Project	Year to Date Expend (\$'000)
Bundaberg Regional	Monduran Road (Gin Gin) Kolan River Bridge Replace Bridge and approaches	567
Bundaberg Regional	Kay McDuff Drive, Thabeban, asphalt concrete resurfacing and line marking	440
Bundaberg Regional	Kay McDuff Drive (Thabeban) Charlie Triggs Crescent - Ring Road Construct to new Sealed two Lane Standard	390
Bundaberg Regional	Eggmollesse Street (Kensington), Kay McDuff Drive - Johanna Boulevard, new connecting road	131
Bundaberg Regional	Bundaberg East State School, Concrete Pathway	28
Bundaberg Regional	Norville State School, Concrete Pathway	20
Bundaberg Regional	Gin Gin State School, Construct pathway and Zebra crossing	19
Bundaberg Regional	Burnett Heads Road (Burnett Heads) Burnett Heads State School Construct concrete pathway	12
Bundaberg Regional	Mulgrave Street (Bundaberg West) St Patricks Catholic School Improve existing crossing	9
Bundaberg Regional	Thabeban State School, Realign Pathway at Goodwood Road and Wonder Drive intersection	9
Bundaberg Regional	Bundaberg Central State School, Zebra Crossing	9
Bundaberg Regional	Maryborough Street (Bundaberg South) Bundaberg State High School Construct concrete pathway	7
Bundaberg Regional	Booyal Central State School, Concrete Pathway and School Access	4
Fraser Coast Regional	Walkers Point Road (Walkers Point), pavement re-construction and widening	267
Fraser Coast Regional	Eatonvale Road Tinana, Gympie Road - Donnelly Road, widen and overlay	210
Fraser Coast Regional	Emerald Park Way (Urangan) State High School Improve Parking and Pick Up Area	175
Fraser Coast Regional	Dau Drive, Granville State School set down and sealed parking area	125
Fraser Coast Regional	Totness Street (Torquay) State School Denmans Camp Road - Travistock Street Construction of Footpath	65
Fraser Coast Regional	Old Gympie Road (Maryborough) Section Reseal - Bitumen Chip	58

Local Government	Project	Year to Date Expend (\$'000)
Fraser Coast Regional	Beach Road, Pialba, Hervey Bay State High School Construction of Footpath	18
Fraser Coast Regional	Miller Street (Urangan) Point School Pulgul Street Footpath Access Construction	11
Fraser Coast Regional	Miller Street (Urangan) Point School Smith Street - Mobility Corridor Footpath Access Construction	10
Gympie Regional	Moy Pocket Road (Moy Pocket) Section Widen and Overlay	744
Gympie Regional	Kandanga Creek Road (Kandanga) Section Replace Bridge and approaches	486
Gympie Regional	Neusavale Road (Wolvi) Widen and Seal 400m Section	133
Gympie Regional	Everson Road (Gympie) Rifle Range Road to Gympie State High School Construct Footpath	51
Gympie Regional	Cogan Street (Gympie) Station Road - Gympie State High School Construct Footpath	30
Gympie Regional	The Esplanade (Tin Can Bay) Norman Point Boat Ramp Construct Footpath	19
North Burnett Regional	Hawkwood Road, Mundubbera, Hawkwood-Piggott Road, Widen and Seal	251
North Burnett Regional	Hawkwood Road, Dykehead, Widen and Overlay	181
North Burnett Regional	Mt Steadman Road (Mount Steadman) Section Widen and Seal	176
North Burnett Regional	Hawkwood Road, Hawkwood, Section Resheeting	129
North Burnett Regional	Mount Debatable Road, Gayndah, Widen Pavement	120
North Burnett Regional	Sandersons Lane, Mundubbera, Section Widen and Seal	119
North Burnett Regional	Mt Steadman Road (Mount Steadman) Section Timber Bridge Replacement	105
North Burnett Regional	Glenrae Dip Road, Mundubbera, Widen and Seal	100
North Burnett Regional	Cannindah Road, (Cannindah) Section Timber Bridge Replacement	89
North Burnett Regional	Cannindah Road, Monto, Section Replace Major Culvert	53
North Burnett Regional	Redbank Road, Eidsvold, Section Re-sheet Unsealed Road	34
North Burnett Regional	Cannindah Road (Cannindah) widen and seal	34
North Burnett Regional	Biggenden State School, upgrade existing school parking, set down and crossing infrastructure	32
North Burnett Regional	Rawbelle Road, Eidsvold, Construct to new Sealed two Lane Standard	32
North Burnett Regional	Burnett Highway, Monto State School Pathway Access Upgrade	17
North Burnett Regional	Coonambula Road, Mundubbera, Section Reseal Bitumen Chip	16
North Burnett Regional	North Burnett Regional Council Various Roads Various Locations Reseal	11
South Burnett Regional	Blackbutt - Crows Nest Road (Blackbutt) section Widen and seal	559
South Burnett Regional	Kumbia - Brooklands Road (Kumbia) section pavement widening	223
South Burnett Regional	South Burnett Regional Council Area Various Locations Reseal Program	160
South Burnett Regional	Durong State School Construct Car Parking and Setdown Facility	70
South Burnett Regional	Ivy Street (Kingaroy) Tessmanns Road to Barbara Street Construct Footpath	65
District - Wide Bay/ Burnett	Regional Roads and Transport Group, Secretariat Program	124
Total		6,745

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. 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 non-administrative tasks and drives progress.

Transport Infrastructure Development Scheme (TIDS): State funding provided to Local Government for the development of transport-related infrastructure. Funding is generally provided on a matching basis (TMR/Local Government).

